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American Railroad Journal.

New York Saturday, January 1, 1870.

Peninsular Railway of Michigan.

Regular trains commenced running to Bellevue on this road on the 1st of December.

The road has been completed and equipped to this point in the most satisfactory manner, the ballasting being well and thoroughly done. The rails, of 56 pounds to the yard, laid with fish joint fastenings, and the track, as a whole, is so smooth and solid that a speed of fifty miles per hour has been attained with ease and safety.

The rolling stock is all first class. The cars are from the shops of the Michigan Car Company, and the locomotives from Messrs. M. Baird & Co., of Philadelphia.

The road was thus opened under most favorable auspices, and the result is all that was anticipated—a remunerative traffic having been realized from the very first day of its opening.

This condition, at once so gratifying and so unusual in the opening of new Railway lines, is due to the fact that this road does not traverse a region of swamps and wilderness, where the road must wait and *create* the towns and business necessary for its own support, but passes instead through the best portion of the State, a populous and thriving district, whose citizens, being destitute of other railroad facilities, have shown by the municipal aid which they have so freely voted to this enterprise, that they appreciate the necessity, and who have, in their patronage already extended, given an earnest of a large and profitable local business to the road.

On reaching Lansing, the Capital of the State, this traffic will receive very large accessions, not only from the business naturally belonging to that city and the surrounding country, but also from other railways with which it will there connect, and, as the last of the iron for this section is already on its way there, and as the track layers are constantly at work, there is no reasonable doubt that, unless prevented by *unusually* severe weather, the track will be completed, and trains regularly running to Lansing, on the 1st of February, 1870.

The projectors of this road, however, have not counted solely, nor indeed *chiefly*, on its local business, but on the contrary they believe that its largest profits will be realized from its through traffic as a portion of the *Port Huron and Chicago Line*. And it must be admitted that this view of the case is well supported, not only by the fact that it is the shortest of the through routes *via* New York and Erie or New York Central Roads, but also that, from its location, it must command the greater part of the traffic between Canada and our Western States, which is already very large, and rapidly increasing.

From these considerations, it seems to us that few roads have commenced business with prospects more flattering than those of the Peninsular Railway.

☞ The directors of the Missisquoi Junction Railway have ordered a preliminary survey to be commenced as soon as practicable. There seems to be no doubt about the construction of this road, now that work has actually commenced on the Lamoille Valley Railroad.

☞ The Selma, Rome and Dalton Railroad Co. have recently concluded the purchase of the branch road from Dalton to Cleveland, Tenn., a distance of about forty miles.

☞ George M. Barnard, Esq., has been appointed Treasurer of the Boston, Hartford and Erie Railroad Company, vice S. W. Hall, resigned.

California and Oregon Railroad.

The California and Oregon and Yuba Railroad Companies have consolidated under the name of the California and Oregon Railroad Company, with a capital of $15,000,000. The work on the road is being vigorously prosecuted. Fifty-one miles are now completed and in working order, from a junction with the Central Pacific Railroad to Roseville.

☞ The Valley *Virginian* suggests the construction of a railroad from Staunton to Culpeper Courthouse, *via* Swift Run Gap and Madison Courthouse. This road, it says, would shorten the distance between Staunton and Washington fully thirty miles, and would be of easy and cheap construction.

Railroads in the United States.

It is difficult with all our accumulated facilities to reach every part of our vast country, and ascertain the exact condition of the railroad interest in each State or section. And during the last year the development of this great interest of the nation has been so immense and so rapid, as to make it impossible to keep pace with its growth. The construction of the Pacific Railroads, indeed, has forced all parts of the country to railroad extension, and hence we find that the extent of mileage constructed, and improvement on old lines has been greater in 1869 than in any former year of our railroad history. When we state that there have been brought into use during the year no less than 6,588.37 miles of new road, this fact is fully proven. This is more than one-eighth part of the total mileage in the country, the other seven-eighths having taken 40 years of varied fortune to establish. Yet still we are progressing, and the year now commencing, promises to eclipse even the year just closed. We have now in use an estimated mileage of 48,860.55 miles, and also projected and in progress a mileage of 27,505.83 miles. Take all the world without the United States, and this is not equalled. Truly we are progressive, and see in all this development a destiny as grand as insured. With our railroads we scale mountains and span the uninhabited plains, which are still in possession of the Indian, and open up vast territories for human habitation, which without the railroad must forever have

been closed against civilization. If we are going fast, we are going in the right direction, and the day is not far off which will give us the great benefits we seek in our headlong course. The railroad will unite us, and make us the great nation of the world, free and indissoluble.

The following tabulation shows the distribution of mileage and cost to the several States and Territories:

States, &c.	Miles of Road. Total.	Open.	Cost of road and equipment.
Maine	940.79	672.07	$21,183,110
New Hampshire.	785.32	685.32	22,642,630
Vermont	653.09	613.09	28,787,926
Massachusetts	1,569.75	1,483.70	74,699,443
Rhode Island	121.47	121.47	5,132,672
Connecticut	806.94	698.57	27,359,017
New York	4,735.91	3,636.22	$209,001,671
New Jersey	1,023.65	989.65	74,602,735
Pennsylvania	6,878.36	5,014.45	300,556,508
Delaware and E. Maryland	455.50	292.50	8,773,637
Maryland, other than above	730.02	493.52	31,814,659
West Virginia	723.75	364.75	27,869,315
Virginia	2,049.11	1,482.94	$49 886,481
North Carolina	1,552.97	1,129.67	29,505,425
South Carolina	1,439.17	1,089.97	27,348,817
Georgia	2,095.41	1,694.70	36,875,552
Florida	613.20	440.20	9,883,981
Alabama	2,039.80	1,036.00	$36,421,163
Mississippi	900.20	900.20	24,919,504
Louisiana	928.30	414.50	17,385,223
Texas	2,529.25	572.25	17,006,000
Arkansas	897.00	86.00	4,310,000
Tennessee	1,876.53	1,435.53	46,913,448
Kentucky	1,402.85	849.55	33,511,746
Ohio	4,613.96	3,723.89	$190,424,507
Michigan	2,293.26	1,198.76	48,793,418
Indiana	5,381.10	2,977.10	121,162,301
Illinois	7,186.45	4,707.95	217,559,542
Wisconsin	2,779.60	1,490.60	60,358,723
Minnesota	1,800.00	823.00	27,860,000
Iowa	3,219.28	2,140.83	85,762,943
Nebraska	449.00	449.00	26.450,000
Wyoming Ter.	560.00	560.00	43,300,000
Missouri	3,261.79	1,827.00	88,372,121
Kansas	1,601.50	930.50	39,623,500
Colorado	350.00	150.00	$6,000,000
Utah Ter.	365.00	365.00	18,000,000
Nevada	390.00	390.00	19,500,000
California	2,297.60	810.60	46,650,000
Oregon	2,019,50	119.50	5,700,000
Total	5,622.10	1,835.10	$95,850,000

RECAPITULATION BY SECTIONS.

North East	4,877.36	4,274,22	$179,804,798
Middle East	14,547.19	10,791.09	652,618,525
South East	7,749.86	5,837.48	154,000,257
Gulf and S. W.	10,573.93	5,294.03	180,472,084
N. Interior	33,095.94	20,828.63	949,667,055
Pacific & West.	5,522.10	1,835.10	95,850,000
Total Jan. 1, '70.	76,366.38	48,860.55	2,212,412,719

In the following statement is shown the increase in railroad development in the several sections during the year 1869:

Sections.	Miles of Road. Projected.	Opened.	Cost of road and equipment.
North East	64.37	254.11	$17,275,764
Middle East	3,538.54	1,026.59	85,129,307
South East	298.22	185.57	14,978,130
Gulf & S. West	1,527.45	223.45	22,659,653
N. Interior	8,656.60	3,976.55	189,000,824
Pacific & West.	366.10	922.10	29,664,000
Total	13,446.28	6,588.37	$358,707,678

The annual progress of railroad building since in 1827 the commencement was made in the construction of the Granite Railroad at Quincy, Mass., to the present time, is shown in the following table:

Year.	Miles.	Year.	Miles.
1828	3	1849	6,350
1829	28	1850	7,475
1830	41	1851	8,589
1831	54	1852	11,027
1832	131	1853	13,497
1833	576	1854	15,672
1834	762	1855	17,398
1835	918	1856	19,251
1836	1,102	1857	22,625
1837	1,431	1858	25,090
1838	1,843	1859	26,755
1839	1,920	1860	28,771
1840	2,197	1861	30,593
1841	3,319	1862	31,769
1842	3,877	1863	32,471
1843	4,174	1864	33,860
1844	4,311	1865	34,442
2845	4,522	1866	35,351
1846	4,870	1867	36,896
1847	5,336	1868	38,822
1848	5,682	1869	42,272
1870	48,860		

City Passenger Railroads are not included in the above summary. These are now in general use in all considerable cities and in numerous instances in places where population is less dense. Their economical bearings are fully recognized and their popularity is increasing. Boston, New York, Brooklyn and Philadelphia count their street railroad tracks by hundreds of miles. Probably the total is not less than 3,500 to 4,000 miles.

Nor have we included in our statement any account of the second tracks with which most of the leading lines are supplied, nor the sidings and turnouts on all the lines. These may be estimated at 25 per cent. of the length of road, and are being added to yearly. Adding these supplementary tracks to the tabulated mileage we find that the total length of equivalent single track in use is about 60,000 miles, and if we add to this the equivalent for the city passenger tracks to nearly 65,000 miles. It is now about forty years since we began to build railroads and in that time, as before intimated, we have built a greater length than is to be found in the whole of Europe. Progress leads but to new demands and new enterprises.

Finances of Kentucky.

The following is an abstract of the Report of the Auditor for the fiscal year ending October 10, 1869:

The public debt of the Commonwealth, on the 10th of Oct., 1868, amounted to	$3,626,220 21
Add increase of school bonds, being amount of surplus school money July 1st, 1869	8,956 61
Making	$3,635,177 52
During the fiscal year ending 10th October, 1869, there was redeemed by the Commissioners of the Sinking Fund State bonds amounting to	328,000 00
Amount of State debt 10th October, 1869	$3,307,177 52
Deduct the amount of bonds dedicated to the school fund and not redeemable	1,648,283 52
Leaving the amount of the State debt proper, upon the 10th October, 1869	$1,658,894 00

This indebtedness of the Commonwealth consists of—

6 per cent. bonds which have matured and are outstanding	$35,394 00
5 per cent. bonds due and outstanding	10,000 00
6 per cent. bonds maturing in 1870 and 1872	1,119,500 00
Military bonds maturing in 1895	316,000 00
5 per cent. bonds maturing between 1871 and 1873	160,000 00
	$1,658,894 00
The balance in the State Treasury on October 10, 1868	$587,199 68
Receipts for the fiscal year ending October 10, 1869	678,505 70
Making	$1,265,705 38
Expenditures for the fiscal year ending October 10, 1869	908,921 96
Leaving balance in Treasury on October 10, 1869	$356,783 42
Add amount belonging to Sinking Fund October 10, 1869, but not transferred	51,703 03
Add amount loaned by Commissioners of Sinking Fund to revenue proper, under legislative acts	840,849 05
Add amount loaned out by Commissioners of Sinking Fund to Kentucky River Navigation Company	10,000 00
	$1,259,335 50

If, therefore, the loan made by the Commissioners of the Sinking Fund to the revenue proper, of $840,849 05, was returned, the balance in the Treasury of cash on hand, upon 10th of October, 1869, would be $1,259,335 50; which sum, if applied to the extinguishment of the outstanding indebtedness of the Commonwealth, would reduce the State debt, exclusive of the school bonds not redeemable, to $399,558 50.

To meet this indebtedness, the Commissioners of the Sinking Fund hold 789 shares in the Bank of Kentucky, which, at par, is	$78,900 00
7,000 shares Bank of Kentucky	700,000 00
In the Bank of Louisville, 406 shares	40,600 00
In Louisville, Cincinnati and Lexington Railroad, 260 shares of preferred stock	26,000 00
In Lexington and Frankfort Railroad, 2,178 shares, at 50 cents, (which is a low estimate)	103,900 00
Bond of Louisville and Frankfort Railroad	74,519 50
Stocks in turnpike roads, at par value, $2,544,359 65, estimated at cash value	254,433 96
Annual rent of Kentucky locks and dams	1,500 00
Rent of the Kentucky Penitentiary.	8,000 00
	$1,287,853 46
Deducting State debt	399,558 50
Excess of resources of Sinking Fund over the State debt	$888,294 96

The financial condition of the Commonwealth, it will be seen from this summary, is in a most healthy and prosperous condition. If our outstanding bonds were now due, and the $840,849 55 due by the Revenue Department proper to the State, were returned, our resources are more than sufficient to pay off at once the State debt.

This item of $840,849 55 was created by loans of money at different periods to supply existing deficiencies in the annual current revenue, which was insufficient to meet the ordinary necessities of the State Government.

☞ The last rail has been laid on the section of the Adirondack Railroad under contract.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1870.

(Not including City Passenger Railroads.)

State of Maine.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	26.50	26.50	$860,000
Lewiston Branch	5.00	5.00	
2. Atlantic and St. Lawrence (N. H. & Vt.)	79.00	79.00	3,259,763
Branch	1.50	1.50	
3. Bangor, Oldtown and Milford	13.00	13.00	331,845
4. Bangor and Piscataquis	40.00	40.00	800,000
5. Belfast and Moosehead Lake	34.50	15.00	300,000
Boston and Maine (N. H. & Mass.)	1.26	1.26	71,987
6. Calais and Baring	6.00	6.00	226,160
Branches	5.50	5.50	
7. Dexter and Newport	16.00	16.00	320,000
8. European and North American	90.72	58.00	3,500,000
9. Knox and Lincoln	46.50	.....	.....
10. Leeds and Farmington (leased to Androscog)	36.50	36.50	915.000
11. Lewy's Island	16.50	16.50	385,000
12. Machiasport	7.50	7.50	120,000
13. Maine Central	137.81	109.81	4,212,401
14. Portland and Kennebec	63.00	63.00	2,020,770
Bath Branch	9.50	9.50	
15. Portland and Ogdensburg (project)	48.00	.....	.....
16. Portland and Oxford Central	28.50	21.50	430,000
17. Portland and Rochester	52.00	52.00	1,200,000
18. Portland and Rutland (project)	48.00	.....	.....
19. Portland, Saco and Portsmouth	53.50	53.50	1,360,184
Portsmouth, Great Falls and Conway (N. H.)	3.50	3.50	70,000
20. Somerset (project)	34.00	.....	.....
21. Somerset and Kennebec	37.00	37.00	800,000
Total	940.79	672.07	$21,183,110

State of New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
Atlantic and St. Lawrence (Maine & Vt.)	54.00	54.00	2,218,792
2. Boston, Concord and Montreal	93.54	93.54	2,850,000
Boston and Maine (Mass. & Maine.)	37.22	37.22	2,292,716
Great Falls Branch	2.95	2.95	
3. Cheshire (Mass.)	43.65	43.65	2,488,037
4. Concord	34.53	34.53	1,500,000
5. Concord and Claremont	27.16	27.16	698,258
6. Contoocook River	14.64	14.64	257,000
7. Dover and Winnepiseogee	28.50	28.50	825,200
8. Eastern	16.55	16.55	525,205
Fitchburg (Mason Branch, Mass.)	9.36	9.36	93,600
9. Manchester and Lawrence	23.28	23.28	1,000,000
10. Manchester and North Weare	19.43	19.43	600,000
11. Mount Washington	2.75	2.75	100,000
Nashua and Lowell (Mass.)	6.22	6.22	330,680
12. Nashua and Rochester (project)	42.00	.....	.....
13. New Hampshire Central (project)	38.00	.....	.....
14. Northern New Hampshire	69.20	69.20	3,068,400
Bristol Branch	13.40	13.40	
15. Portland and Ogdensburg (project)	.....	.....	.....
16 Portsmouth and Concord	59.00	59.00	350,000
17. Portsmouth, Great Falls and Conway (Me.)	22.50	22.50	370,000
18. Sugar River (project)	20.00	.....	.....
19. Sullivan	24.70	24.70	1,622,250
20. Suncook Valley	16.20	16.20	325,000
21. White Mountains	20.78	20.78	200,000
22. Wilton	15.43	15.43	233,000
Worcester and Nashua (Mass.)	6.57	6.57	188,492
Total	785.32	685.32	$22,642,630

State of Vermont.

Atlantic and St. Lawrence (Me. & N. H.)	16.00	16.00	$642,717
1. Bennington and Rutland	54.00	54.00	1,125,000
Bennington Branch	5.00	5.00	
2. Connecticut and Passumpsic Rivers	110.30	110.30	2,996,410
Grand Trunk of Canada	16.50	16.50	1,000,000
3. Lamoille Valley Junction (project)	.....	.....	.....
Lebanon Springs (Mass. & N. Y.)	10.00	10.00	500,000
4. Missisquoi and Clyde River (project)	.....	.....	.....
5. Montpelier and Well's River (building)	40.00	.....	.....
6. Northern Vermont & L. Champlain (project)	.....	.....	.....
7. Portland and Ogdensburg (project)	.....	.....	.....
Rensselaer and Saratoga (New York)	35.00	35.00	1,000,000
Rutland Branch	7.00	7.00	
8. Rutland (late Rutland and Burlington)	119.60	119.60	6,500,000
9. Southern Vermont	8.00	8.00	200,000
10. Vermont and Canada	47.00	47.00	2,500,000
Burlington Branch	8.50	8.50	
Swanton Branch	10.00	10.00	
11. Vermont Central	117.00	117.00	10,500,000
Montpelier Branch	2.00	2.00	
Vermont and Massachusetts (Mass.)	10.50	10.50	481,913
12. Vermont Valley	23.69	23.69	1,221,886
13. Woodstock	13.00	13.00	120,000
Total	653.09	613.09	$28,787,926

State of Massachusetts.

1. Berkshire	21.14	21.14	$600,000
2. Boston and Albany (New York)	162.64	162.64	15,750,910
Brookline Branch	1.55	1.55	
Newton Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.85	3.85	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Millbury Branch	3.07	3.07	
3. Boston, Clinton and Fitchburg	28.97	28.97	1,027,004
4. Boston, Hartford and Erie	107.50	70.00	7,000,000
Woonsocket Division	38.50	38.50	
Mechanicsville to Willimantic (Conn)	26.00	26.00	
5. Boston and Lowell	26.76	26.76	2,657,500
Woburn Branch	1.86	1.86	
6. Boston and Maine (N. H. & Me.)	32.83	32.83	4,926,211
Medford Branch	2.33	2.33	
Methuen Branch (leased to M. & Law.)	3.61	3.61	
7. Boston and Providence	47.00	47.00	3,360,000
Branches	7.07	7.07	
8. Cape Cod	46.01	46.01	1,031,625
Wareham Branch	1.04	1.04	
Cape Cod Central (consol. with Cape Cod)	18.80	18.80	369,708
Cheshire (N. H.)	10.00	10.00	501,270
9. Connecticut River	50.00	50.00	1,801,943
Chicopee Branch	3.35	3.35	
10. Danvers	9.20	9.20	244,456
11. Dorchester and Milton	3.26	3.26	136,373
12. Eastern	44.10	44.10	6,105,232
Marblehead Branch	3.50	3.50	
Gloucester Branch	16.56	16.56	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Lawrence Branch	19.87	19.87	
13. Easton Branch	3.78	3.78	56,144
14. Fall River, Warren and Providence (R. I.)	3.66	3.66	206,680
15. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Sterling Branch	9.00	9.00	
Marlboro' Branch	3.90	3.90	
Mason Branch (N. H.)	12.39	12.39	
16. Fitchburg and Worcester	13.99	13.99	333,800
17. Hanover Branch	7.00	7.00	150,000
Hartford and New Haven (Conn.)	5.87	5.87	265,028
18. Horn Pond Branch	0.66	0.66	15,248
Lebanon Springs (N. Y. & Vt.)	20.00	20.00	600,000
19. Lexington and Arlington	6.64	6.64	258,708
20. Lowell and Lawrence	12.35	12.35	363,158
21. Middleboro' and Taunton	8.54	8.54	152,839
22. Milford and Woonsocket	3.88	3.88	110,662
23. Nashua and Lowell (N. H.)	8.35	8.35	443,923
24. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
Fairhaven Branch	15.11	15.11	234,660
25. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
New Haven and Northampton (Ct.)	24.96	24.96	577,205
Williamsburg Extension	8.00	8.00	335,932
New London Northern (Ct.)	44.91	44.91	687,319
Norwich and Worcester (Ct.)	17.75	17.75	701,481
26. Old Colony and Newport (R. I.)	113.18	113.18	6,676,040
Branches	10.50	10.50	
27. Pittsfield and North Adams	18.65	18.65	443,678
28. Providence and Worcester (R. I.)	25.41	25.41	1,071,140
Branch	1.00	1.00	
29. Rockford	3.60	3.60	91,667
30. Salem and Lowell	16.88	16.88	468,969
31. Sheffield	5.38	5.38	100,000
32. South Reading	8.15	8.15	299,846
Branch	0.22	0.22	
33. South Shore	11.50	11.50	501,592
34. Stockbridge and Pittsfield	21.93	21.93	448,700
35. Stoneham	2.38	2.38	66,375
36. Stony Brook	13.16	13.16	267,383
37. Stoughton Branch	4.04	4.04	110,253
38. Taunton Branch	11.10	11.10	250,000
Taunton River Branch	0.68	0.68	
39. Troy and Greenfield (tunnel)	42.55	37.50	3,750,000
40. Vermont and Massachusetts (Vt.)	58.83	58.83	2,574,784
Greenfield Branch	8.00	8.00	248,495
Turner's Falls Branch (project)	5.50	.....	.....
41. West Stockbridge	2.75	2.75	39,600
42. Williamsburg and North Adams (building)	38.00	.....	380,000
43. Worcester and Nashua (N. H.)	39.12	39.12	1,392,516
Total	1,509.75	1,483.70	$74,699,443

State of Rhode Island.

Fall River, Warren and Bristol (Mass.)	2.13	2.13	$121,308
Hartford, Providence and Fishkill (Ct.)	26.42	26.42	934,617

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. New York, Providence and Boston (Ct.)	44.00	44.00	1,849,310
Old Colony and Newport (Mass.)	17.32	17.32	1,011,319
2. Providence, Warren and Bristol	13.60	13.60	484,729
Providence and Worcester (Mass.)	18.00	18.00	731,389
Total	121.47	121.47	$5,132,672
State of Connecticut.			
Boston, Hartford and Erie (Mass.)	26.00	26.00	$1,000,000
1. Connecticut Western (project)	65.87	.....	65,870
2. Danbury and Norwalk	24.00	24.00	435,538
Erie and New England (N. Y.)	23.00	.....	.....
3. Fairhaven and Westville	6.00	6.00	150,000
4. Hartford and New Haven (Mass.)	55.51	55.51	
Middletown Branch	10.75	10.75	
New Britain and Middletown	2.47	2.47	3,765,929
Hartford Branch	0.87	0.87	
5. Hartford, Providence & Fishkill (R. I., N.Y.)	113.50	113.50	5,675,000
6. Hartford and Wethersfield	9.00	9.00	210,000
7. Housatonic	74.00	74.00	2,105,558
8. Naugatuck	57.00	57.00	2,026,700
9. New Haven and Derby	13.33	13.33	420,650
10. New Haven and Northampton (Mass.)	68.04	68.04	
Collinsville Branch	8.00	8.00	1,737,272
Tariffville Branch	1.75	1.75	
11. New London Northern (Mass.)	55.09	55.09	780,150
12. New York and New Haven (N. Y.)	48.11	48.11	5,366,448
Branch connection at New Haven	3.00	3.00	
13. New York, Providence and Boston (R. I.)	18.00	18.00	751,983
14. Norwich and Worcester (Mass.)	41.65	41.65	2,001,719
Allyn's Point Branch	7.00	7.00	
15. Rockville	5.50	5.50	175,000
16. Shore Line (N. Hav. and N. Lond.)	50.00	50.00	691,200
Total	806.94	698 57	$27,359,017
State of New York.			
1. Adirondac	182.00	25.00	$2,079 058
2. Albany and Susquehanna	140.00	140.00	7,000,000
Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	6,903,718
3. Avon, Geneseo and Mount Morris	15.50	15.50	216,664
4. Blossburg and Corning	15.64	15.64	582,346
Boston and Albany (Albany & West St'kb'ge)	38 00	38 00	2,411,056
Hudson City Branch	17.33	17.33	216,036
5. Buffalo, Bradford and Pittsburg (Pa.)	9 00	9.00	992,029
6. Buffalo, Corry and Pittsburg (Pa.)	36.70	36.70	1,211,500
7. Buffalo and Erie (part in Pa.)	68.34	68.34	5,446,340
8. Buffalo, New York and Erie	142.00	142.00	3,396,088
9. Buffalo and Southern (Pa.)	90.00	.....	.....
10. Buffalo and Washington (Pa.)	85.00	50.00	1,250,000
11. Cayuga and Susquehanna	34.61	34.61	589,110
12. Chemung (3 rails)	17.36	17.36	400,000
13. Cooperstown and Susq. Valley R. R.	16.00	16.00	320,000
14. Dutchess and Columbia Counties	58.00	43.00	1,700,000
Branch to Hillsdale	17.00	.....	.....
15. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
Elmira and Williamsport (Pa.)	9.00	9.00	305,198
16. Erie Railway (Pa.)	403.75	403.75	
Union (Ramapo)	0 25	0.25	
Newburg Branch	19.00	19.00	2,000,000
Buffalo Branch	60.00	60.00	
17. Erie and Genesee Valley (project)	25.00	.....	.....
18. Erie and New England (Conn.)	37.00	.....	.....
19. Goshen and Deckertown (project)	14.77	14.77	369,250
Hartford, Providence & Fishkill (in progress)	41.00	41.00	1,000,000
20. Hicksville and Cold Spring	4.00	4.00	45,262
21. Hudson River (N. Y. Central)	144.00	144.00	19,185,989
22. Lake Ontario Shore (projected)	142 80	.....	.....
Rochester Branch	6.00	.....	.....
23. Lebanon Springs (Mass. & Vt.)	22.50	22.50	675,000
24. Long Island	94.00	94.00	
Jamaica to East New York	6.50	6.50	
Hempstead Branch	2.50	2.50	4,495,814
Glen Cove, Roslyn and Mineola	6.50	6.50	
Northport Branch	4.50	4 50	
25. Middleburg and Schoharie	5.30	5.30	100,000
26. Middletown, Unionville and Water Gap	13.00	13.00	344,870
27. Montgomery and Erie	10.26	10.26	287,200
28. Monticello and Port Jervis (project)	23.00	.....	.....
29. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Schenectady and Athens	37.87	37.87	
Syracuse, Auburn and Rochester	104.00	104 00	
Batavia and Attica	11.00	11.00	36,607,697
Rochester and Suspension Br	74.75	74.75	
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
30. New York and Flushing	8.00	8.00	345,000
31. New York and Harlem	130.75	130.75	
Port Morris Branch	2.12	2.12	13,098,050
32. New York, Housatonic & Northern (build'g)	39.75	5.11	248,304
New York and New Haven (Conn.)	14.14	14.14	1,872,260
33. New York and Oswego Midland (building)	240.00	150.00	6,000,000
34. Niagara Bridge and Canandaigua	98.46	98.46	
Tonawanda Branch	1.63	1.63	1,000,000
35. North Shore (L. I.)	12.00	12.00	300,000
36. North Side (L. I.)	20.00	.....	.....
37. Ogdensburg and Lake Champlain	118.00	118.00	
Branches	4.00	4.00	6,800,835
38. Oswego and Rome	28.58	28.58	925,999
39. Oswego and Syracuse (3 rails)	36.29	36.29	$1,398,754
40. Plattsburg and Montreal	23.00	23.00	500,000
41. Rensselaer and Saratoga	25.22	25 22	
Saratoga and Schenectady	21.00	21.00	
Albany and Vermont	12.00	12.00	
Saratoga and Whitehall and branch	47.52	47,52	149,120
Rutland and Whitehall & branch (in Vt.)	.....	.....	
Troy, Salem and Rutland (Vt.)	27.00	27.00	
42. Rochester City and Brighton	9.50	9.50	268,060
43. Rochester and Genesee Valley	18.45	18.45	656,026
44. Rome, Watertown and Ogdensburg	141.11	141 11	
Potsdam Branch	24.28	24.28	4,362,525
Cape Vincent Branch	24.24	24.24	
45. Rondout and Oswego (project)	85.00	26.00	1,000,000
46. Schoharie Valley	4.38	4.38	82,102
47. Skaneateles	5.00	5.00	100,846
48. Southern Central	98 00	30.00	1,000,000
49. South Side (L. I.)	57.00	57.00	2,000,000
Branch	0.75	0.75	
50. Staten Island	13.00	13.00	356,301
51. Sterling Mountain	7.60	7.60	501,122
52. Syracuse, Binghamton and N. Y	81.00	81.00	3,468,115
53. Troy and Bennington	5.38	5.38	247,350
54. Troy and Boston	34.91	34.91	2,285,981
55. Troy and Greenbush (double)	6.00	6.00	294,908
56. Troy Union and Depot	2.14	2.14	762,238
57. Utica and Black River	86.25	59.00	1,800,000
Trenton Falls Branch	2.14	2.14	
58. Utica, Chenango and Susquehanna Valley	82.00	40.00	2,060,000
59. Wallkill Valley	20.00	20.00	400,000
60. Warwick Valley	10.33	10.33	172,576
61. Waverly and State Line	0.25	0.25	24,974
62. West Shore Hudson River	150.00	.....	150,000
63. Whitehall and Plattsburg (building)	91.00	28.00	800,000
	4,735.91	3,636.22	$209,001,671
State of New Jersey.			
1. Belvidere Delaware	67.00	67.00	$3,914,896
2. Camden and Amboy	61.28	61.28	
Trenton Branch	6.19	6.19	
Trenton and Dean's Pond	17.00	17.00	11,221,696
New Brunswick Line	26.11	26.11	
3. Camden and Atlantic	60.23	60.23	2,062,102
4. Camden and Burlington County	23.00	23.00	
Burlington County	7.13	7.13	710,962
5. Cape May and Millville	41.25	41 25	701,034
6. Central of New Jersey	74.00	74.00	
Extra (wide) Track	60.00	60.00	18,034,675
7. Deckertown and State Line (building)	10.00	.....	.....
8. Flemington	12.00	12.00	375,000
9. Freehold and Farmingdale (project)	.....	.....	.....
10. Freehold and Jamesburg Agricultural	17.00	17.00	329,305
11. Freehold and Squankum (projected)	.....	.....	.....
12. Hackensack and New York	14.88	4.88	191,246
Lodi Branch (private)	0 78	0.78	20,000
13. Hibernia Mine	3.50	3.50	40,250
14. Jersey City and Bergen Point	10.00	10.00	300,000
15. Long Branch and Sea Shore	9.00	9.00	223,440
16. Long Dock and Tunnel (Erie)	2.88	2.88	2,880,000
17. Millstone and New Brunswick	6.63	6.63	109,918
18. Morris and Essex	84.00	84.00	
Boonton Branch	5.00	5.00	9,576,875
19. Newark and Bloomfield	6.00	6.00	118,031
20. Newark and New York	6.00	6.00	1,200,000
21. New Jersey	33.80	33.80	7,341,278
22. Northern New Jersey	21.25	21.25	524,226
23. Ogden Mine	10.00	10.00	450,000
24. Orange and Newark	9.00	9.00	680,000
25. Paterson and Hudson (Erie)	14 50	14.50	630,000
26. Paterson and Newark (Erie)	12 00	12.00	1,000,000
27. Paterson and Ramapo (Erie)	15.12	15.12	350,000
28. Pemberton and Hightstown	22.00	22.00	533,786
29. Pequest and Wallkill (building)	12.00	12.00	250,000
30. Perth Amboy and Woodbridge	16.81	16.81	1,674,723
31. Raritan and Delaware Bay	73.80	73.80	
Long Branch	5.00	5.00	4,098,592
Tom's River Branch	3.50	3.50	
32. Rocky Hill	3.60	3.60	45,069
33. Salem	16.00	16.00	278,320
34. South Branch	16.09	16.00	438,300
35. Sussex	26.00	12.00	474,400
36. Vincentown	4.50	4.50	45,257
37. Warren	18.25	18.25	2,059,050
38. West Jersey	37.36	37.36	
Millville and Glassboro	22.30	22.30	1,840,304
Total	1,023.65	989.65	$74,602,735

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
STATE OF PENNSYLVANIA.			
1. Allegheny Valley	176.41	132 00	$8,042,793
2. Atlantic & Great Western (part in N.Y. & O.)	92.16	92.16	17,277,918
Oil City Branch	33.20	33.20	
3. Bald Eagle Creek	51.19	51.19	1,050,000
Bellefonte Branch	2.00	2.00	
4. Barclay Coal	16 00	16.00	31,134,000
5. Bellefonte and Snow Shoe	21.00	21.00	442,059
Branch	1.50	1.50	
Buffalo, Bradford and Pittsburg (N.Y.)	17 00	17.00	1,873,971
Buffalo, Corry and Pittsburg (N.Y.)	6.50	6.50	219.966
Buffalo and Erie (N.Y.)	19.66	19.66	1,272,460
Buffalo and Southern (N.Y.)	35.00	.....	.....
Buffalo and Washington (N. Y.)	25.00	.....	.....
6. Catasauqua and Fogelsville	36.00	20.00	729,322
Farmington Branch	4.00	4.00	
7. Catawissa	65.00	65.00	3,744,000
Summit Branch	2.50	2.50	
8. Chartiers Valley	6.00	11.00	1,250,000
8½. Chenango and Allegheny Valley (progressing)	.....	.....	.....
9. Chester Valley	21.50	21.50	1,371,900
10. Chestnut Hill	4.13	4.13	120,650
Cleveland, Painesville and Ashtabula (O.)	25.53	25.53	1,419,517
Cleveland and Pittsburg (O.)	15.00	15.00	701,812
11. Colebrookdale	14.50	14.50	350,000
12. Columbia and Port Deposit (building)	45.00	10.00	400,000
13. Connecting (Phila.)	6.78	6.78	2,178,300
14. Connellsville and Southern (project)	.....	.....	.....
15. Cumberland Valley (Md.)	68.00	68.00	1,554,171
16. Danville, Hazleton and Wilkesbarre (build'g)	33.00	.....	.....
17. Delaware and Hudson Canal Co's. R. R	32.00	32.00	2,387,578
18. Delaware, Lackawanna and Western	113.00	113.00	13,988,870
Keyser Valley Branch	2.80	2.80	
19. East Brandywine and Waynesburg	17.50	.....	400,000
20. East Mahanoy	7.54	7.54	391,604
21. East Pennsylvania	36.55	36.55	1,912,850
Temple Branch	1.67	1.67	
20. Ebensburg and Cresson	10.65	10.65	213,000
23. Elmira and Williamsport (N. Y.)	69.00	69 00	2,387,519
24. Enterprise (building)	22.00	6.50	600,000
Branches	3.19	3.19	
Erie Railway (N. Y.)	42.00	42.00	4,200,000
25. Erie and Pittsburg	81.60	81.60	2,900,000
Erie Harbor Branch	2 00	2.00	
26. Fayette County	12 66	12.66	130,000
27. Gettysburg	17.12	17.12	313,000
28. Hanover Branch	12.20	12 20	253,815
29. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18 00	
30. Hempfield (W. Va.)	67.00	23.00	1,477,799
31. Huntingdon and Broad Top Mountain	44.00	44.00	2,201,675
Branches	14.75	14.75	
32. Ironton	9.60	9.60	268,000
Branch	1.25	1.25	
33. Ironton and Hamburg (project)	18 25	.....	.....
34. Jamestown and Franklin	43.25	43.25	1,643,128
Coal Branch	1.50	1.50	
35. Junction (Phila.)	4.62	4.62	892,751
36. Lackawanna and Bloomsburg	80.00	80.00	3,753,130
Pittston Branch	2.00	2.00	
37. Lawrence (part in Ohio)	10.00	10.00	235,294
38. Lebanon and Pinegrove	22.00	22 00	1,000,000
93. Lehigh and Lackawanna	36.00	15.00	675,100
40. Lehigh and Susquehanna	105.00	105 00	
Nanticoke Branch	25.00	25 00	
Nescopec Branch	9 00	9.00	X 13,570,595
Coplay Branch	1.00	1.00	
Back Track	13.00	13.00	
Mine Laterals	40.00	40.00	
41. Lehigh Valley	101.00	101.00	
Black Creek and Mt. Carmel	42.62	42.62	
Penn Haven and Audenried	17.56	17.56	20,000,000
Penn Haven and Hazleton	14.67	14.67	
Short branches in all	42.00	42.00	
42. Little Saw Mill Run	3.00	3 00	91,011
43. Little Schuylkill	28.25	28.25	1,466,283
Branches (Panther and Wabash)	3.60	3.60	
44. Littlestown	7.25	7.25	76,000
45. Lorberry Creek	5.50	5.50	82,050
Panther Head Branch	1.00	1.00	
46. Locust Gap	4.88	4 88	100,000
47. McCauley Mountain	5.25	5.25	160,500
48. Mahanoy and Broad Mountain	12 50	12.50	
Branches	25.10	25.10	2,088,244
Short branches and sidings	29.90	29.90	
49. Middle Creek (building)	50.00	26.00	1,000,000
50. Mifflin and Centre Counties	12.50	12.50	252 491
51. Mill Creek	15.03	15.03	300,000
52. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension and Branches	12.70	12.70	
53. Mine Hill and Schuylkill Haven	24.50	24.50	3,775,000
Extension and Branches	118.83	118.83	
54. Monongahela Valley (project)	.....	.....	.....
55. Mount Carbon	6.26	6.26	203,260
Branches	6.80	6.80	
56. Mount Carbon and Port Carbon	4.76	4.76	282,350
Branches	9.26	9.26	
57. Nesquehoning Valley (building)	16.00	16.00	500,000
Mine branches	12.00	12.00	
58. Newcastle and Beaver Valley	14.92	14.92	425,007
59. New York and Middle Coal Fields (project'd)	.....	.....	.....
Northern Central (Md.)	98.00	98.00	$8,756,319
60. North Lebanon	8.00	8.00	319,632
Branches	0.20	0.20	
61. North Pennsylvania	55.26	55.26	6,669,991
Doylestown Branch	10.10	10.10	
Shimerville Branch	1.89	1.89	
62. Oil Creek and Allegheny River	96.00	96.00	7,549,787
Cherry Run Branch	3.50	3.50	
63. Panther Creek	6.50	6.50	150,000
64. Peachbottom (projected)	.....	.....	.....
65. Pennsylvania	300.90	300.90	
Holidaysburg Branch	7.60	7.60	
Indiana Branch	19.00	19.00	29,761,533
Steubenville Extension	1.30	1.30	
Point Breeze Branch and Del. Extension	5.50	5.50	
Tyrone connecting link	3.10	3.10	
66. Pennsylvania and New York Canal R.R.	105.00	105.00	4,000,000
67. Pennsylvania Cannel Coal	12 00	12.00	300,000
68. Pennsylvania Coal	47.00	47 00	2,000,000
Lackawaxen Branch	15.87	15.87	
69. Perkiomen	36.50	36.50	1,500,000
70. Philadelphia and Baltimore Central	57.50	57.50	2,000,000
71. Phila., Germantown and Norristown	17.08	17.08	1,809,441
Germantown Branch	3.14	3.14	
72. Philadelphia and Reading	93.00	93.00	29,822,799
Richmond Branch	6 00	6.00	
Lebanon Valley	54.00	54.00	
73. Philadelphia and Erie	287 51	287.51	20,000,000
74. Philadelphia and New Hope (project)	37.50	.....	.....
75. Philadelphia and Trenton	26.50	26.50	1,708,227
76. Phila., Wilmington and Balt. (Del. & Md.)	100.00	100.00	10,311,197
Port Deposit Branch	3.81	3.81	
77. Pittsburg and Connellsville	149.00	59.50	4,103,728
78. Pittsb'g, Ft. Wayne & Chicago (O.Ind. & Ills.)	40 50	40 50	2,592,000
79. Pittsburg and Steubenville (W. Va.)	35.00	35.00	1,750,000
80. Plymouth	10.25	10.25	250,000
81. Port Clinton and Topton (building)	.....	.....	.....
82. Port Kennedy	0 78	0.78	15,000
83. Reading and Columbia	40.00	40.00	2,134,725
Lancaster Branch	8 00	8.00	
84. Schuylkill and Susquehanna	54.00	54.00	1,299,845
Branch	1.00	1.00	
85. Schuylkill Valley	9.23	9 23	576,050
Branches	20.65	20 65	
86. Shamokin Valley and Pottsville	28.00	28.00	1,569,450
Colliery Branch	6.00	6.00	
87. South Mountain	16.00	16.00	200,000
88. Southern Pennsylvania (project)	.....	.....	.....
89. Southwark (P. W. & B. R. R.)	2.12	2.12	58,368
90. Strasburg	4.28	4 28	100,000
91. Swatara (Cold Spring)	6.00	6.00	41,780
92. Summit Branch (Lykens Valley)	21.00	21.00	975,868
Branch	0.50	0.50	
93. Tioga	36.60	36.60	1,085,175
94. Trevorton	15.30	15.30	1,890,000
95. Tyrone and Clearfield	37.50	37.50	1,000,000
Branches	8.83	8.83	
96. Union Canal Co's Railroad	3.50	3.50	130,000
Branches	2.25	2.25	
97. Union Coal Company's Railroad	19.00	19 00	500,000
98. Westchester	9.00	9.00	165,100
Branch	1.25	1.25	
99. Westchester and Philadelphia	26.38	26.38	1,599,633
100. Western Pennsylvania	42.40	42.40	3,049,056
Allegheny Extension	21.30	21.30	
101. West Reading	1.74	1.74	54,800
102. Wilmington and Reading (building)	63.75	11.50	627,000
103. Wrightsville, York and Gettysburg	13.00	13.00	293,230
104. Wyoming Gravity (project)	.....	.....	.....
Sundry railroads not specifically accounted for	200.00	700.00	14,000,000
Total	6,678.36	5,014.45	$300,556,508
STATE OF DELAWARE AND EASTERN MARYLAND.			
1. Baltimore and Raritan Shore (project)	62.50	.....	$.....
2. Delaware	84 50	84.50	1,650,005
3. Delaware and Pennsylvania (project)	.....	.....	.....
4. Dorchester and Delaware (Del. & Md.)	34.50	34.50	700.000
5. Eastern Shore (Md.)	38.50	38.50	850,000
6. Junction and Breakwater (Del.)	40 00	26.50	550,000
7. Kent County (Del. & Md)	28.00	.....	320,000
Chestertown Branch	4.00	.....	
8. Maryland and Delaware (Del. & Md.)	54.00	54 00	1,000,000
9. Newcastle and Frenchtown (Del.)	6.00	6.00	744,425
10. Newcastle and Wilmington (Del.)	5 50	5.50	150,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
11. Phila., Wilmington and Balt. (Pa. & Md.)	23.00	23.00	2,409,212
12. Pocomoke and Wicomico (Md.)	20.00	20.00	400,000
13. Queen Anne County (Md.) progress	30.00	....	.....
14. Queenstown and Harrington	25.00	.....	.....
15. Worcester (project)	.....	.....	.....
Total	455.50	292.50	$8,773,657
State of Maryland (Other than above.)			
1. Annapolis and Elkridge	20.50	20.50	$442,000
2. Baltimore and Ohio (W. Va.)	138.60	138.60	
Branches and extensions	8.20	8.20	11,592,621
Washington Line	30.00	30.00	
Metropolitan Branch	40.00	20.00	
3. Baltimore and Pikesville (project)	.....	.....	.....
4. Baltimore and Potomac	80.00	.....	1,000,000
Washington Branch	13.00	.....	
5. Baltimore and Swann Lake (project)	.....	.....	.....
Columbia and Port Deposit (Pa.)	13.50	.....	$.....
6. Cumberland Coal and Iron and Branches	11.97	11.97	1,000,000
Astor Mine Branch	2.23	2.23	
7. Cumberland and Pennsylvania	34 00	34.00	3,300,000
Branches &c.	10.00	10.00	
Cumberland Valley (Pa.)	13.00	6.00	138,410
8. Emmittsburg (building)	.....	.....	.....
9. Frederick and Pennsylvania Line (progess)	24.00	.....	24,000
10. Maryland Central (surveyed)	11.50	.....	.....
11. Mount Savage (iron)	4.00	4.00	100,000
12. Northern Central (Pa)	44.00	44.00	3,618,212
13. Oakington Branch	2.52	2.52	75.000
14. Philadelphia and Baltimore Central	41.50	32.50	1,500,000
Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.00	54.00	5,912,916
Port Deposit Branch	4.00	4.00	
15. Southern Maryland (project)	.....	.....	.....
16. Union (project)	.....	.....	.....
17. Washington County	23.00	23.00	600,000
18. Western Maryland	57.00	48.00	2,500,000
Hagerstown Extension	27.00	.....	
19. Worthington Valley & Manchester (project)	22.50	.....	.....
Total	730.02	493.52	$31,814,659
State of West Virginia.			
Baltimore and Ohio (Md.)	241.00	241.00	$16,169,315
1. Chesapeake and Ohio (building)	224.00	.....	5,000,000
Hempfield (Pa)	9.00	9.00	180,000
2. Iron Valley (B. & O. R.R.)	3 25	3.25	100,000
3. Northwestern Virginia (Parkersburg Br.)	103 50	103.50	6,000,000
Pittsburg and Steubenville (Pa.)	8 00	8.00	400,000
4. West Virginia Central (project)	135.00	.....	.....
Total	723.75	364.75	$27,869,315
State of Virginia.			
1. Alexandria and Fredericksburg (suspended)	40.00	.....	$1,000,000
2. Alexandria, Loudoun and Hampshire	170.00	59.00	2,500,000
3. Alexandria and Georgetown (*via* Aqueduct)	4.00	.....	.....
4. Alexandria, Georgetown and Washington	7.00	7.00	250,000
5. Blue Ridge (State Road)	16.81	16 81	1,674,723
6. Chesapeake and Ohio (Virginia Central)	347.00	212.63	7,000,000
7. Clover Hill	21.50	21.50	430,000
8. Fredericksburg and Gordonsville (suspended)	45.00	....	272,165
9. Georgetown and Leesburg (project)	.....	.....	.....
10. Lynchburg and Danville (project)	80.00	....	.....
11. Norfolk and Great Western (project)	.....	.....	.....
12. Norfolk and Petersburg	81.00	81.00	2,399,175
13. Orange, Alexandria and Manassas Gap, viz:			
Alexandria to Gordonsville	83.30	83.30	
Charlottsville to Lynchburg	59.50	59.50	
Manassas Junction to Harrisonburg	139.30	112.00	9,120,000
Warrenton Branch	8.90	8.90	
Front Royal Branch	1.00	1.00	
14. Petersburg (N. Car.)	61.00	61.00	1,559,337
Gaston Branch (N. Car.)	21.30	21.30	
15. Richmond and Danville (N. Car.)	135.50	135.50	
Midlothian Branch	1.14	1.14	4,929,000
Manchester Branch	1.56	1.56	
16. Richmond, Frederick and Potomac	75.50	75.50	2,297,932
Springfield Branch	3.50	3.50	
17. Richmond and Petersburg	22.14	22.14	977,073
Port Walthall Branch	2.75	2.75	
18. Richmond and York River	59.30	38.30	1,250,000
19. Roanoke Valley (N. Car.)	6.00	6.00	175,494
20. Seaboard and Roanoke (N. Car.)	53.25	53.25	1,421,398
21. South Side (Petersburg and Lynchb'g)	123.00	123.00	3,796,150
City Point Branch	9.50	9.50	
22 Virginia and Kentucky (project)	95.00	....	172,398
23. Virginia and Tennessee	204.24	204.24	7,570,627
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	
24. Winchester and Potomac (B. & Ohio)	32.00	32.00	600,000
25. Winchester and Strasburg	19.00	19.00	500,000
Total	2,049.11	1,482.94	$49,886,481

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
State of North Carolina.			
1. Air Line of North Carolina (project)	22.00	.....	$.....
2. Atlantic and North Carolina	94.92	94.92	2,000,000
Charlotte and South Carolina (S. Car)	6.00	6.00	120,000
3. Chatham (Raleigh to Gulf)	53.00	53.00	2,500,000
4. French Broad	80.00	30 00	1,000,000
5. North Carolina	223.00	223.00	4,950,609
Petersburg, (Va.)	8.50	8.50	377,410
Gaston Branch (Va.)	9.00	9.00	
6. Piedmont	48.50	48.50	$1,891,202
7. Raleigh and Gaston	97.00	97.00	2,000,000
Richmond and Danville (Va)	5.00	5.00	174,918
Roanoke Valley, (Va.)	37.00	14.00	311,219
Seaboard and Roanoke (Va.)	26.75	26.75	576,912
8. Western (Coal)	43.00	43.00	1,025,016
9. Western North Carolina	81.00	81.00	3,000,000
Newton Branch	3.50	3.50	
Western Division (progressing)	192.00	.....	2,000,000
10. Wilmington, Charlotte and Rutherford	117.00	117.00	5,000,000
Western Division	151.00	25.00	
11. Wilmington and Manchester (S. Car.)	63.50	63.50	1,522,712
12. Wilmington and Weldon	162.00	162.00	3,061,431
Tarboro' Branch	19.00	19.00	
13. Williamston and Tarboro' (building)	.....	.....	.....
Total	1,552.97	1,129.67	$29,505,425
State of South Carolina.			
1. Air Line (Atlanta and Richmond)	160.00	.....	160,000
2. Blue Ridge	53.50	37.30	4,000,000
Branch	1.50	1.50	
3. Charlotte and South Carolina (N. Car.)	109.60	109.60	2,000,000
4. Cheraw and Darlington	40.30	40.30	600,000
5. Cheraw and Salisbury (project)	63.00	.....	.....
6. Columbia & Augusta (now con. with C. & S. C.	82.00	82.00	2,000,000
7. Greenville and Columbia	143.25	143.25	3,099,715
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
8. King's Mountain	22.50	22.50	245,000
9. Laurens	32.00	32.00	640,000
10. North Eastern	102.00	102.00	2,148,131
11. Port Royal (project)	110.00	....	250,000
12. Savannah and Charleston (Ga.)	88.52	88.52	1,500,000
13. South Carolina	137.00	137.00	
Columbia Branch	68.00	68.00	7,567,444
Camden Branch	38.00	36.00	
14. Spartanburg and Union	68.00	68.00	1,360,000
15. Wilmington and Manchester (N. Car.)	99.00	99.00	2,278,527
Total	1,439.17	1,089.97	$27,848,817
State of Georgia.			
1. Atlanta and West Point	86.74	86.74	$1,200,235
2. Atlantic and Gulf	254.00	237.00	5,117,910
Florida Branch (Fla.)	29.00	29.00	
3. Augusta and Savannah	53.25	53.25	1,187,919
4. Barnesville and Thomaston	16.00	16.00	200 000
5. Brunswick and Albany	166.00	60.00	1,200,000
6. Central of Georgia	190.46	190.46	4,472,000
East Tennessee and Georgia (Tenn.)	14.08	14.08	352,729
7. Etowah	8.87	8.87	120,000
8. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	4,156,000
Washington Branch	18.00	18.00	
9. Georgia Air Line (Atlanta and Richmond)	120.00	20.00	1,000,000
10. Macon and Augusta	62.00	42.00	1,479,005
11. Macon and Brunswick	174.00	70.29	1,600,000
12. Macon and Western	102.50	102.50	2,000,000
13. Milledgeville and Eatonton	38.31	38.31	766,200
14. North Eastern (Athens to Clayton)	.....	.....	.....
15. Rome and Kingston	20.00	20.00	250,000
16. Savannah, Griffin & North Alabama (project)	.....	.....	.....
17. Savannah and Charleston (S. Car.)	15.00	15.00	382,007
18. Savannah, Skidaway and Seaboard	8.50	8.50	200,000
Selma, Rome and Dalton (Ala.)	55.00	55.00	1,500,000
19. South Georgia and Florida	58.00	24.00	600,000
20. Southwestern	187.50	107.50	
Butler Branch	21.00	21.00	
Muscogee	50.00	50.00	4,591,548
Eufala Branch	59.50	59.50	
Fort Gaines Branch	19.50	19.50	
21. Western and Atlantic (Tenn.)	124.20	124.20	4,500,000
Total	2,095.41	1,694.70	$36,875,553
State of Florida.			
Atlantic and Gulf (Ga.)	20.00	20.00	$371,219
1. Florida	154.00	154.00	3,000,000
2. Florida and Alabama	45.20	45.20	1,300,000
3. Florida, Atlantic and Gulf	60.00	60.00	1,500,000
4. Pensacola and Georgia	297.00	130.00	
Monticello Branch	4.00	4.00	3,652,762
Tallahassee Branch	27.00	21.00	

Corporate Titles of Companies.	Length in Miles.—Total.	Completed.	Cost of Road and Equipm't
5. Perdido and Junction	6.00	6.00	60,000
Total	613.20	440.20	$9,883,981
STATE OF ALABAMA.			
1. Alabama & Chattanooga (Meridian to Chatta)	300.00	63.50	$3,000,000
2. Marion and Cahawba	32.00	32.00	1,000,000
3. Memphis, Holly Springs and Selma	42.00	20.00	700,000
Memphis and Charleston (Tenn. & Miss.)	146.80	146.80	4,129,318
Florence Branch	6.00	6.00	
4. Memphis and Savannah (project)	.....	.....	.....
5. Miss., Gainesville and Tuscaloosa (Miss.)	84.00	22.00	$440,000
6. Mobile and Girard	228.00	63.00	1,620,978
7. Mobile and Montgomery (consolidation)	186.00	164.00	4,737,000
8. Mobile and Ohio (Miss., Tenn. and Ky.)	63.00	63.00	1,892,118
9. Montgomery and Eufala	80.00	40.00	714,990
10. Montgomery and West Point	88.50	88.50	2,944,724
Opelika Branch	28.40	28.40	
Nashville and Decatur (Tenn.)	26.00	26.00	940,113
11. North Western	11.50	11.50	250,000
Savannah, Griffin & North Alabama (progress)	.....	.....	.....
12. Selma and Gulf (project)	53.80	....	583,000
13. Selma and Meridian	81.30	81.30	2,163,922
14. Southern Alabama (Columbia to Pollard)	120.00	.....	.....
15. Selma, Rome and Dalton (Ga.)	176.00	176.00	7,500,000
16. South and North Alabama	183.00	60.00	1,800,000
17. Tennessee and Coosa (project)	36.50	....	.....
18. Western (Montgomery to Selma)	44.00	44.00	2,000,000
19. Winchester and Huntsville (project)	18.00	....	.....
Total	2,039.80	1,036.00	$36,421,163
STATE OF MISSISSIPPI.			
Alabama and Chattanooga	12.00	12.00	$300,000
1. Grand Gulf and Port Gibson	8.00	8.00	200,000
Memphis and Charleston (Tenn. & Ala.)	38.50	38.50	1,096,829
2. Memphis, Holly Springs & Selma (progress)	.....	.....	.....
3. Mississippi Central (Tenn.)	189.00	189.00	5,511,059
Mississippi and Tennessee (Tenn.)	89.20	89.20	1,976,623
Mississippi, Gainesville & Tuscaloosa (Ala.)	6.00	6.00	135,000
Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	8,491,211
Columbus Branch	14.50	14.50	
N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	3,879,514
4. New Orleans and Mobile (progress)	.....	.....	.....
5. Raymond Branch	7.00	7.00	100,000
6. Vicksburg and Meridian	140.00	140.00	3,049,268
West Feliciana (La.)	9.00	9.00	180,000
Total	900.20	900.20	$24,919,504
STATE OF LOUISIANA.			
1. Baton-Rouge, Gros-Tete and Opelousas	46.00	17.00	$327,000
2. Berwick Bay and Texas (project)	100.00	.....	.....
3. Clinton and Port Hudson	22.00	22.00	750,000
4. Mexican Gulf	27.00	27.00	665,000
5. Milnburg and Lake Pontchartrain	6.00	6.00	220,000
6. New Orleans and Carrollton	6.50	6.50	656,000
Branches	9.00	9.00	
7. New Orleans, Jackson & Gt. Northern (Miss.)	89.00	89.00	2,988,712
8. New Orleans and Mobile (progressing)	.....	.....	.....
9. New Orleans, Opelousas & Great Western	258.00	80.20	6,218,511
Lapruche Branch	2.80	2.80	
Southern Texas Branch	100.00	.....	
Red River Branch	36.00	....	
10. North Louisiana and Texas	190.00	190.00	5,200,000
Western Extension (Pacific)	18.00	18.00	
11. West Feliciana (Miss.)	18.00	18.00	360,000
Total	928.30	414.50	$17,385,223
STATE OF TEXAS.			
1. Buffalo Bayou, Brazos and Colorado	165.00	85.50	$2,500,000
2. Columbus and San Antonio (project)	.....	.....	.....
3. Eastern Texas	140.00	31.00	1,000,000
4. Galveston, Houston and Henderson	50.00	50.00	2,000,000
Connecting Branch at Houston	1.75	1.75	
5. Houston and New Orleans	108.00	108.00	3,500,000
6. Houston Tap and Brazoria	80.00	80.00	2,400,000
7. Houston and Texas Central	356.00	130.00	2,706,000
Austin Branch	100.00	25.00	500,000
8. Indianola (progress)	.....	.....	.....
9. Memphis, El Paso and Pacific (project)	600.00	....	.....
10. Sabine and Rio Grande (project)	.....	.....	.....
11. San Antonio and Mexican Gulf	135.00	28.00	700,000
12. Southern Pacific	788.00	27.50	1,500,000
13. Texas Transportation	5.50	5.50	200,000
Total	2,529.25	572.25	$17,006,000
STATE OF ARKANSAS.			
1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	310,000
3. Little Rock and Helena	98.00	.....	.....
4. Little Rock, Pine Bluff and New Orleans	112.00	.....	500,000
5. Memphis and Little Rock	131.00	86.00	2,500,000
6. Mississippi, Ouachita and Red River	100.00	....	.....
Total	897.00	86.00	$4,310,000
STATE OF TENNESSEE.			
1. Cincinnati, Cumberland Gap and Charleston	94.00	.....	$940,000
2. East Tennessee and Georgia (Ga.)	96.72	96.72	3,759,764
Chattanooga Branch	30.00	30.00	
3. East Tennessee and Virginia	130.28	130.28	3,412,921
4. Edgefield and Kentucky	47.00	47.00	1,175,000
5. Knoxville and Charleston (progress)	53.00	16.00	800,000
6. Knoxville and Kentucky (progress)	65.00	31.00	1,200,000
Louisville and Nashville (Ky.)	45.00	45.00	$1,662,913
7. Memphis & Charleston (Miss. & Ala.)	86.26	86.26	2,515,619
Somerville Branch	16.00	16.00	
8. Memphis, Clarksville and Louisville	82.50	82.50	3,037,069
9. Memphis and Ohio	130.60	130.60	3,880,692
10. McMinnville and Manchester	34.20	34.20	825,000
Mississippi Central (Miss.)	47.40	47.40	1,410,922
11. Mississippi River (Memphis to Cairo)	110.00	.....	1,000,000
Branch to Troy	6.00	.....	
12. Mississippi and Tennessee (Miss.)	10.00	10.00	223,112
Mobile and Ohio (Ky. Miss. & Ala.)	118.50	118.50	3,522,711
13. Nashville and Chattanooga	149.75	149.75	6,822,580
Shelbyville Branch	9.00	9.00	
Jasper Branch	14.00	14.00	280,000
14. Nashville and Decatur (Ala.)	94.00	94.00	3,912,716
Mount Pleasant Branch	12.50	12.50	
15. Nashville and Northwestern (Ky.)	167.40	167.40	4,495 178
16. Rogersville and Jefferson	15.50	15.50	376,250
17. Southwestern (project)	....	....	.....
Western and Atlantic (Ga.)	13.80	13.80	500,000
18. Tennessee and Pacific (project)	160.00	....	160.000
19. Winchester and Alabama	38.12	38.12	1,000,000
Total	1,876.53	1,435.53	$46,918,448
STATE OF KENTUCKY.			
1. Breckenridge Coal	8.50	8.50	$370,000
2. Cincinnati Southern (project)	.....	.....	.....
3. Covington and Big Sandy (project)	120.00	.....	.....
4. Elizabethtown and Paducah (project)	140.00	20.00	500,000
5. Evansville, Henderson and Nashville	98.00	98.00	3,500,000
6. Kentucky Central (Cov. and Lex.)	80.00	80.00	4,500,000
7. Lexington and Big Sandy	12.00	12.00	350,000
Coalton Branch	0.75	0.75	
8. Lexington and Southern Kentucky	35.00	13.00	756,500
9. Louisville, Cincinnati and Lexington, viz:			
—Lexington and Frankfort	29.00	29.00	$654,716
—Louisville and Frankfort	65.00	65.00	1,372,114
—Cincinnati Branch	81.00	81.00	4,576,986
10. Louisville, Harrodsburg and Virginia (project)	.....	.....	.....
11. Louisville and Nashville (Tenn.)	140.00	140.00	10,196,965
Bardstown Branch	17.30	17.30	
Lebanon Branch	37.30	37.30	
Memphis Branch	46.00	46.00	
Lebanon Branch Extension	135.00	54.90	2,876,474
Richmond Branch	33.00	33.00	786,645
12. Maysville and Lexington	89.00	18.80	601,293
Mississippi River (Tenn.)	41.00	.....	.....
Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50	609,137
Nashville and Northwestern (Tenn.)	7.50	7.50	210,911
13. New Orleans and Ohio	62.00	62.00	1,550,000
14. Portland and Louisville	5.00	5.00	100,000
Total	1,402.85	849.55	$33,511,746
STATE OF OHIO.			
1. Ashtabula and New Lisbon	84.62	13.00	$846,200
Atlantic and Great Western (Penn. & N. Y.)	246.02	246.02	34,693,979
Silver Creek Branch	4.98	4.98	
Cleveland Branch (wide track)	48.92	48.92	
2. Carrollton and Oneida	11.50	11.50	103,500
3. Central Ohio (Balt. & Ohio)	137.08	137.08	5,511,209
4. Cincinnati, Hamilton and Dayton	60.30	60.30	4,295,394
Atlantic and Great Western track	60.30	60.30	
5. Cincinnati and Indiana	20.50	20.50	2,500,000
Harrison Branch	6.70	6.70	
6. Cin. and Indianapolis Junction (Ind.)	20 00	20.00	561,300
7. Cincinnati, Richmond and Chicago (Ind.)	36.00	36 00	1,009,689
8. Cincinnati, Sandusky and Cleveland	155.00	155.00	5,700,000
Findlay Branch	16.00	16.00	
9. Cincinnati and Zanesville	162.80	132.13	2,969,361
10. Cleveland, Columbus, Cin. & Indianapolis	256.48	256.48	9,380,432
Springfield Branch	49.89	49.89	
11. Cleveland and Pittsburg	101.00	101.00	9,563,410
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	
Beaver Extension (Pa.)	7.00	7.00	
Wheeling Extension	47.00	47.00	
12. Cleveland, Mount Vernon and Delaware	60.75	60.75	1,568,234
13. Col, Chicago & Indianapolis Central (Ind.)	115.00	115.00	6,774,902
Union City Branch	19.50	19.50	
14. Columbus and Hocking Valley	75.28	60.00	1,800,000
15. Columbus and Xenia	54.69	54.69	1,840,633

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
16. Dayton and Michigan	141.37	141.37	6,481,899
17. Dayton and Union	31.81	31.81	599,684
18. Dayton and Western	36.00	36 00	1,087,779
19. Dayton, Xenia and Belpre	15.26	15.26	415,000
20. Iron	24.00	13.00	314,878
21. Lake Erie and Louisville	175.00	38 50	1,720,700
22. Lake Shore & Mich. South. (N.Y.,P. I.M.& Ill)	485.39	485 39	29,123 400
Lawrence (Penn.)	7.40	7.40	164,116
23. Little Miami	84 19	84.19	4,518,309
24. Mahoning (Clev. & Mahoning)	67.81	67.81	3,320,326
Hubbard Branch	12.37	12.37	
25 Marietta and Cincinnati	190.80	190.80	
Hillsboro Branch	21.00	21.00	$19,303,112
Union Branch	9.00	9.00	
Portsmouth Branch	56.00	56.00	
26. Ohio and Mississippi (Ind. and Ill.)	19.00	19.00	1,520,000
27. Pittsburg, Cincinnati and St. Louis	117.00	117.00	
Newark to Col. (undivided half of 33m. Cent. Ohio R.R.)			9,132,117
Cadix Branch	8.00	8.00	
28. Pittsburg, Ft. Wayne & Chicago (P., I. & I.)	251.00	251.00	14,208,709
29. Pittsburg, Maysville and Cincinnati	225.00	.....	1,000,000
30. Sandusky, Mansfield and Newark	116 25	116.25	3,050.235
31. Springfield and Columbus	19.50	19.50	346,000
Roads not included in above being roads recently completed &c	600.00	200.00	5,000,000
Total	4,613.96	3,723.89	$190,424,507

State of Michigan.

1. Bay City and Saginaw	12.00	12.00	$360,000
2 Bay de Noquet and Marquette	130.00	45.00	1,(95,397
3. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,500,000
4. Chicago and Michigan Lake Shore (progress)	45.00	.....	.....
5. Detroit, Howell and Lansing	84.00	.....	199,471
6. Flint and Pere Marquette	189.50	98.00	3,619,600
7. Grand Rapids and Indiana	350.00	45.00	1,200,000
8. Grand River Valley	91.00	91.00	2,730,000
9 Jackson, Lansing and Saginaw	116.00	116.00	2 598,023
10. Kalamazoo, Allegan and Grand Rapids	49 50	49.50	1,500,000
11. Kalamazoo and South Haven	40.00	20.00	400,000
12. Lake Shore & Mich. South. (N.Y.Pa.O.I. &I.)	115.06	115.06	
Branch from Adrian to Monroe	33.60	33.60	
Jackson Branch (Palmyra to Jackson)	44.40	44.40	11,169,298
Constantine Branch	4.18	4.18	
Detroit, Monroe and Toledo (Ohio)	51.82	51.82	
Michigan Air Line	280.00	20.00	500.000
13. Michigan Central (Ind. and Ill.)	221.00	221.00	11,600,000
14. Northern Central (Lansing to Ind. Line)	56.00	.....	.....
15. Peninsula (Chic. & N. W. R. R.)	65.30	65.30	4,881,629
Branches and Extensions	5.90	5.90	
16. Peninsular of Michigan (progressing)	108.00	40.00	2.200,000
17. Port Huron and Chicago Air Line (progress)	110.00	30.00	1,600,000
18. St. Joseph Valley	32.00	32.00	640,000
Total	2,293.26	1,198.76	$48,793,418

State of Indiana.

1. Chicago, Cincinnati and Louisville	103.00	97.00	$3,000,000
2. Cincinnati & Indianapolis Junction (Ohio)	78.00	78.00	
Louisville Branch (½ of 24 miles)	12.00	12.00	3,491,735
3. Cincinnati and Martinsville	40.00	40.00	800,000
Cincinnati, Richmond and Chicago (Ohio)	6.00	6.00	133,474
Cleveland, Columbus, Cincinnati & Ind. (O.).	84.00	84.00	2,570,820
Columbus, Chicago & Indianapolis Cent. (O.)	211.50	211.50	
Indianapolis Line	72.50	72.50	
Logansport and State Line	169.50	169.50	23,179,380
Louisville Branch (½ of 24 miles)	12.00	12.00	
4. Columbus and Shelbyville	24.00	24.00	480,000
5 Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	2,771,698
6. Grand Rapids and Indiana (Michigan)	48.00	.....	480,000
7. Indiana and Illinois (Ill.)	71.00	71.00	2,000,000
8. Indianapolis, Cincinnati and Lafayette	159.00	159.00	6,500,000
9. Indianapolis, Crawfordsville & Danville (Ill.)	78.00	78.00	3,000,000
10. Indianapolis, Peru and Chicago	75.00	75.00	2,500,000
11. Indianapolis and Vincennes	74.00	74.00	3,000,000
12. Jeffersonville, Madison and Indianapolis	108.00	108.00	
Madison Division	46.00	46.00	6,318,719
Jefferson-Madison Junction	4.00	4.00	
Joliet and Indiana (Ill.)	15.00	15.00	433,333
13. Knightstown and Shelbyville	27.00	27.00	540,000
Lake Shore & Mich. South. (N.Y.Pa.O.M.&Ill)	101.00	101.00	
Goshen Air Line (Ohio)	66.70	66.70	7,108,117
14. Louisville, New Albany and Chicago	288.00	288.00	10,000,000
Michigan Central, (Mich & Ill.)	51.00	51.00	2,620,000
Ohio and Mississippi (Ohio & Ill.)	173.00	173.00	14,201,719
Pitts., Ft. Wayne and Chicago (Pa.,O. & Ill.)	151.00	151.00	8,719,551
Richmond and Miami (Dayton and Western)	6.00	6.00	78,571
15. Shelby and Rush	20.00	20.00	320,000
16. Terre Haute and Indianapolis	73.00	73.00	2,003,541
Toledo, Wabash and Western (Ohio & Ill.)	166.90	166.90	7,051,750
17. Union Track (Indianapolis)	5.00	5.00	350.000
18. White Water Valley	80.00	80.00	2,500,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
Roads not otherwise accounted for	2500.00	200.00	5,000,000
Total	5,331.10	2,977.10	$121,162,301

State of Illinois.

1. American Central	180.00	50.00	$1,500,000
2. Belleville and Southern Illinois	140.00	14.00	500,000
3. Cairo, Mound City and Vincennes (progress)	150.00	50.00	
Paducah Branch (Raleigh to Liberty)	50.00	.....	2,000,000
4. Chicago, Blue Island and Indiana (project)	27.00	.....	.....
5. Chicago, Burlington and Quincy	204.00	204.00	
Aurora Branch	13.00	13.00	
Peoria Line	53.00	53.00	
Lewiston Branch and Extension	60.00	60.00	20,000,000
Quincy Line	100.00	100.00	
Carthage Branch (Bushnell)	30.00	30.00	
6. Chicago and Alton	243.00	243.00	$11,553,225
7. Chicago and Milwaukee (Wisc.)	45.00	45.00	2,103,750
8. Chicago and Northwestern (Wisc.)	74.00	74.00	
Freeport Line	91.00	91.00	
Clinton Line	138.00	138.00	
Richmond Line	33.00	33.00	24,116,219
Madison Line (Wisc.)	19.60	19.60	
Rockford-Kenosha Line (Wisc.)	32.40	32.40	
Peninsula Line (Mich.)	.....	.....	
9. Chicago, Rock Island and Pacific (Iowa)	182.00	182.00	
Port Byron Branch	11.00	11.00	7,910,419
10. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	32,319,457
Chicago Branch	146.50	146.50	
11. Illinois Coal	4.00	4.00	100,000
12. Illinois Southeastern	120.00	25.00	1,000,000
Indiana and Illinois (Ind.)	73.00	.....	730,000
13. Indianapolis, Bloomington & Western (Ind.)	128.00	128.00	5,000,000
Joliet and Chicago (Chic. & Alton)	37.00	37.00	2.000,000
Joliet and Northern Indiana (Ill.)	30.00	30.00	866,668
Lake Shore & Mich. South. (N.Y.,P.O.M.&Ind)	12.00	12.00	480,922
Michigan Central (Mich. & Ind.)	13.00	13,00	702,123
14. Mound City	3.50	3.50	100,000
Ohio and Mississippi (Ohio & Ind.)	148.00	148.00	12,419,722
15. Peoria and Bureau Valley	46.60	46.60	2,106,000
16. Peoria, Pekin and Jacksonville	161.50	86.00	3,000,000
17. Peoria and Rock Island (incl. Coal Val. R.R.)	90.00	41.00	1,600,000
Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	18.00	18.00	991,815
18. Rockford, Rock Island and St. Louis	400.00	165.00	1,000,000
19. St. Louis, Alton and Terre Haute	175.00	175.00	
St. Louis Branch	20.00	20.00	11,940,000
Belleville Branch	14.80	14.80	
20. St. Louis, Jacksonville and Chicago	151.00	151.00	4,000,000
Hopedale to Peoria	23.00	.....	.....
21. St. Louis, Vandalia & Terre Haute (progress)	163.00	68.00	2,500,000
22. Sycamore and Cortlandt	5.00	5.00	100,000
23. Toledo, Peoria and Warsaw	230.00	230.00	
Burlington Branch	19.00	19.00	9,500,000
Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	
Naples Branch	4.00	4.00	
Keokuk Branch	41.20	41.20	26,000,000
Naples to Hannibal	43.00	43.00	
Decatur to East St. Louis	105.00	105.00	
24. Western Union (Wisc.)	112.00	112.00	4,419,222
Roads not named above, estimated at	2000.00	600.00	20,000,000
Total	7,186.45	4,707.95	$217,559,542

State of Wisconsin.

Chicago and Milwaukee (Ill.)	40.00	40.00	$1,870,000
Chicago and Northwestern (Ill.)	174.20	174.20	
Madison Line	48.00	48.00	18,509,622
Kenosha Line	40.00	40.00	
1. Dubuque, Platteville and Monroe (progress)	56.50	21.00	500,000
2. La Crosse, Trempeleau & Prescott (progress)	27.00	27.00	1,000,000
3. Manitowoc and Mississippi (progressing)	220.00	7.50	200,000
4. Milwaukee and St. Paul	196.00	196.00	
Portage Line	95.00	95.00	
Berlin, Omro and Winneconne Line	58.00	58.00	16,422,712
Watertown and Madison Line	38.00	38.00	
5. Prairie du Chien Division	193.00	193.00	
Monroe Branch	42.00	42.00	7,698,281
6. Mineral Point	32.90	32.90	
Belmont Branch	10.00	10.00	1,520,000
7. Platteville and Calamine (progress)	21.00	.....	210,000
8. St. Croix and Lake Superior (project)	133.00	40.00	
Bayfield Branch	90.00	.....	1,200,000
9. Sheboygan and Fond du Lac	43.00	43.00	985,200
Western Union (Ill.)	69.00	69.00	2,742,908
10. West Wisconsin (progress)	153.00	66.00	2,500,000
Roads being constructed and partially complete not included in above, estimate	1000.00	150.00	5,000,000
Total	2,779.60	1,490.60	$60,358,723

State of Minnesota.

1. Hastings and Dakota	200.00	30.00	$1,000,000
2. Lake Superior and Mississippi	145.00	77.00	2,500,000
3. Milwaukee and St. Paul (Iowa)	131.00	131.00	5,000,000
4. St. Paul and Chicago	100.00	20.00	1,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
5. St. Paul and Pacific	220.00	143.00	
Watab Branch	81.00	81.00	8,000,000
Pembina Extension (project)	305.00	.....	
6. St. Paul and Sioux City (Minn. Valley)	200.00	107.00	2,750,000
7. Southern Minnesota	250.00	90.00	3,000,000
8. Stillwater and St. Paul	18.00	18.00	360,000
9. Superior and State Line (project)	.....	.....	.....
10. Winona and St. Peter	150.00	126.00	4,250,000
Total	1,800.00	823.00	$27,860,000
State of Iowa.			
1. Burlington, Cedar Rapids & Minn.	300.00	67.00	$3,500,000
2. Burlington and Missouri River	279.14	279.14	12,500,000
3. Cedar Falls and Minnesota	81.00	81.00	$3,402,000
4. Cedar Rapids and Missouri Riv. (C. & N. W.)	271.60	271.60	11,500 000
5. Central Railroad of Iowa	200.00	43.00	1,750,000
6. Chicago, Iowa and Nebraska (C. & N. W.)	81.30	81.30	4,858,900
7. Chicago, Rock Island and Pacific	310.50	310.50	15,000,000
Oskaloosa Branch	113.00	50.00	
8. Council Bluffs and St. Joseph	52.00	52.00	.....
9. Des Moines Valley	162.50	162.50	6,000,000
Extension to Fort Dodge	81.50	81.50	4,000,000
10. Dubuque and Sioux City	142.88	142.88	5,257,043
11. Dubuque South Western	54.76	54.76	1,700,000
12. Iowa Falls and Sioux City	183.00	119.50	4,000,000
13. Keokuk and St. Paul	61.50	44.00	1,320,000
14. McGregor and Missouri River	280.00	93.30	4,000,000
15. Milwaukee and St. Paul (Minn.)	84.60	84.60	2,375,000
16. Sioux City and Pacific (Nebr.)	80.00	80.00	3,000,000
17. St. Louis and Cedar Rapids.	200.00	42.25	1,600,000
Total	3,219.28	2,140.83	$85,762,943
State of Missouri.			
1. Cairo & Fulton (owned by St. L. & Iron Mt.)	76.79	37.00	$897,168
2. Chariton and Randolph (progress)	40.00	....	400,000
3. Chillicothe and Brunswick	36.00	36.00	1,000,000
4. Chillicothe, Leon and Des Moines (project	133.00	.....	133,000
5. Hannibal and Central Missouri (Moberly)	70.00	.....	700,000
6. Hannibal and St. Joseph	206.00	206.00	
Quincy Branch and Bridge	15.00	15.00	16,760,000
Cameron and Kansas City Branch	54.00	54.00	
7. Missouri Valley	130.00	130.00	5,200,000
8. North Missouri	233.25	233.25	
Western Extension	125.75	125.75	17,500,000
Columbia Branch	22.00	22.00	
9. Osage Valley and Southern Kansas	150.00	25.00	600 000
10. Pacific of Missouri	283.00	283.00	16,621.953
11. St. Joseph and Council Bluffs	80.00	80.00	2,800,000
12. St. Louis, Chilicothe and Omaha (project)	140.00	.....	140,000
13. St. Louis and Iron Mountain	195.00	195.00	
Pilot Knob Branch	11.00	11.00	12,000,000
Potosi Branch	4.00	4.00	
14. South West Pacific	327.00	150.00	7,500,000
15. Tebo and Neosho (project)	120.00	.....	120,000
Roads not included in above, probably	800.00	200.00	6,000,000
Total	3,261.79	1,827.00	$88,372,121
State of Kansas.			
1. Atchison, Topeka and Santa Fe (progress)	250.00	60.00	$1,000 000
2. Central Branch, Union Pacific	230.00	15.00	6,500,000
3. Kansas City and Santa Fe	.....	....	.....
4. Kansas City and Neosho Valley progress	200.00	....	200,000
5. Kansas Pacific	405.00	405.00	
Leavenworth Branch	31.00	31.00	21,800,000
6. Lawrence, Olanthe and Kansas City	.....	.....	.....
7. Leavenworth Atchison and Northwestern	21.50	21.50	533,500
8. Leavenworth, Lawrence and Galveston	160.00	28.00	840,000
9. St. Joseph and Denver City	100.00	40.00	1,250,000
10. Missouri River	26.00	26.00	1,000,000
11. Missouri River, Fort Scott and Gulf	152.00	100.00	4,000,000
12. South Branch, Union Pacific	260.00	75.00	2,500,000
Total	1,601.50	930.50	$39,623,500
State of Colorado.			
Union Pacific, Eastern Division (Kansas)	300.00	100.00	$4,000,000
Union Pacific, Denver City Branch (Dak.)	50.00	50.00	2,000,000
Total	350.00	150.00	$6,000,000
State of Nebraska.			
1. Union Pacific (Dak. & Utah)	420.00	420.00	$25,000,000
2. Sioux City and Pacific (Iowa)	29.00	29.00	1,450,000
Total	449.00	449.00	$26,450,000
Territory of Utah.			
Central Pacific (Cal. & Nev.)	100.00	100.00	$5,000,000
Union Pacific (Neb. & Dak.)	205.00	205.00	10,000,000
1. Utah Central	60.00	60.00	3,000,000
Total	365.00	365.00	$18,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
Territory of Wyoming.			
Union Pacific (Nebr. & Utah)	510.00	510.00	$40,800,000
Denver City Branch (Col.)	50.00	50.00	2,500,000
	560.00	560.00	$43,300,000
State of Nevada.			
Central Pacific (Cal. & Utah)	390.00	390.00	$15,500,000
Total	390.00	390.00	$19,500,000
State of California.			
1. California Central	21.80	21.80	$1,000,000
2. California and Oregon (progressing)	274.00	100.00	5,000,000
3. California Pacific	100.00	62.00	
Marysville Branch (progress)	45.00	.....	3,000,000
4. Central Pacific (Nev. & Utah)	138.00	138.00	$13,800,000
5. Headsburg (project)	.....	.....	.....
6. Feather River and Beckwourth Pass (project)	.....	.....	.....
7. Los Angeles and San Pedro	21.00	21.00	1,000,000
8. Napa Valley	40.00	40.00	1,600,000
9. North Beach and Mission	3.50	3.50	200,000
10. Northern California	26.00	26.00	1,300,000
11. Omnibus (San Francisco)	3.80	3.80	200,000
12. Placerville and Sacramento	37.00	26.00	1,200,000
13. Sacramento Valley	22.50	22.50	1,800 000
14. San Francisco and Alameda	26.00	14.00	500,000
15. San Francisco and Humboldt's Bay (project)	210.00	.....	.....
16. San Francisco and Oakland	4.00	4.00	100,000
17. San Francisco and San Jose	50.00	50.00	2,000,000
Southern Extension (project)	600.00	30.00	1,500,000
18. San Francisco and Washoe (project)	92.00	.....	.....
San Rafael and San Quenton (progressing)	.....	.....	.....
19. South San Francisco	4.00	4.00	100,000
20. Stockton and Copperopolis	35.00	.....	350,000
Stockton and Tulare Valley (project)	.....	.....	.....
21. Western Pacific	120.00	120.00	6,000,000
22. Yuba Valley	24.00	24.00	1,000,000
Roads not included in above statement, estimate	500.00	100.00	5,000,000
Total	2,397.60	810.60	$46,650,000
State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	500,000
3. Oregon Branch of Central Pacific (project)	.....	.....	.....
4. Oregon Central, East side (project)	.....	.....	.....
5. Oregon Central, West side (project)	.....	.....	.....
6. St. Helen's and Hillsboro' (progress)	.....	.....	.....
7. Salem and McMinnville (progress)	.....	.....	.....
8. Salt Lake and Columbia River (project)	.....	.....	.....
Roads including above in progress and completed, estimate	2000.00	100.00	5,000,000
Total	2,019.50	119.50	$5,700,000

Southern Railway.

The *Hamilton (Ca.) Times* says the charter of the Southern Railway has been sold by Mr. W. A. Thompson to Hon. Isaac Buchanan for $100,000 and that he has gone to England to raise the money to build the road in the interest of himself and the American company. The ultimate object is to make this railway an integral and consolidated portion of a great through transit route between the East and the West with a North-Western connection by means of a bridge across the Straits of Mackinaw with the upper peninsula of Michigan, and to connect ultimately with the Northern Pacific Railway. It is proposed also to form other connections, as one on a point on Lake Michigan, opposite Racine, and further to make the E. and N. Extension Railway Company available for raising thirty millions, ten millions being for the construction of the road with a tunnel across Detroit River and a bridge across the Niagara, and the other twenty millions to be applicable in promoting the North-Western connections referred to and the bridging of the Straits of Mackinaw.

Northern Pacific Railroad.

The *Seattle Intelligencer* says it has been decided to begin the work of construction on the Pacific side at Wallula, on the Columbia River, but this terminus will be only temporary, as the original design of carrying the road to Portland and ultimately to Puget Sound will be adhered to. The eastern terminus has not yet been located, but according to the terms of the charter it must be established on the shores of Lake Superior. Several points on the lake have been considered, but we have no indication which one will be finally selected. It is stated that work upon the eastern and western divisions will be commenced simultaneously. Arrangements have been made at Stockholm for a force of 7,000 Swedish laborers, who will be employed upon the eastern end of the route, while about an equal number of Chinese will be employed on the western division.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	———	———
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	———	———
Atlantic & Gt. Western ... 50	25,879,923	———	———
" " " pref. 50	1,919,000	———	———
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	———	———
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,800	———	———
Do. do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....100	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n.100	398,800	———	———
Brooklyn City & Newt'n.100	1,100,000	———	———
Buffalo, Bradford & Pitts.100	950,000	M. & N.	M'y'69 3½
Buff., New York & Erie*.100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	———	———
Camden & Burlington Co.100	331,000	———	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,160,000	———	———
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 3½
Central Ohio.....100	2,800,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	———	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 6
" " pref.100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	———	———
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	———	J'n &J'ly	Jan.'68½
" Street.....	———	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	———	———
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....100	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	———	———
Conn. & Passum'k Rivers.100	139,000	———	———
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000	———	———
Dayton and Michigan*....100	2,390,646	———	———
Delaware*..... 50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	———	———
Detroit & Milwaukee.....100	1,047,350	———	———
" " pref.100	1,500,000	———	———
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Nov.'69
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	8,883,200	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,800	———	———
East Tenn. and Georgia...100	1,290,067	———	———
East Tenn. and Virginia...100	1,902,000	———	———
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '69 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	———	———
Evansville & Crawfordsv.100	1,143,445	———	———
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Pa.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '67 2
Granite.....100	———	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jul. '69 3
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000	———	———
Do. do. pref.100	5,258,830	———	———
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	———	———
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	———	———
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	———	———
Leeds and Farmington*.....	———	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Jointv.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	———	———
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	———	N'v'67 10
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	———	———
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	———	———
Maine Central.....100	1,611,500	———	———
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,020,778	———	———
" " 1st pref. 50	3,180,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	———	———
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	523,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,100	———	———	———
" " " 1st pref.100	———	———	———
Milw. & St. Paul.....100	7,151,069	J. & J	Jn'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	———	———
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	———	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	———	———
Naugatuck.....100	1,436,600	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,588	———	———
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	———	Oct. '69 4
" Certificates.100	21,491,450	———	———
" old int. cer.100	27,829,000	———	Aug.'69 4
New York and Harlem.... 50	5,000,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue 100	797,400	———	———
North Carolina.....100	4,000,000	———	———
Northern Central 50	4,798,900	F.M.A N	Nov.'69 2
North Eastern (S. C.) pref.100	155,000	———	May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	———	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	———	———
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	———	———
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	———	———
Panama.....100	7,000,000	J.A.J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan.'69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,635,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby .. 10	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,665,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	679,500	J. & J.	Jan '70 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	———	———	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	———	———
Richmond and Petersb g..100	847,100	———	———
Rich., Fred. and Potomac.100	1,041,800	———	———
Rockport 100	88,400	———	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	———	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	———	———
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	———	———
Sandusky and Cincinnati.100	2,088,000	———	———
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	———	———
Savannah and Charleston.100	1,000,000	———	———
Schuylkill and Susqueh'a. 50	1,269,150	———	———
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	———	———
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	———	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	———	———
South Shore.....100	259,685	———	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	———	———
Stockbridge & Pittsfield*100	448,700	———	——— 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,180	———	———
Taunton Branch 100	250,000	¶J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	———	———
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	———	———
Thirteenth and Fif. (Ph.).. 50	———	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	January,	1870,11 4s
" " (E. D.) pref.100	1,700,000	———	———
" " (W. D.) pref.100	1,300,000	———	———
Tol., Wabash and West....100	5,700,000	———	———
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	———	———
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	———	———
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	6,000,000	———	———
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 6
Vicksburg and Meridian...100	357,408	———	———
Virginia Central 100	2,253,679	———	———
Virginia and Tennessee...100	3,506,300	———	———
Western Union 100	2,707,693	———	———
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,776	———	———
Winchester and Potomac....	———	J. & J.	Jul. '69 3
Warren.....100	1,547,650	———	——— 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,596	———	———
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	———	———
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Pennsylvania 50	4,300,000	———	———
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	———	———
Union..... 50	2,907,850	———	———
" preferred 50	———	———	———
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	———	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	———	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	———	Dec'68 2½
Short Mt. Coal..... 50	800,000	———	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000	———	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	———	———

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,240	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.030	196.435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,967	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041.116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410.336	372,593	359.463	3.445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,123
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,639
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,780	495,072	351,709	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,031	4,663,803
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,508	4,981,158
1869	—*Including Lake Shore. 385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,583	1,135,461	1,285,911	1,480,929	1,530,618	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,100	326,236	277,424	283,130	253,926	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284.729	282,939	240,135	234,633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244.423	258,674	283,996	254,285	388,725	414,707	448,994	463.873	466,557	454.826	4,088,837
1863	335,685	361,834	396,771	429.929	505,517	464,800	451,884	574,486	714,302	815,902	746,955	520.009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923.283	416,341	566,970	967,194	1,121,205	1,351,579	1,419,232	1,196.955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	833,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,430	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	689,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,156	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,469	4,013,203
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	4 0,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,002	623,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1869.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114½
.. .. coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
(5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
(5-20s).....coupon		6	" "	1885	111½
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
(5-20s).....coupon		6	" "	1886	114½
.. .. .. 3d series (5-20s)...registered	379,590,150	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	114½
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	110½
(5-20s).....coupon		6	" "	1888	115
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109
(10-40s)....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	62,625,320	6	Jan. & July.	'96-'99	108½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,195,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	298,502	var	.....	Due.	....
Treasury Notes (7-30s).....	853 750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,521,150	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	38,885,564	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	62
.. — .. .. (extended).....	2,414,300	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	95½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	97½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	91
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193.400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104.000	6	" "	1869	....
.. —War Loan Bonds	543.200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	64
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	117½
.. —	720,000	6	" "	'74-'75	111½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	100½
.. —War Fund 5-20 Loan.....	3,565,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	90½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'00-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	110
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	42
.. — .. (new).....	3,059,045	6	" "	'92-'98	28½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — (").....	1,600,000	6	" "	1875	101½
.. — (").....	4,095,309	6	" "	1881	103
.. — (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		6	" "	Due.	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	284,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	83½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	53½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	45
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	47½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	$	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94½
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	47¾
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	90½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,808	7	April & Oct.	New York.	1893	83
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	93½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $875,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'90-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	105½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	88
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	99
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	72½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	0	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	94½
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	88
3d Mortgage	6,000,000	7	" "	" "	1883	84
4th Mortgage	4,441,000	7	April & Oct	" "	1880	75
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,084	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	82
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	600,000	7*	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86¾
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	64
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	90
Detroit, Monroe & Toledo Mort	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1883	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92¼
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	85
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	84
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99¾
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,052,000	7	Jan. & July.	" "	1898	81
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	93
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	69
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70 '80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	93½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	246,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1 0,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	95½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,607,000	7	—— & ——	Philadelphia.	18—	89
Pensacola and Georgia:						
1st Mortgage	1,185,200	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90½
Bonds of 1857, convertible	171,500	6	" "	"	1880	97
Bonds of 1836, Sterling	182,400	5*	" "	"	1886	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	London.	1880	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	'72–'77	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	"	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1893	103½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1868	....
Bonds of 1866	1,000,000	6	April & Oct.	"	1884	93
Bonds of 1867	945,000	6	" "	"	'71–'76	....
Pittsburg, Cincinnati & St. Louis:					1887	....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	200,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	360,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	69
Consolidated, coupon	1,288,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'60–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	611,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	130½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" " ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	77
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	34
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	96
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	57
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	917,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	208,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	—	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	8,622,114	1,319,059	6,074,605	1,918,432	—	100	142½
Nov. 30, 1868	28.6	1.3	....	—	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	505	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	8½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	131½
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	139
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,668	1,171,449	328,882	8	100	132
Sept. 30, 1868	28.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,465	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	—	—	—	428,473	—	49,900	—	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,655	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	118½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356.554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	—	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	90½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28
Dec. 31, 1868	695.0	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,707	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.. Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	—	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	100	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	142
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,336	1,537,013	442.0	3,185,690	45,470,104	146,499,422	6,812,809	3,145,287	10	100	148
Dec. 31, 1868	73.0	—	—	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	67
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	101½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lease	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased	to Ind., Cin	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74¼
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning ¶.....Ohio.	3,320,327		296,300		2,056,750	1,662,100				(Leased	to Atl. &	Gt. Western.)			8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,537	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	83
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Shore.)			7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	9,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)		100	19
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	ami.)		8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	77
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	898,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	*			350,000					(	Leased to	Concord,)			7	100	108¾
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,200	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,709,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129¼
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000				200,000	30,000			14.6	21,710	15,647	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	362,400	63,957	143,207	74.0	242,146	281,134	231,515	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin...Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	188,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779				309,276	738,000			42.0				139,365	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	1½	50	107
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.					1,820,000	2,892,000			168.0						—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	826,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4s	100	108¼
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,314	*			680,372	550,000	377		79.0				176,217		—	100	....
Sept. 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000				280,000					(I	n progres	s.)				100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.					500,000	1,000,000							(In progress.)			100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb'....Penn.	259,800				124,800	140,000	2,000			(Leased	to Pennsy	lvania.)				50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,462,212	558,939	8	100	113¾
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Balt.)				100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading.)			6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶.Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.								(Oper. by		Evansville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000				500,000					(Leased	to Northe	rn Central.)		25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn.'s N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Central.)		165,000	5	50	64
Sept. 30, 1868	460.0	90.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	12 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	22¼
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.															—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	176	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	166,788	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.									64.0						—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759		36,631	150,000	200,000	38,450		5.9	10,815	76,770		31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Co	nnellsville.)		7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000		23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130¼
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000		248,000		21,663		23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delawa	re.)			100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.		*			1,098,600	1,620,500			90.0		245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*			3,000,000				154.0						—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*							12.5						—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.									60.0						—	100	....
Dec. 31, 1868	—	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.					1,000,000	1,500,000				(In pr	ogress.)				—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.						575,000			52.0						—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607			1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*			475,000	167,000			20.0						—	100	....
Dec. 31, 1868	61.0	—	....	30 0	....	....	....	....	Grand River Valley.....Michigan.					1,000,000	1,000,000			61.0						—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*			14,367,950	78,430,550			1,631.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶....S. Carolina.	3,981,213	*	80,495		1,510,374	1,737,500	200,000		164.2	122,712	39,149		320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.		*			7,600,000	9,760,000			271 0				2,184,167		—	100	107
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,595,285	456,449	361,606		2,037,939	2,055,000			122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,000,000	*			2,000,000	2,000,000	140,000		185 0				897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria.....Texas									60.0						—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,369 332	2,616,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780 896	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt....Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	179	96	39	3,817	*Illinois Central*.....Illinois.	31,900,487	*	10,195,466	2,012,928	25,277,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	130¼
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.				(In no	w operat	ing Terre	Haute,	Alton &	St. Lo	u.s R.	R.)				—	100	....
Dec. 31, 1868	189.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,486	106,740	6,186,897	8,232,807			302.5						—	50	26
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.									75.0	237,250					—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.															—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*			132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	200,000		400,000	150,000			11.0			129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,106	131,393	116.0				391,849	212,727	—	100	....
Dec. 31, 1868	108.0	62.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alton.)		152,927	7	100	92¼
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Central.)			8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.						1,159,000			99.0						—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	18.0	—	—	58.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.									16.0						—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	1	1	20	Knoxville and Kentucky ¶....Tennessee.									31.0						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	.....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46.085	1,076	—	100	.....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	.....
Jun. 30, 1869	470.8	141.3	128.6	—	185	162	53	3,633	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill. (Lake	Shore	& Mich.	Southern	consolidated.)		619.3	.....	.....	.....	.....	.....	—	100	84½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation.)		153.0	918,774	.....	.....	1,027,418	325.468	—	50	.....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	14	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,356	10	50	108½
Nov. 30, 1868	6.6	—	0.6	—	2	2	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	.....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	.....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	167,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	.....	4	50	34½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	2,646,100	807,500	.....	.....	9.0	.....	.....	.....	55.463	13,371	—	100	.....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1868	9.4	51.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	.....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,099	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	.....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	.....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,600	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In progress 66 miles.)	.....	.....	—	100	.....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	(In hands of receiver.)	.....	.....	—	100	.....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Reading.)	.....	.....	—	50	.....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	127
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Owned by Co	ncord.)	.....	.....	—	100	.....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	.....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	.....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	.....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	117½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	.....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	.....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	.....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	10	100	71½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Reading.)	.....	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	.....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	.....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	.....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	85
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	.....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	.....
Dec. 31, 1868	172 5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	.....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	80,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	.....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	.....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	.....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	.....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern...Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119.295	8	100	.....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	61½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,918	692.2	6,212,439	201,629,512	366,199,679	14,881,303	5,143,140	8	100	.....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	.....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	130
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	.....
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg †.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,606	*‡	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	.....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In progress.)												100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267			1 015,394	388,240	5s	50	74
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,758,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	106½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	111½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	66
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	23½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	79½
May 31, 1869	72.5	68 5	32.3	—	35	64	16	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387	—					111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375	....	1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	—			7,000,000	1,192,000	—	—	47.6	—	—	—	—	—	24	100	195
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—	—	—	—	(Leased	to Erie.)		—	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	—			5,000,000	500,000	—	—	—	(Leased	to Erie)		—	—	—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—			284,500	85,000	—	—	—	(Leased	to Erie.)		—	26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	—			339,650	160,000	—	—	—	—	(Leased to Camden and Amboy.)		—	—	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,182	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	108
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	—	3,200,000	597,500	375,000	—	47.0	—	—	—	—	—	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000	—	—	—	(Leased	to Chic. R. I. and Pacific.)		—	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299	—	82.3	—	—	—	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500	—	39.0	87,111	—	—	156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,360,998	*			6,004,200	13,000,000	328,033	—	287.5	—	—	—	2,804,250	—	—	50	57
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950	—	—	24.3	342,775	—	—	642,639	295,901	10	50	142½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	—	1,921,976	806.7	4,500,135	—	—	8,791,937	3,150,837	10	50	99
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	—	329,062	—	1,259,120	—	—	—	26.5	—	—	—	995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	—	—	2,393,897	905,891	8	50	99½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097	—	—	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	28,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	80	Plattsburg and Montreal	New York.	—	—	(In hands of Receiver.)						23.0	34,971	—	—	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	—	—	783,500	1,232,760	4,510	—	109.0	373,501	7,127,219	—	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	—	—	518,592	130,420	6	180	110
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concord.)		—	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	—	—	437,917	150,000	—	—	14.5	50,896	—	—	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	—	—	2,530,700	1,524,800	1,226,300	—	92.3	—	—	—	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	—	505,848	1,000,000	—	—	—	159,744	—	—	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	—	—	3,000,000	1,500,000	—	—	175.0	555,727	15,356,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	—	81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg	Virginia.	978,073	*	—	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72-	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	—	—	650,000	600,000	—	—	—	—	(Not in operation.)		—	—	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	—	—	—	—	1,080,000	1,384,000	—	—	12.0	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,862,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	—	—	—	1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	—	—	—	—	—	—	—	166.3	694,409	4,069,421	11,712,202	993,239	—	—	100	25
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	—	—	2,100,000	2,050.000	—	—	—	—	(About $5	0,000 a month.)	—	—	—	100	70½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	132.0	—	(Leased to	Ind. & St. Louis.)	517,941	—	—	100	25
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	—	—	—	10,000,000	4,000,000	—	—	120.0	—	—	—	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	—	—	—	—	2,725,000	—	—	—	(Leased	to Chi. & Alton.)		240,000	—	—	100	....
Dec. 31, 1868	73 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	—	—	—	—	2,000,000	1,000,030	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	—	—	—	—	—	—	—	—	—	—	(Under construction.)		—	—	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	—	—	—	2,020,000	—	—	80.0	—	—	—	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	238,656	5,791	86.0	142,841	1,791,700	—	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased	to West Jersey.)		—	16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	—	6,679	243,305	226,900	487	—	—	(Operated	by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	—	—	900,235	2,150,000	50,000	—	116.3	240,299	—	—	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	—	—	1,269,150	97,000	148,578	—	54.0	152,360	—	—	167,618	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased	to Phila. and Reading.)		—	—	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	—	—	—	—	—	290,000	—	—	—	—	—	—	—	—	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	—	—	999,050	796,830	—	—	119.3	—	—	—	312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,062	1,079,100	—	—	160.0	—	—	—	218,441	—	—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	—	—	28.0	178,705	—	—	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	—	—	743,100	264,000	121,900	—	25.0	—	265,000	158,000	32,260	11,146	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated	by Jeff. Mad. and	Louisville.)	—	—	—	100	....
May 31, 1869	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	167,376	—	—	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	—	—	—	—	1,330,000	3,200,000	—	—	75.0	—	—	—	127,000	—	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	—	—	783,500	1,232,760	4,510	—	109 0	373,510	7,127,219	—	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased	to Central of New Jersey.)		—	—	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,587,414	*	—	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	—	—	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	—	—	—	—	900,000	—	—	—	—	—	(In progress.)		—	—	—	100	....
Nov. 30, 1868	21.8	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*	—	—	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	—	77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	—	—	484,000	750,000	150,000	—	—	—	(Not in full operation.)		—	—	—	100	....
Sept. 30, 1868	123 0	6.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,866,425	389,360	63,560	—	100	....
Sept. 30, 1869	—	—	—	96.0	—	—	—	—	Southern Central	New York.	—	—	—	—	880,000	—	—	—	(Under construction.)				—	—	—	100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*	—	—	—	—	—	—	—	—	—	—	250,000	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	....	....	....	....	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	26	Spartanburg and Union ¶..South Carolina.									68.0							100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	366,601	*	698,699	.....	680,000	200,000	25,700	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	—	—	(Leased	to Boston	& Lowell.	19,773	15 9:0	6½	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	1,126	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	—	.....	—	—	—	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	—	.....	274,400	200,000	—	—	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	—	—	—	.....	1,470,130	1,720,000	—	—	81.0	342,156	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	(Will form a part of the Rondout and Oswego Line.)	.....	654,000	2,620,000	—	—	—	—	—	—	—	—	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	—	148,488	957,278	73.0	459,274	—	—	1,180,386	552,666	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	—	.....	576,400	260,000	—	—	34.6	169,516	—	—	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	—	.....	5,700,000	3,400,000	—	—	111.0	—	—	—	760,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	—	—	4,013,207	1,123,588	—	100	51½
Sept. 30, 1868	34.9	—	7.2	—	18	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	—	.....	607,111	1,575,000	443,289	—	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	.....	274,400	—	—	—	—	(Leased	to Hudson River.)		—	—	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	—	—	—	.....	—	—	—	—	—	(Leased	to Vt. & Mass.,		R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.6	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	—	.....	510,000	—	—	—	—	(Leased	to Pennsylvania.)		—	—	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	—	.....	20,000,000	70,000,000	—	—	700.0	....	....	....	5,066,650	....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	—	.....	1,690,000	3,200,000	—	—	100.0	—	—	—	—	—	—	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	—	—	—	.....	—	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	—	.....	1,670,100	83,000	—	—	405.0	766,291	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,164,089	*	—	.....	1,351,594	—	—	—	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	.....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	—	.....	5,000,000	5,500,000	—	—	—	(Leased	to Vermont Central		.)	—	8	100	98½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
May 31, 1868	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	—	.....	516,164	793,200	—	—	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	55
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	—	(Leased	to Rutland.)		—	—	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	—	—	—	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	—	.....	3,500,300	2,452,852	461,649	—	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	—	.....	1,547,650	511,400	—	—	113.5	—	7,261,382	15,554 017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	—	.....	99,000	85,000	—	—	18.3	(Leased	to Del. La	c. & W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	—	—	—	.....	—	—	—	—	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	—	—	(In hands of receiver.)	.....	—	—	—	—	7.0	—	—	—	—	—	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	—	23 0	(Opened	Nov. 20, 1	867.)	—	—	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	—	(Built by State of	Georgia.)	—	—	—	—	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	—	.....	1,942,000	—	—	—	138.0	—	—	—	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	—	—	.....	—	—	—	—	43.0	—	—	—	—	—	—	—	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	—	—	.....	750,000	1,200,000	—	—	45.0	—	—	—	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	—	.....	1,942,000	—	—	—	43.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	1,283,600	1,800,000	374,381	—	63.7	Leased	to Pennsylvania.)		—	—	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	3,267,693	4,000,000	1,596,447	—	181.0	439,405	—	—	42,834	6,820	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	—	—	—	.....	1,208,750	1,400,000	—	—	116.0	—	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶....New York.	—	—	(Under construction.)	.....	—	—	—	—	—	—	(Not	in operation.)	537,378	252,544	10	50	125
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	(Under construction.)	.....	200,000	—	—	—	—	—	(Not	in operation.)	—	—	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	—	100,000	160,000	150,000	1,000	—	—	(Oper. by	Boston,	Concord and	Montreal.)	—	—	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	—	—	—	—	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	764,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061.431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	—	—	—	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	283,000	—	—	.....	213,000	—	—	—	—	—	—	—	596,169	—	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee	950,000	*	—	.....	—	—	—	—	—	(Leased	to Nashua	and Lowell.)	—	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	—	.....	1,550,000	65,608	1,160,782	—	45.7	266,887	4,812,461	6,523,468	479.788	128,901	8	100	125
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	395,535	—	—	.....	317,050	52,000	24,333	—	13.0	24,542	—	—	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	80	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	14	100	120½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	—	—	—
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455.000	—	13,570,597	.....	8,739,800	14,004,387	—	—	161.0	—	—	—	79,247	—	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,563	61,090	108.0	—	—	—	603,067	397,785	—	50	67½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	102 0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,287	—	—	.....	2,002,746	2,628,310	149,296	—	108.3	—	—	—	1,026,580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	45.0	—	—	—	166.589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	—	—	87.6	—	—	—	60.838	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	—	—	123.0	—	—	—	267,884	29.513	—	50	....
																		—				124,995	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	92¾
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38½
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	366,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,027	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,024	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	67½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmbung. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,557	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (P'bg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11¾	50	30	41
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	18½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,145	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.08	44	—	Worcester.....Mass.	90,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	per c.			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	25,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	65
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1866	....
Worcester: 1st Mortgage	72,000	6	A.&O	1877	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	68½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	143
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	81
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	39
Hannibal and St. Joseph, pref.	5,253,836	...	...	107⅜
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	5½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	60
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	676,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	62
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	25
Mariposa Mining, pref.	5,774,400	7	7	14

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 — @	34 —
Pig, American, No. 1		38 — @	— —
Pig, American, No. 2		36 — @	37 —
Pig, American, Forge		33 — @	35 —
Bar, Refined, English and American		85 — @	87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @	85 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 — @	130 —
Bar, Refined	" "	85 — @	— —
Bar, Common	" "	— — @	— —
Scroll	" "	110 — @	180 —
Ovals and Half-round	" "	110 — @	145 —
Band	" "	110 — @	— —
Horse Shoe	" "	110 — @	— —
Rods, ⅜@3-16 inch	" "	90 — @	140 —
Hoop	" "	118 — @	160 —
Nail Rod	Less 5 per ct. per lb.	— 8 @	8½
Sheet, Russia, as to No.'s	(gold)	11 @	12
Sheet, Single D. and T. Common		— 5½@	7
Rails, English	(gold) per ton.	56 50 @	57 —
Rails, American, at Works in Penna.	c'y.	70 — @	77 —
Anvils, Eagle	per lb.	— 9½@	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality).	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 18
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	— @ 4 75
Clinch		— @ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 26 @ — 30
Copper		— 33 @ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35 @ — —
Straits	(gold).	— 31½@ — 32
English	(gold).	— — @ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	— — @ 8 —
Charcoal Terne	7 25 @ 8 —	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 15 @ — 15½
Crude, 40 @ 47 gravity (in shipping order)	— 19½@ — 20
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 30 @ — 29
Refined, Standard White (in ship'g order)	— 31 @ — 29½
Refined, prime White (in shipping order)	— — @ — 30½
Refined, S. W. (in merchantable order)	— 33½@ — 34½
Naptha, Refined, (60 @ 63 gravity)	— 9½@ — 10
Residuum	per bbl. — — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Canton Co.	....	....	92½	....	....	91
Central Pacific 6s.	....	....	91	92½	....	91
Central of N. Jersey...	90	....	....	141½	....	....
Chicago & Alton	141	....	....	....	....	142½
" pref.	141	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	88	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	148	....	....	....	....	....
" 8s, 1883	....	....	....	112	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	68½	68½	....	68	67½	67½
" pref.	82½	82	....	....	....	81½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	105¾	104½	....	104½	104½	103½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	....	....	....	....	97½
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	....	....	19½	19	....
" 1 M.	....	....	....	74½	73½	72½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	25	....
Del. & Hudson Canal	....	....	120½	....	....	....
Del., Lack. & Western.	107½	....	....	107½	107	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Erie Railway	21½	22½	23½	23½	22½	....
" pref.	39	39	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	94½
" 2 M. 7s, 1879 88	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	84	....	....
" 4 M. 7s, 1880	....	....	75	75	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	108	....	107½	107½	....	....
" pref.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	120	....	....
Lake Shore & Mich. S'th.	85½	85½	....	85½	85½	84½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117	....	....	118	....	117½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	97½	97½	....
" 2 M.	90	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	7⅜
" pref.	15½	....	....	....	15	14½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	73½	73½	....	....	73	72½
" pref.	85½	....	....	85½	85½	85
" 1st mort.	....	....	....	92	92	....
" 2d mort.	....	....	....	....	....	....
" 8s.	103	....	....	103½	....	....
" 7 3-10s con.	....	....	....	90	90	....
Missouri 6s	....	....	....	90½	90½	....
" H. & St. J. 1s.	....	....	....	91	....	90
Morris and Essex	....	....	....	....	85	....
" 1st mort.	....	....	....	....	96	96½
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	86⅞	....	....	86½	....	86
" certificates.	81½	82	....	81½	....	81½
N. York and Harlem	....	....	....	....	130s	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	....	....	....	43
" new	29½	....	....	29	28½	28½
" special tax	....	....	....	....	....	....
Ohio and Miss.	23½	....	....	24	....	24
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	48½	48½	....	48½	47½	44½
Panama	....	....	....	....	....	....
Phila. and Reading	99½	100	....	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.	86½	....	....	86½	86½	86
" 1 M.	102	....	....	....	....	....
" 2 M.	....	....	....	....	94½	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15½	15½	....	15½	....	15½
St. L., Alton & T. H.	25	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	79
" Income bds.	....	....	....	....	....	....
Tennessee 6s	....	....	52	....	....	....
" new	44½	....	....	46½	45½	46½
Tol., Wab. & Western.	52½	....	....	52	51½	....
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	89	....	....
" 2 M.	....	....	....	....	81	80
" equipment	....	....	....	....	74½	....
Union Pacific 6s	....	....	....	84½	84½	....
Virginia 6s, ex-coupon	....	....	....	....	48	47
" new	....	....	....	56	55	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109	....	....	108⅞	....	109	
U. S. 5s, 10-40s, reg....109	....	....	....	....	....	
U. S. 6s, 1881, reg	....	....	....	....	114¼	
U. S. 6s, 1881, coup	....	....	119	118⅛	118⅛	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	
U. S. 6s, 1881, .. ½y	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	112⅛	
U. S. 6s, 5-20s, c. 1862.113¼	....	....	113¼	113¼	112⅛	
U. S. 6s, 5-20s, reg. '64	....	....	112⅛	....	....	
U. S. 6s, 5-20s, c. 1864.112	....	....	113¼	112	111⅛	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.112⅛	....	....	....	112	112	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65.114⅛	114¼	....	114⅛	114¼	114⅛	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	110⅛	
U. S. 6s, 5-20s, c. 1867.114⅛	....	....	114⅛	114⅛	114⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..115	....	....	....	....	....	
U. S. 6s, Pac.R.R.issue	....	....	108⅛	109⅛	108⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred	34⅛	34⅛	....	34⅛	....	
Camden and Amboy...118	118⅛	118⅛	....	118⅛	118⅛	
.. 6s, 1870	....	....	....	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort. 6s, '80	....	....	....	....	93⅛	
Elmira & Williamsport	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 7s	89	....	....	....	....	
Lehigh Navigation	33⅛	....	....	....	....	
.. 6s, 1884	....	....	....	....	....	
.. Gold L	....	91	....	90⅛	90⅛	
.. R. R. L	86⅛	....	....	....	....	
Lehigh Valley R.R	52⅛	53⅛	53⅛	53	53⅛	
.. 6s new coup	91⅛	....	....	....	92	
.. 6s new reg	....	....	....	....	....	
Little Schuylkill R.R	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Minehill	....	....	....	53⅛	....	
Morris Canal	....	....	....	....	....	
.. pref	62	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	....	....	....	....	....	
.. 7s	....	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	43⅛	....	....	....	....	
Pennsylvania R. R	54	53⅛	53⅛	....	53⅛	54
.. 1st M	....	....	....	....	....	100
.. 2d M	95⅛	95⅛	....	....	....	
Penn. State, 6s, 1st series103⅛	....	....	....	....	....	103⅛
.. 6s, 2d series	....	....	....	....	....	
.. 6s, 3d series.108	....	....	....	....	....	
.. 6s, W. L	101	....	....	....	....	
Philadelphia City, 6s... 93	94	....	....	....	93⅛	
.. new	98⅛	98⅛	98⅛	....	99	99
Philad., Germ. & Nor	....	....	....	....	....	
Phila. & Reading	49⅛	49⅛	50	....	49⅞	49⅛
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie	....	....	....	....	28⅛	
.. 6s	....	....	....	....	....	
.. 7s	....	85⅞	....	....	....	86
Schuylkill Navigation	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 6s, 1882	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Hestonville, (Horse)	11⅛	....	....	....	....	
Chestnut & Wal. ..	....	....	....	....	....	
Green & Coates ..	....	....	....	....	38⅛	
2d and 3d streets ..	....	....	....	....	....	
Spruce and Pine ..	....	....	....	....	....	
13th and 15th sts. ..	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	....	....	91	....
.. 1886	....	....	....	....	....	....
.. 1890	90⅛	....	....	....	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	123	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	91	....	....	....	92	....
Marietta & Cin. 1st M	....	....	87⅛	....	....	....
.. 2d M	64⅛	....	64	....	....	....
Northern Central	43⅛	....	....	....	....	....
.. bonds, 1885	88⅛	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	87	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	142¼	....	....	....	142⅛	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	....	....	....	....	
Boston and Providence	....	....	....	....	131½	
Boston, Hartford & Erie	8⅛	8⅛	....	8⅛	8⅛	8⅛
.. 7s, new	49⅛	49⅛	....	....	48⅛	47⅛
Cheshire, pref	85⅛	....	....	....	....	....
Concord	....	76⅛	....	....	....	77
Connecticut River	....	....	....	....	....	....
Eastern	114x	....	114⅛	....	113⅛	
Fitchburg	....	....	....	....	....	
Manchester & Lawr'ce.127	....	....	....	....	....	
Michigan Central	....	....	117	117⅛	117⅛	
Northern, N. H	....	....	....	106⅛	106⅛	
Ogdens. & Lake Champ	....	....	....	....	66	
.. pref	103⅛	....	....	....	103	
Old Colony & Newport	....	....	....	95⅛	95⅛	
Ph., Wil. & Baltimore	....	....	....	50	49⅛	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific 6s	81⅛	....	....	....	81⅛	
" Land Grant 7s	55⅛	....	....	....	....	
Vermont & Canada	98⅛	....	....	....	98⅛	
Vermont & Mass	55	....	....	....	55	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	....	99⅛	
Metropolitan ..	....	....	....	65⅛	65⅛	
Middlesex ..	....	....	....	....	67⅛	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	4⅛	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	22	

London Stock Exchange.

	Closing Prices, Dec. 3.	Dec. 10.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	26 — 27	26 — 27
Detroit and Milwaukee 1st mort. 7s	61 — 63	63 — 65
Do. 2d mort. 8 p. c.	62 — 64	63 — 65
Erie shares 100 dol. all paid	20⅛— 20⅛	20 — 20⅛
Do. sterig. 6 p. c. convertible bonds	63 — 68	62 — 66
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —100	100 —102
Do. 7 per cent., 1875	— — —	75 — 78
Do. 100 dol. shares, all paid	99 —100	99⅛—100
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	104 —106	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	88 — 90
Philadelphia and Erie 1st mort. 1881.	85 — 87	85 — 87
Do. with option to be paid in Phila.	85 — 87	85 — 87

American Railroad Journal.

Saturday, January 1, 1870.

Stock Exchange and Money Market.

Money has been in more liberal supply all the week. The offerings to the street houses have shown a decided increase, especially on private account. The demand for accommodation has been on a comparatively moderate scale. Rates have been quoted rather easier for the borrowing classes, closing at from 5@7 per cent. on call, and 8@15 per cent. per annum in the discount form. The city banks, in their last weekly return, exhibited a falling off of $3,907,869 in their deposit line, with a loss of $1,648,118 in their specie average, and $318,281 in their legal tender reserve. They reduced their loans $1,738,914; and enlarged their circulation $25,534. Within a week or two, the January interest and dividend payments will add over 50 millions to the floating supply of capital, which will tend to augment the growing ease in the loan and discount market; and to stimulate the demand for the better class of securities, as reliable and lucrative forms of investment. The U. S. Sub Treasury at this port cut down its currency balance last week about 1⅜ millions, or to $7,107,745. The currency reserve of the Treasury Department at all points, on Monday was about 10½ millions. The coin balance of the Department was about 107½ millions, of which there were over 77 millions in the New York office. The city banks close the year with about 28½ millions of specie, and 44½ millions of legal tender notes, against 20¾ millions of specie, and 48⅞ millions of legal tender notes, at the commencement of the year. Their deposit line is now 177½ millions, against 180½ millions at the beginning of 1869. Their loan average is down to 251 millions, against 259 millions at the commencement of 1869. On Wednesday of this week, the call loan market showed a little more animation, and 7 per cent. was the governing rate.

The specie reserve of the city banks according to the latest return is $28,419,977, against $17,940,865 same time last year. The city bank deposits are now $177,165,586, against $178,503,752 week ending Dec. 26, 1868. The legal tender reserve amounts to $44,493,992, against $48,706,160 same time last year. The circulation now stands at $34,127,837, against $24,387,114 same time last year. The loans are now $251,096,000, against $261,342,530 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $82,244,289 a day, against a daily average of $94,250,101 the preceding week, and $90,076,553 the week ending with Dec. 11, 1869. The current week's exchanges average about $75,527,283 a day. The city banks, last week, reported a loss of $1,648,118 of specie, $3,907,869 of deposits, and $318,281 of legal tender notes. They reduced their loans, $1,738,914; and increased their circulation, $25,534.

The city bank exchanges on Wednesday were $64,580,796.

National Bank notes to the amount of $104,500 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,702,671, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,960,879, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,741,792. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,499,050; and for the public deposits, $19,291,000—making a total of $361,790,050. The Treasury Department last week redeemed and destroyed $461,200 of worn and mutilated fractional currency, and issued $692,100 of new. The outstanding amount of fractional currency on the 1st of Dec., was $38,885,565, against $37,035,442 on the 1st of November, 1869.

The U. S. Sub-Treasury receipts, week ending with Dec. 25, (which comprised only five business days,) were $2,422,526 in coin, (including $1,173,000 from customs duties,) and $3,035,332 in currency; payments, $2,029,559 in coin, (including $291,626 of coin interest,) and $4,354,399 in currency; balance at the close of the week, $86,493,121 (including $77,028,393, of coin, and $7,107,745 of currency,) against $88,749,895 at the close of the preceding week, showing a decrease of $2,256,274. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, ——— in coin, (including

$——— from customs,) and $——— in currency; payments, $——— in coin (including $——— of coin interest,) and $——— in currency. On Tuesday, receipts, $——— in coin, (including $490,810 from customs,) and $2,240,481 in currency; and payments $876,333 in coin, (including $91,400 of coin interest,) and $204,970 in currency. The balance at the close of business on Tuesday stood at $88,802,947, (including $7,286,750 of currency, and $76,063,903 of coin,) against $85,299,996 a week previous; and $87,974,694 on Dec. 14, 1869. The aggregate receipts of the office in Nov. were $67,822,747, including $9,190,801 from customs; aggregate payments, $74,780,059, including $15,992,989 of coin interest.

The outstanding amount of coin certificates on the 1st of Dec. was $36,862,940, against $28,781,520 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,014,738 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately of late. The excises yielded about 3¼ millions; customs at the port of New York, $1,086,739, and at the outports about $375,000 (in coin) more, making the grand total income for the week equal to about $5,004,100 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 87 millions.

Gold has been more abundant in the open market, and having been less confidently sought after by speculators and exporters, has been depressed in price, the range of the week having been from 119¾@120¾, and the closing quotation on Wednesday 119¾. Government marketed a million of gold on the 23d of Dec., at from 120.26@120.65, and another million on the 28th, at from 120.01@120.15. The customs revenue is now on a reduced scale. The export drain is light. Another million of Government gold was to have been disposed of on the last day of the year.

It is now intimated that Government will continue its sales of gold in January.

The customs revenue of the port on Wednesday was $246,523.

The coin balances of the Government at this port on Wednesday morning, amounted to over 79 millions.

The coin interest disbursements on Wednesday were $79,867.

The customs demand for Gold last week, averaged $254,400 a day; thus far, this week, it has averaged $245,405 a day, or equal to a weekly aggregate of $1,227,025. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $15,504, and since Jan. 1, $14,749,666, against $7,013,821 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $128,230,274, against $115,558,321 same time in 1868. At San Francisco, from Jan. 1, to Dec. 18, 1869, $8,123,941, against $8,300,781 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Dec. 11, were about 82⅝ millions.

The exports of specie, from this port, last week, were $694,097, against $608,709 same week last year; total, since Jan. 1, 1869, $31,921,287, against $70,718,781 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $291,626, and since Jan. 1, 1869, $89,898,970, against $82,417,517 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Dec. 18, 1869, were $36,864,372, against $34,216,172 same time in 1868.

Foreign exchange has been quoted firmer, on a lighter offering, though the demand has not been active. The latest dealings showed renewed weakness. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108⅝@108¾, and on Paris to 5.21¼@5.17½; sight bills on London to 109⅜@109⅝, and on Paris to 5.16¼c. @5.15. The offering of produce bills has been on a moderate scale this week. The week's exports of domestic produce have been to the currency value of $3,240,911, making the total since Jan. 1, 1869, $196,019,112, against $166,784,168 same time last year.

Government securities have been comparatively quiet, all through the week, and in sympathy with the decline in gold, prices have generally favored purchasers. The offerings of bonds, however, have been quite moderate at the going rates. Government bought in on Wednesday two millions of Five-twenties at 110.78@111.25 net, out of an aggregate offering of $2,577,250, at from 110.64@111.99 net. Another million was to have been bought in on the following day.

U. S. sixes of 1881 closed here heavily at 118⅛@118¾; U. S. Five-twenties of 1862, ex-coupon, 112⅛@112¾; U. S. Five twenties of 1864 at 111⅜@111⅞; U. S. Five-twenties of 1865 at 111⅞@112⅛; U. S. Five-twenties of 1865, consolidated, 114¼@114½; U. S. Five-twenties of 1867, 114⅜@114⅝; U. S. Five-twenties of 1868, 114⅜@114⅝; U. S. Ten-forties at 108¾@109; U. S. Six per cent. currency bonds, 108¼@108¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 15.	Dec. 22.	Dec. 29.
Consols	92⅛	92¼	92
U. S. 5-20's of 1862	86¼	86	85⅞
U. S. 5-20s, 1865	84½	85	84⅞
" 1867	85	84	84⅛
" 10-40s	82⅝	82¾	82⅞
Erie	20¼	17⅛	18½
Ill. Central	....	99¾	99¾
At. and Gt. West	....	26	25½

State and railway bonds have been in fair demand, and in most instances, quoted stronger. The Western Pacific First Mortgage Loan has been nearly all sold at 90 per cent., and accrued interest. The Central Pacific Sixes closed firmly at 92½ bid, and 95 asked; and the Union Pacifics at 84 bid, and 84⅝ asked.

Railway and miscellaneous share property has been lightly dealt in, at easier and irregular figures.

Christmas Day was observed as a close holiday by business people, and Monday, Dec. 27th, as a partial holiday, by U. S. Government officials, in honor of the memory of Secretary Stanton, whose funeral took place at Washington on that day.

A defalcation has been discovered in the cashier's department of a city bank, exceeding it is said, $150,000 in amount.

General business has been quoted, and prices of produce have been unsettled. Middling upland cotton closed tamely on Wednesday at 25@25⅛ cts. per lb. The stock of cotton now here is given at about 30,000 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,204,174 bales, against 951,668 bales in 1868-'9; exports, same time 644,667 bales, against 479,034 bales same time in 1868-'9; stock on hand at latest dates, 345,500 bales, against 294,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,650 pkgs., against 25,920 pkgs., same time last year. From Boston, 7,106 pkgs., against 8,213 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 10@20c., per lb.; week's receipts, 4,998. Milch cows inactive, at $40@$110 each, receipts, 70. Veal calves in moderate request at from 8@12c. per lb.; receipts, 809. Sheep and lambs in good demand at from 4@9½c., and 7½@9½c. per lb.; receipts, 24,131. Swine in slack request at 10@10¾c. per lb., all live weight; receipts, 12,037. The year's receipts have been 320,363 Beeves, 4,596 Cows, 101,677 Calves, 1,455,677 Sheep and Lambs, and 881,544 Swine.

Foreign goods have been dull and weak in price. The week's imports reached a specie value of $4,010,781.

Ocean freights have been inactive, but quoted rather firmer. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 4d.@4½d. by sail, and 4¾d.@5d. by steamer, per bushel; cotton at 3/16d.@¼d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@22s. 6d. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 487.

The balance in the Sub-Treasury on Wednesday was $87,384,528 83.

The New York exports, exclusive of specie, for the week ending Dec. 28, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,023,509	$3,240,911
Prev. reported	163,760,659	192,778,201
Since January 1	$166,784,168	$196,019,112

The imports for the week ending December 24, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$935,210	$1,034,343
Gen. merchandise	2,940,595	2,976,438
Total for the week	$3,875,805	$4,010,781
Previously reported	237,801,099	282,553,189
Since January 1	$241,676,904	$286,563,970

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Union Pacific 1st mort., 84¼; Central Pacific gold bonds, 92¼; Toledo, Wabash and Western consol. bonds, 79; Lackawanna and Western 1st mort., 100; Cleveland and Pittsburg consol. bonds, 84; Pacific R. R 7s, guar. by Mo., 93½; N. Y. and N. Haven 6s, 96; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Ohio and Mississippi consol. bonds, 81; St. Louis and Iron Mt. 1st mort., 81¼; South Carolina 6s, new, 83; New York 7s, Bounty Loan, coupon, 110; Louisiana 6s, 71; do., 6s, Levee bonds, 64; do., 8s, Levee bonds, 84½; Alabama 8s, 95¾; Georgia 7s, 92; do., 6s, 81; Brooklyn 6s, W. L., 92½; Dubuque

and Sioux City, 108½; Boston, Hartford and Erie, 7½; Panama, ex-div., 195; New Jersey R. R., 119½; Adams' Exp. Co., 63¾; U. S. Exp., 50½; Wells-Fargo Exp., 19½; Am. Mer. Union Exp., 88; Western Union Telegraph, 32⅛; Benton gold, 0.12, Consolidated Gregory gold, 1.75; Grass Valley gold, 0.26; La Crosse gold, 0.18; Quartz Hill gold, 0.76; Smith and Parmalee gold, 1.70.

Philadelphia.—Belvidere Delaware 3d mort., 79½; Vermont Central 2d mort., 34; Philadelphia and Sunbury 7s, 96; Harrisburg and Lancaster R. R. bonds, 91½; West Jersey 6s, 91; Sunbury and Erie 7s, 97; East Pennsylvania R.R., 41; Pittsburg 5s, 72½; Camden and Amboy scrip, 63; Big Mt. Coal, 6⅛. The latest quotations are: City 6s, 93@93½; do., free of tax, 99@99; State 5s, coupon, 92½@92¾; do., 6s, W. L., 101½@—; do., 1st series, 103@103¼; do., 2d series, 106¼@106¾; do., 3d series, 108¼@108¼; Reading, 49⅝@50¾; do., 7s, 1893, 103@103; do., mort. 6s, 1880, 90¼@91; Camden and Amboy, 118¼@118½; do., mort. 6s, 1889, 93@93½; do., 1883, 84@84½; do., 1889, 81¾@82; Penn. R.R., 54@54; do., 1st mort., 99¾@100¼; do., 2d mort., 95¼@95¾; Little Schuylkill R.R., 42@43; Morris Canal, 28@30; do., pref., 61@—; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Schuylkill Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 53@—; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 89@89; do., 5s, 58@60; Lehigh Coal and Navigation, 33½@33¾; do., 6s, 1884, 81@83; do., R. R. Loan, 86¾@87; do., Gold Loan, 90½@90¾; North Pennsylvania, 37½@37½; do., 6s, 88½@90; do., Chattle 10s, 106@108; Philadelphia and Erie, 28⅜@28½; do., 6s, 86½@88; Minehill, 53¾@54; Catawissa, 14@15; do., pref., 34¼@34¾; Lehigh Valley, 53⅜@53½; do., 6s, 92@95; do., 6s, reg., 92@—; Fifth and Sixth streets, (horse,) 35½@40; Second and Third, 41@40; Thirteenth and Fifteenth, 18½@19¼; Spruce and Pine, 20@21; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11@11½; Union, 40@43.

Boston.—Rutland and Burlington 1st mort. 130¼; Cedar Rapids and Missouri 7s, 1916, 85; Burlington and Missouri River R. R., 8s, 1879, 93⅞; Vermont Central and Vermont and Canada 8s, 1889, 100; Vermont Central 1st mort., 77; Central Pacific 6s, 91½; Eastern R. R. 6s, 93; Summit Branch R. R., 26½; Connecticut and Passumpsic Rivers pref., 85¾; Water Power Co., 14¾; Ophir (N. S.) gold, 15c.; Rhode Island 6s, 1882, 98¼; Maine 6s, 1889, 98; Massachusetts 6s, 1875, gold, 111¼; St. Louis 6s, 1887, sewerage, 82½; Cambridge 5s, 1888, 88; do., 6s, 1876, 98¼; Portland 6s, 1879, 95¼; Chicago 7s, River Imp., 92⅝; do., 7s, municipal, 92; Springfield, Ills., 10s, 1871, 101; Cincinnati 7 3-10s, 102; Bangor 6s, 1899, R. R. Loan, 84½; Allouez Mining Co., 2; Calumet, 61; Manhattan, 50c.

Baltimore.—Virginia 6s, old, reg., 42; do., 1867, 49; Maryland Defense Loan, 100; Central Ohio 1st mort., 80; Orange, Alexandria and Manassas 7s, 1882, 72. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 123@123; do., 6s, 1875, 93@96; do., 1880, 93@93½; do., 1885, 91@92¾; Northern Central, 43¾@43⅞; do., 6s, 1885, 88@88½; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101; Parkersburg Branch, 23@24; N.W.Va. 1st mort., 90@90¾; do., 2d mort., 93@93½; do., 3d mort., 1885, 87@87¼; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 63@64; Central Ohio, 25@27⅝; do., 1st mort., 79@80; Western Md. 6s, 1890, —@62; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@25½; do., 6s, guar., by Washington Co., 66@75; Richmond and Danville bonds, 69½@70; Baltimore 6s, 1875, 91@92; do., 1886, 91¾@93¼; do., 1890, 90¾@92; do., 1893, 92@95; do., 5s, 1838-'70, 70@75; Memphis City 6s, 47@47½; Maryland Defense Loan, 100@100½; City Passenger R. R., 18@19; Baltimore and Catonsville, 4@10; George's Creek Coal, 52@70; Santa Clara, —@1.50; Atlantic Coal, 1.90@3.00; Bare Hill, 0.05@0.50.

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10 Per Cent. Bonds of Marion County, Missouri, May and November.

10 Per Cent. Bonds of Monroe County, Missouri, January and July.

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W. B. SHATTUCK, Treasurer.

Michigan Central Railroad.

The condition of this company at the close of the first six months of its present financial year, November 30, 1869, is exhibited in the following report:

INCOME ACCOUNT.

By balance of income account, per Treasurer's Report June 1, 1869..		$800,033 57
Receipts of road from June 1, to December 1, 1869		2,409,439 49
Total		$3,209,473 06
To dividend paid July 3, 1869, 5 per cent. in cash		$575,110 00
U. S. Government tax on dividend	$27,161 75	
U. S. Government tax on receipts	25,991 51	
		53,153 26
Operating account, exclusive of interest and exchange accounts, from June 1, to December 1, '69..		1,549,005 05
Interest and exchange account		243,390 65
Balance to new account		788,814 10
Total, as above		$3,209,473 06

The foregoing account shows the net receipts of the road for the six months ending 1st inst., after deducting operating, interest, and exchange accounts, to be $617,043 79. Deducting $53,153 26, amount paid for Government taxes, the balance is $563,890 53. Adding the balance to the credit of this account, June 1st, $800,033 57 less the July dividend, $575,110, the amount to the credit of income account is $788,814 10.

The gross earnings show an increase over those of the corresponding six months of 1868, of $44,003 80; but the net earnings show a decrease of $73,788 84, owing to the fact that for five months, from the great competition, westward freight was carried at less than the cost of transportation.

The bonded debt having been decreased by the conversion of bonds to stock, now amounts to..	$4,030,988 89
The capital stock having been increased by the said conversions, amounting to $1,122,500, now amounts to	12,319,848 00
Total	$16,350,836 89

The sum invested in the Sinking Funds amounts to $1,375,593 49, which, taken from the amount of the bonded debt as above, $4,030,988 89, leaves the net bonded debt, $2,655,395 40.

The bonds of the company payable Oct. 1, 1882, are convertible to stock upon presentation at the office of the company on the 1st of January of any year—according to their tenor—and at other times at the option of the company.

A dividend of five per cent., clear of Government tax, has been declared by the company, payable January 3, 1870.

☞ The Chicago and Michigan Lake Shore Railroad is completed five miles north from New Buffalo, and fourteen miles south from St. Joseph, leaving eight miles of track to be laid before these two towns are connected. This distance will undoubtedly be finished by the 15th inst. This road will go to Muskegon *via* Coloma, Watervliet, Hartford Centre, Bangor village and Saugatuck.

☞ The Tennessee and Pacific Railroad, extending from Nashville to Knoxville, is being pushed forward rapidly. It is calculated that the first thirty miles will be entirely completed by the first of May next, so that cars will be running to Lebanon.

☞ The first section of the Chicago and St. Paul Railroad, from St. Paul to Hastings, 20 miles, has been completed. It is operated by the Milwaukee and St. Paul Company, which runs one train a day over it.

☞ One per cent. of the interest on the Virginia State bonds, both coupon and registered, due January 1, 1870, is to be paid on that day, by order of General Canby.

☞ The Central Railroad, of Iowa, has been completed to Marshalltown, there connecting with the Dubuque and Sioux City and Northwestern lines.

☞ John L. Caldwell has been appointed Superintendent of the Maryland and Delaware Railroad, and will enter on his duties on January 1st.

☞ Trains now run on the St. Paul and Sioux City Railroad as far as Lake Chrystal, about 15 miles southwest of Mankato.

☞ Work on the St. Paul and Pacific Railroad has been suspended for the winter.

Great Western Railway of Canada:

The committee of English directors of this company, now in this country, after thoroughly examining the road, recently held a meeting with James F. Joy, president of the Michigan Central road, and other prominent American railroad officials connected with the central route. The result was, Mr. Joy obtains a controlling influence over the affairs of the Great Western road, also over the Detroit and Milwaukee road, which was also included in the arrangement. The office of managing director, now held by Mr. Swinyard, is abolished. William K. Muir, present Assistant-General Superintendent of the Michigan Central road, has been appointed General Superintendent of the Great Western road. He assumes the duties of the office on the 1st of January.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$208,206 56	$191,831 76
" freight and express	250,007 01	326,053 85
" mail	6,300 00	6,107 24
	$564,513 57	$523,992 85
Expenses, viz:		
Motive power	$105,638 48	$77,028 75
Conducting transp.	86,278 39	93,451 07
Maintenance of way	69,642 00	90,371 46
Maintenance of cars	11,907 02	12,543 80
General expenses	11,302 32	11,362 94
Construction & equipm't	107,649 05	62,318 62
	$392,417 26	$347,076 64
Net earnings	$172,096 31	$176,916 21

The receipts of the company from all sources during the years named have been as follows:

	1868.	1869.
Balance from previous year	$231,722 33	$312,155 04
Earnings as above	564,513 57	523,992 85
Other sources of revenue	12,551 15	15,776 89
Materials	12,599 53	.....
Stock issued	.....	200,395 00
Total	$821,386 58	$1,052,319 28
Expenditures, viz:		
Dividends	$87,277 00	$94,438 53
Interest on bonds	25,832 60	27,557 10
Expenses as above	392,417 26	347,076 64
Construction of Potomac Extension	.....	23,967 77
Trustees of sink'g fund	4,204 78	394,990 00
Balances of accounts	21,413 94	28,240 45
Cash, October 1	290,701 10	136,048 79
Total, as above	$821,386 58	$1,052,319 28

We have great reason to congratulate you that your road and interests have greatly improved during the past year, and that its prospects of usefulness to the community and profit to you are now brighter than ever. The march of progress in enterprise and industry which now stimulates the energies of men, has produced its influence and brought into requisition the facilities which your road affords. We continually receive manifestations of appreciation of the community of the facilities which the road affords, by giving employment to a large class of men, and affording business to another class whose enterprise and business habits are not only profitable to them, but of great importance to the community. Such men and their business we look upon with interest, and seek to promote it by all legitimate means. But like all other corporations, we have been subjected to the angry passions of others, who resort to suits at law to heal their supposed wrongs. We have reason to congratulate ourselves and you, that such litigation has now been all brought to an end, to the entire satisfaction of the company, whose action has not only been sustained, but has been commended by the Supreme Court. Our policy, which we have always been careful to keep within our chartered limits, and to make subservient to public interests, has been steadily and perseveringly carried out, and will be, until the road shall work its greatest good to the community and greatest profit to the stockholders.

In our last annual report you were advised of our purpose to encourage the construction of the road of the South Mountain Iron Company by an advance of two hundred thousand dollars to aid that enterprise. This money has been advanced and paid, and perfectly secured; the road has been fully completed, and large preparations have been made by that company to mine iron ore, which will be sent over, and greatly increase the amount of tonnage on our road; we have every reason to believe that this will prove to be a most profitable investment.

The large increase in the manufacture of iron, and the consequent demand for iron ore, has served to develope immense deposits of it in the vicinity of our road, not only along the base of the South Mountain, but in the valley, and in the North Mountain. Hence there is being surveyed and located a road from Chambersburg to Mont Alto, a distance of about 12 miles, which reaches a deposit of hematite ore, which in quality is excellent, and in quantity apparently inexhaustible. This road will doubtless be built during the coming year.

The South Penna. Iron and Railroad Company also contemplate to build, during the coming year, a road to their mines near Loudon, in Franklin county, starting from our road at a point about six miles above Chambersburg, near, Marion Station, and to erect two anthracite furnaces at their mines. It will be the policy of our company to encourage both these roads by all the legitimate means in our power, for each will greatly contribute to increase the business of our road, and promote the interest of the people of the entire valley. The resolutions of the Board to extend their road from Hagerstown to the Chesapeake and Ohio Canal, have been already communicated to you, and since August last the work was let to a contractor upon terms which were satisfactory, and he is now engaged in constructing it; the grading and making the road-bed ready for the superstructure will cost about $96,000, and the rails, ties, water stations, &c., about $90,000, and we expect to have the same completed and in running order by the 1st July next. This extension has been located to terminate at Powell's Bend of the Potomac river, with a branch to Williamsport, a distance of about two miles. But since this location, a movement has been made by the people of Virginia for a further extension of the road up through the valley of their State, by the way of Martinsburg and Winchester, or by the way of Charlestown and the Luray valley. Our action, therefore, as to the terminus on the Potomac will be suspended a few weeks to meet this exigency, and until they shall have determined the route for the further extension of the road; for each of the proposed routes demands a different point of crossing the Potomac river.

It has been the policy of the Board to put and keep our road in the highest state of perfection, hence our expenditures in the past year has been great; the entire track has been raised upon stone ballast, and there have been put into it five hundred and thirty-five tons of new iron, twenty-five thousand nine hundred and seventy-two oak cross ties, and two thousand three hundred and eighteen chairs. There have been laid sixteen hundred feet of new siding at Mechanicsburg, ten hundred and eighteen feet at Middlesex, two thousand feet at the junction of the South Mountain Railroad, five hundred and ninety-two feet at Carlisle freight house, fourteen hundred and fifty feet at Greason station, two hundred and thirty-one feet at Alterton, four hundred and nineteen feet at Newville, and five hundred and ninety-three feet at Greencastle, making a total of one and a half miles, and all of which cost six thousand one hundred and forty-one dollars and thirty cents. Seventeen wooden bridges over wagon roads and water courses have been taken out, and replaced with wrought iron girder bridges, which cost, including masonry, four thousand four hundred and eighty six dollars and five cents. Six eight wheeled freight cars have also been built, six eight wheeled and one four wheeled car purchased, which cost five thousand six hundred and seventy-one dollars and eighty-four cents; there has been expended for a new locomotive engine, which will be finished in a few weeks, seven thousand eight hundred and seven dollars and forty-three cents. Thus it will be seen that the expenditures of the year, which do not properly belong to working expenses, have been:

New locomotive engine, built in our own shop	$7,807 43
Grading and laying new sidings	6,141 30
Iron girder bridges and masonry	5,486 05
New freight cars, and cars purchased	5,671 84
Real estate purchased	140 00
Ballasting	37,072 00
Paid on account of Williamsport extension	23,967 77
Total	$86,286 39

Anticipating a largely increased trade upon our road during the coming year, we will require the freight engine which we proposed to purchase last year, but did not, because of our heavy expenditures for other purposes. We will also need some additional tools in the shop; eight hundred tons of new and re-rolled iron, and twenty-five thousand cross ties. At Shippensburg, an important point of shipment of iron ore, additional siding is required, and every facility should be furnished to cheapen the transportation of this article, which will be a most important item of revenue.

If it be not deemed expedient to change the point of the terminus of the extension to the Chesapeake and Ohio Canal, this work may be completed by the 1st July next, when provision must be made for the increased trade which it will produce. Reaching with our road that important point, we must be prepared to carry anthracite coal for the supply of furnaces upon the Potomac, lumber to that extensive agricultural region, and bring back the semi-bituminous coal of the Cumberland mines to supply the engines and shops in the East. For this work we must now get ready, and it will require at least seventy-five new eight wheeled freight cars. We propose to build one new passenger car this year. It does not require much foresight to enable us to predict that before many years, the business to be done on our road will require a double track, and a prudent management suggests that this should be attained out of the profits of the road, and that the work should be done gradually, without interfering with the usual dividends to stockholders. And for this purpose it is suggested that we should now begin to double track the road from Mechanicsburg to Whitehill, a distance of four and seven-eighth miles, a point to which the road is already double tracked—from Bridgeport. The expense of this would be:

429 tons 56 lb. rail, at $75	$32,174
2,145 splice joints, at $1 50	3,218
11,700 cross ties, at 55 cents	6,435
23,400 lbs. spikes, at 5½ cents	1,287
Frogs, switches, and switch timber	750
Grading culverts, and cattle guards	6,000
11,700 perches stone ballast	11,700
Laying 4⅞ miles of track	1,800
Total cost	$63,364

This addition to our road would greatly facilitate even our present business; but when we contemplate the increase which the South Mountain Iron Company will in the next year bring to our road, such a facility for passing trains seems to be indispensible. The coming year will doubt-

less find both the Mont Alto and Loudon roads nearly, if not entirely completed.

The company have 16 locomotives. Miles run with passenger trains, 133,530; with freight trains, 93,016; with construction trains, 16,384—total miles run, 242,960. Passengers carried east, 151,488; do., west, 156,725—total, 308,213.

STATEMENT, OCTOBER 1, 1869.

Cost of road	$1,492,204 82
Materials on hand	55,137 53
Trustees of sinking fund	432,640 00
Balances of accounts	28,240 45
Cash, October 1, 1869	136,048 79
	$2,144,271 59
First preferred stock	$241,900 00
Second " "	243,000 00
Common " "	832,000 00
First mortgage bonds	161,000 00
Second " "	109,500 00
Six per cent. "	81,800 00
Due for dividends	52,786 54
Due for interest on bonds	14,401 40
Profit and loss account	507,883 65
	$2,144,271 59

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1869.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been		£674,621
Deduct—the ordinary working expenses (being at the rate of 67.59 per cent., against 65.98 of the corresponding half of last year)	£455,958	
The renewals, &c., of the permanent way and works in the half-year debited to revenue.	77,039	
		532,997
Leaving an available net balance earned in the half-year of		£141,624
Deduct—Loss on American currency		24,841
		£116,783
From this sum has to be deducted the amount of postal and military revenue due for the half-year to the Postal bondholders of		17,206
Leaving the balance of		£99,577
Applicable to the following payments, viz:		
Interest, &c., paid on lands	£1,930	
On mortgage to Bank of Upper Canada	4,423	
On loans, bankers' balances, promissory notes, European exchange, &c	5,411	
On British American Land Company's debentures	616	
On Montreal Seminary debentures	616	
On Island Pond debentures	2,700	
Half-yearly instalment on Portland Sinking Fund	2,577	
		18,276
Atlantic and St. Lawrence lease (in full)	32,210	
Detroit lease (in full)	11,250	
Montreal and Champlain	8,305	
		51,766
Equipment bond interest		10,779
Leaving a balance (subject to the claims of the Buffalo) of		18,754
		£99,576

Comparing the results of the half-year's working with the corresponding period of 1868, there is an increase in the gross revenue of 27,824*l.* The aggregate expenses for the half-year, apart from renewals, amounted to 455,959*l.*, as against 426,771*l.* for the corresponding six months of 1868. The engineer's report shows that no less a sum than $40,000 was spent in "extra labor" alone in clearing the line from the vast accumulation of snow which had fallen during the storms, and the extra cost to which the locomotive and car departments were subjected in their battles with the elements justifies the statement that from these various causes an additional sum of 20,000*l.* was spent beyond the expenditure of ordinary winters. The snowstorms of the last half-year are estimated to have cost the company not only an additional expenditure of 20,000*l.*, but an estimated loss of traffic of 40,000*l.*, of which latter sum 40 per cent., or 16,000*l.*, would have been profit, thus making together an aggregate loss of net profit of 36,000*l.*, which would otherwise have been added to the results actually shown.

The cost of fuel was less by 1,800*l.*, although there has been an increase of 132,868 train miles run.

The average receipts from passengers in the half-year was 6s. 9d. per head, against 6s. 8d. and 16s. 6d. per ton of freight, against the same amount in the corresponding period of last year.

The charges for renewals amounted to 77,039*l.*, against a total charge in the corresponding six months of 67,403*l.* Included in the above charge for the half-year was 14,519*l.* for extra weight of rails as compared with the weight of old rails released. The weight of the rails laid was 75 lb. to the yard; and the number of miles actually relaid 62¼.

The loss on American currency was 24,841*l.*, against 18,882*l.* in the corresponding period of 1868, the proportion of receipts in that currency having been greater than in 1868, and the rate having fluctuated during the half year between 130¾ and 149.

[A table here shows the gross and net earnings from 1861 to last June in mixed currency and gold, and also the expenditure in renewals, and the direct loss sustained by the company by the depreciation of the American currency. The yearly profits, in sterling, have been as under:—1861, 142,492*l.*; 1862, 155,674*l.*; 1863, 288,414*l.*; 1864, 271,074*l.*; 1865, 221,877*l.*; 1866, 364,999*l.*; 1867, 218,231*l.*; 1868, 266,511*l.*; and for June 1869, 116,783*l.* In the half-year June 1864 there was no loss by discount on American currency, as the "greenbacks" were employed in the purchase of Portland bonds maturing in 1866 and sold in England. The total amount charged against revenue for renewals between 1862 and June 1869, is 984,848*l.*]

The experience of all railways on the American continent has proved that iron rails, as now manufactured, do not stand the strain of a heavy traffic, and they are, of course, more severely tried in the northern climate. All the trunk lines are now renewing the heaviest worked portions of their roads in Bessemer steel rails, they having found that the best iron rails obtainable do not last more than an average of five years, and in most cases considerably less. The directors have decided in future to relay those parts of the main line where the traffic is heaviest and the climate more severe with Bessemer steel, and they will next year send to Canada 5,000 tons of these rails. The other renewals will be continued, for the present, with iron re-rolled in Canada and the United States.

The entries in the capital statement simply bring into the account the discount on Postal bonds sold, and charges which have hitherto been standing in suspense, and against which the balance of the net revenue account for 31st December last—viz., 27,877*l.*—has been credited. Capital is in debt to revenue, and no working capital exists to carry the whole of the stock of stores, fuel, &c., amounting as per the balance-sheet to upwards of 200,000*l.* The completion of the ballasting of the line, which is urgently needed, would tend materially to lengthen the life of the rails. The rolling stock is now worked to its full capacity, and large quantities of traffic are every year refused, from the inability of the company to carry it. Until the capital already authorized be provided for these purposes, the company cannot be placed in the successful position which existing circumstances fully open before it.

The growing confidence entertained towards the company in Canada, has been manifested by the capital subscribed at Montreal to supply to a moderate extent the deficiencies in the rolling stock. Five hundred box cars have been already contracted for, and it is hoped that this local capital will provide a further quantity of 200 cars, at a total cost of about 115,000*l.* This will be valuable aid, both as regards the extra traffic it will produce and the evidence it affords of the interest taken in the railway in Canada; but it cannot be carried beyond a limited extent, and in a country where capital is so scarce can only be obtained upon comparatively high terms. There is no doubt of the fact that ample traffic exists to give a large average increase to the weekly receipts, and it is equally true that the present rolling stock is not sufficient, at the current rates of carriage, to add materially to the present gross returns. The local rates upon the line are regulated by a tariff which varies with the season, and they are raised at certain regular dates, as the river and lake navigation becomes more costly and difficult, until at its final close at the end of November, they attain their maximum. The "through rates" depend partly upon the price of Western produce and mainly upon the action of competitive lines of railway from the West to the Atlantic cities. During the whole of the year 1869 these through rates have ruled considerably lower than in 1868, and in 1868 they were below the rates current in 1867. Although the rates were raised in the latter weeks of October to something like the higher standard of 1868, they are still 10 per cent. below that standard, and the higher tariff which was confidently expected in the early part of November was, in all probability, arrested by the breakdown of the prices of produce at Chicago and throughout the West. The weekly returns of gross receipts have consequently shown a less increase in proportion to the quantities carried; indeed, it may be safely stated that in consequence of the low rates of the current year, as compared with those of last year, an average increase of above 2,000*l.* per week has been lost to the company.

In the last report the directors referred to the maturing debt of the Atlantic and St. Lawrence, and they are glad to be able to state that the arrangements of all the questions relating to that matter are progressing in a satisfactory manner, and that the overdue second mortgage bonds mentioned in the last report have been provided for.

The directors are happy to report that an agreement has now been completed between the Buffalo and Grand Trunk boards, subject of course to the approval of the proprietors of both companies. Special meetings will be held for the purpose of obtaining such confirmation. The terms of the agreement thus recently settled will be circulated in ample time for full consideration by the bond and stock-holders before the special meeting is held, and of which due notice will be given. It has been arranged that the agreement shall be approved by the shareholders of the Buffalo before the Grand Trunk proprietors are asked to ratify it.

The directors are further happy to announce that they see every prospect of being able to pay the interest for the current half-year on the first preference bonds.

Mr. Richard Potter, the president of the company, returned from Canada on the 4th instant, and at the adjourned meeting on the 17th instant will give the proprietors, further information upon the condition and prospects of the undertaking.

☞ The first section of the Oregon Central Railroad from Portland southward 20 miles, has been completed.

☞ The Leavenworth, Lawrence and Gulf Railroad now runs to Ottawa, twenty-eight miles from Lawrence, Kansas, but it is being built rapidly to the line of the Indian Territory. This road was built by Mr. D. L. Wells, of Milwaukee, who is now engaged in laying track upon it, beyond Ottawa. It is said that permission has been granted by the Cherokees for the extension of this road through the Indian Territory.

☞ The Missouri River, Kansas City and Gulf Railroad is now built from Kansas City south to Fort Scott, a distance of 110 miles. By the 1st of January it will be opened 25 miles further. This road is designed to pass through the Indian Territory, through Texas, and find an outlet at Galveston, on the Gulf of Mexico.

☞ A new survey of the proposed railroad from Youngstown to Ravenna, Ohio, passing through the Austintown coal fields, has been made by Civil Engineer Mesersmith. The route pursued runs in nearly a direct line from the Pittsburg depot, crossing the Mahoning river to the foot of Cemetery Hill.

☞ A consolidation scheme has been agreed upon, whereby the Portland and Kennebec, the Somerset and the Maine Central Railroads, with their branches and connections, are to come under one management, the arrangement to take effect in January.

☞ The State of South Carolina will pay the interest on her State debt falling due on January 1st, in gold coin, on demand, either at the State Treasury or at its financial agency in New York.

☞ The coupons of the Arkansas State bonds, falling due Jan. 1, 1870, will be paid on presentation at the American Exchange National Bank, New York.

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Dividend Notice.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,
VICE PRESIDENT'S OFFICE, No. 12 COLLEGE PLACE,
NEW YORK, Dec. 22d, 1869.

THE Board of Directors of this Company, have declared a semi-annual dividend of (5) five per cent. free, payable on and after the 15th January proximo. Transfer books will be closed on the 25th inst., and so remain till date of payment. Stock registered in New York, will be paid at the Mercantile Bank for a period of sixty days

MARCELLUS MASSEY,
Vice President.

3152

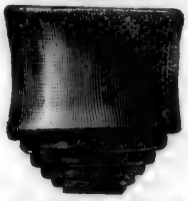
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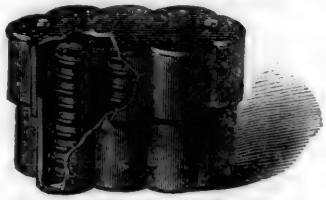
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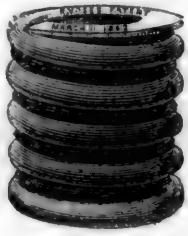
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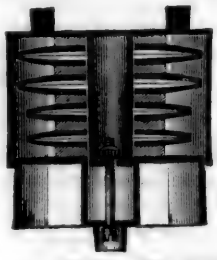
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☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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RAILROAD CAR MANUFACTORY FOR SALE.

THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.

Lots Nos. 42, 44, 46, and 48 Steuben street: and

Lots Nos. 45 and 47 on Morgan street.

Together with the buildings, factories, shops, and improvements thereon erected.

Dated Jersey City, November 6th, 1869.

THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.



I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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TRENTON, NEW JERSEY,

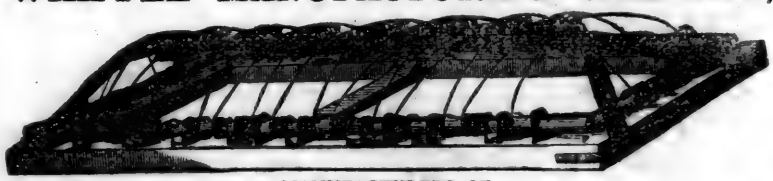
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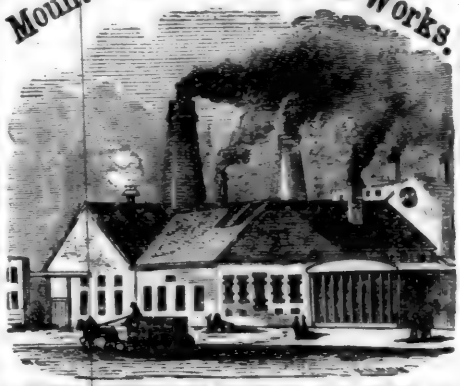
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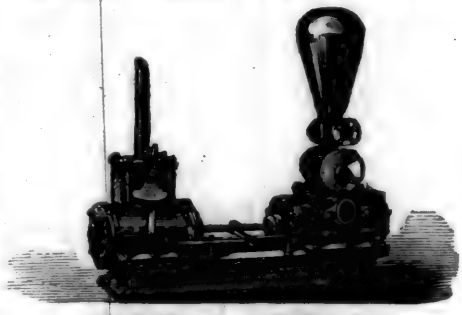


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PATENT COMPENSATING FISH-JOINT,



MADE BY

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IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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First Class.	Steerage.
$140 to $180.	**$65.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 5, ARIZONA, CAPT. MAURY, connecting with CONSTITUTION, CAPT. PARKER.

Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ARIZONA, received until 4 P. M. on TUESDAY, Jan. 4. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street,

F. R. BABY, Agent.

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—AND—
Machine Works,
(Branch of Harrisburg Car Manufacturing Co.)

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Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

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SILVER PALACE SLEEPING CARS of the **finest finish**, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

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70 and 71 West St., New York,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 2.] SATURDAY, JANUARY 8, 1870. [WHOLE No. 1,760, VOL. XLIII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 8, 1870.

An Undoubted Security.

Many persons, having at this time more or less surplus funds, are seeking information as to the *best* investment. Railroad Bonds, if well secured, are generally considered the best form of security now in the market. The Chicago, Danville and Vincennes Railroad, whose First Mortgage Bonds are advertised in another column, seems to be one which invites the closest examination, and grows in favor upon intimate acquaintance. In the first place, the name of the General Agents for negotiating the Bonds is a strong recommendation. For forty years in Boston and twenty years in New York, W. Bailey Lang & Co. have been the agents of a number of the most extensive and noted railroad iron makers in the world. In that capacity they have acquired an intimate and practical acquaintance with every part of railroad building and requirements, which is invaluable in enabling them to judge beyond question of the character and market value of any railroad work. They have, during all these years of successful trade, been honorably distinguished as a house of sagacity, energy and integrity, and their unqualified endorsement of a railroad enterprise means that there is no sham in it from top to bottom.

In the next place, their railroad has some very strong and convincing advantages. It is to be 140 miles long, running southward from Chicago through the eastern tier of counties in Illinois—a region with a large population, a rich soil, widely spreading coal fields, and rich deposits of superior iron ore, all of which will find, in this road, the shortest and cheapest route to profitable market. The road will cost $4,500,000, and is reasonably expected to earn over $2,600,000. More than $2,000,000 capital stock has been paid in, and to provide the additional means required to finish the line (55 miles are already in operation,) the Company have mortgaged their road, (the Union Trust Company of New York being official Registers,) to secure the payment of First Mortgage Bonds, at $18,000 per mile, the sale of bonds to follow the completion of the road. The bonds run 40 years, and pay 7 per cent. gold interest, and any holder of Government Bonds may make a handsome present profit by exchanging them for the C., D. & V. 7-40's, beside realizing thereafter the high rate of interest. The bonds are offered, for the present, at 95 and accrued interest, at which price they pay nearly 10 per cent., and we are not at all surprised at the prominence which they have taken among railroad securities.

Postal-Telegraphy.

The new postal-telegraph bill of Gen. Washburn, now awaiting the approval or disapproval of Congress, proposes the adoption of certain measures that, if tried, would be productive of either a great deal of good or a great deal of injury to the business interests of the country. The bill provides for the trial of a plan of telegraph reform similar to that lately adopted in England, by which the Government shall take possession of the lines and assume their control, through a bureau of management to form a part of the Post Office Department. It is of the greatest importance that a measure proposing such radical changes should be thoroughly understood by those whose interests it most directly affects. The main idea of the bill is embodied in a provision that the Government, at a fixed period, shall assume the proprietorship of all the lines in the country, and is based on the Telegraph Act of 1866, by which Congress invested itself with the right to take possession of the Western Union and all other lines, and to which the telegraph companies gave an enforced assent in order to secure terms as favorable to themselves as possible. It is this assumed right which Mr. Washburn's bill is designed to enforce. The first section enacts that, after July 24th, 1871, it shall be unlawful for any person, except those employed by the Post Office Department, to transmit telegrams or receive payment for their transmission. The second section provides for the appraisal of existing telegraph lines and property, pursuant to the act of 1866, and their purchase by the Post Master General, subject to the approval of Congress. The bill further provides for the establishment of a bureau in the Post Office Department, with an organization similar to that existing under the *regime* of the Western Union Company. The machinery for taking charge of and operating the lines can, it is claimed, be in complete readiness within a year and a half; and after July 24th, 1871, a uniform stamp tariff of twenty cents is to be charged throughout all parts of the United States for messages of thirty words, or less, including date, address and signature, and one cent for each additional word. Large reductions on these rates are to be made for press reports, and no franks are to be allowed. Another abuse of the present system is to be corrected by providing for the transmission of all messages in the order received, with the single exception of Government dispatches, which are to have priority over all others. The Post Master General is also to be authorized to place at the exclusive disposal of the newspaper press a certain number of wires deemed sufficient for its purposes. The extension of telegraph facilities in small towns and villages is provided for by the bill, and also a telegraph money-order system which is to be at once put in operation. Secrecy of messages is enjoined under heavy penalties for divulging or giving any information concerning their purport. Lastly, it provides that officers, clerks and operators shall be removed only for cause, and that promotions to vacancies shall be made in regular order, and not for political purposes.

In many respects the reforms provided for in this bill are very desirable; but whether it is possible to effect them by the adoption of the meas-

ures proposed is a question which should be decided before a trial of the costly experiment is made. Considered practically, there are many serious objections to be urged against the scheme, which more than outweigh its apparent advantages; and, in view of the obstacles in the way of successfully establishing a system of postal-telegraphs in the United States, Congress would do well to leave the business entirely alone, for the present at least. In the first place, the Government cannot afford to incur the heavy expense involved in purchasing the lines and property of the companies. The debt of the country is already greater than its industries can bear, and no measure necessitating increased taxation, either direct or indirect, unless absolutely demanded, should receive the sanction of Congress. But even if the Government could afford to try the experiment pre-supposing a success which, under the circumstances, would be extremely doubtful, there is no guaranty that the business of transmitting messages would be done any better than it is now, or more cheaply unless done at a loss. On the contrary, there is every reason to believe that the business of the lines would be transacted with much less accuracy and precision than at present; and should this prove true, the most disastrous results would follow. The business community would have no security against errors and delays in the transmission and delivery of messages, and if one error should occur in the business of the Telegraph Bureau for every ten that occur in the Post Office Department, the wires would cease to be a trustworthy medium for the transaction of important business requiring unfailing accuracy and promptness, and involving, in some cases, a gain or loss of many thousands of dollars. Private corporations, such as the Western Union Company, can be held strictly responsible for the proper fulfilment of their contracts with the Senders of messages; but, as in the case of registered letters that miscarry or are lost, after the payment of special rates to insure them safe delivery, the Government officers would, doubtless, disclaim all responsibility for the delivery of dispatches, and any attempt to hold them personally or officially accountable would involve years of costly litigation without being any satisfaction to the injured parties. It is moreover probable that, notwithstanding the provision of Gen. Washburn's bill to the contrary, the efficiency of the Telegraph Bureau would be greatly marred by its periodical "re-organization" under each incoming administration, and that the dangerous and demoralizing political influences which have hitherto prevented the organization of a permanent and efficient civil service in the United States would, sooner or later, fill the offices of the bureau with men whose qualifications were a consideration of secondary importance to the political strength of their "backers." Altogether, the experiment is a dangerous one. What could be saved to the few who would avail themselves of the facilities offered by the telegraph, would be made up from the pockets of the taxpayers of the nation, by whom, as a class, no benefits would be gained. The time may come when such a scheme can be very properly discussed, but it is now neither practicable nor desirable, and we hope Congress will so regard it.

We have here endeavored to point out a few of the many objections to the postal-telegraph project regarded from a purely practical stand point. But there are other considerations which should be taken into account. The adoption of the measures proposed in Gen. Washburn's bill would not only be unwise and impolitic, but directly at variance wtth the principles on which our Federal Government is founded. The same arguments urged in support of the arbitrary purchase of the Telegraph lines, would apply with equal force to the purchase of the railroad system of the country, which has been gravely urged by certain so-called Statesmen who believed that the interests of the United States would be furthered, and its development facilitated by giving the Government control of all the avenues of trade and travel. All schemes for centralizing the political and material power of the country are dangerous, and the press and public should be cautious in yielding assent to such measures, whatever may be the evils they are designed to reform.

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal year ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$401,367 91	$444,380 41
" freight	534,011 74	586,756 83
" mails & express	21,764 39	23,667 83
	$957,144 04	$1,054,805 07
Expenses, viz:		
Repairs of road	$128,285 43	$152,885 44
" equipment.	125,517 23	148,620 79
" bridges	14,973 95	18,834 45
" structures.	61,279 93	47,395 66
Fuel	93,185 92	96,042 55
Wages	160,380 00	172,338 75
Miscellaneous	37,365 75	34,296 84
Advertising, etc	5,346 20	6,432 92
Taxes and insurance	33,446 83	70,240 69
Gratuities & damages.	4,893 38	4,451 17
Oil and waste	12,041 71	15,318 74
Removing snow & ice.	2,219 59	1,527 72
Rents	43,069 39	41,124 06
	$722,005 31	$809,509 78
Net earnings	$235,138 73	$245,295 29
To which add accumulations of interest upon the sinking fund		19,358 54
Total net income		$264,653 83
From which deduct—		
Interest	$18,862 66	
Interest on scrip	21,960 00	
Dividends	175,280 00	
Charged Trustee sinking fund	19,358 54	
		235,461 20
Balance, transferred to Contingent Fund		$29,192 63

This account has been an open one from the first construction of the road, under various names, of surplus, reserves, &c., receiving from year to year the excess of earnings over and above expenses and dividends, or furnishing means for keeping up the average dividend when the earnings fell short. It was drawn upon for this purpose in 1842, '43, '49, and 1859, for sums amounting in the aggregate to $201,029 69. In 1867 there was withdrawn from it a scrip dividend of $366,000, payable to holders of old stock, and due in 1873. The money representing this dividend is among the assets of the Trustee of the sinking fund. Contingent fund now stands credited with a balance of $221,255 42. A small portion of this sum is invested in the sinking fund, and the remainder is in the working materials and surplus lands of the corporation.

At the time of the construction of the present passenger station of this corporation in Boston, and the new bridge and tracks connecting it with the old line at East Cambridge, the corporation issued $440,000 of six per cent. bonds, payable in 1873, or convertible into stock, at the option of the holder. To secure the payment of these bonds, in case of their non conversion, a sinking fund was ordered to be created, by transferring from the earnings of the road to the hands of a Trustee, semi-annually, one-half of one per cent. on the capital stock. This accumulation, being put on interest, would be more than sufficient to take up the bonds at maturity.

In 1867 the bondholders commenced to avail of their right to convert their bonds into stock, and up to the present time have exchanged $365,000, leaving only $75,000 outstanding. As the stock is above par, is not subject to individual taxation, and has yielded a better rate of interest than the bonds, it is probable that the entire balance will be converted within a short time. When this is done, the sinking fund will not be required for its original purpose, but may be otherwise disposed of. In view of this probability, and for the purpose of equitably restoring to stockholders the earnings withheld, your Directors decided, in 1867, to divide from this fund 20 per cent. upon the old capital stock, payable in 1873, either in money or new stock, as might be hereafter ordered. The scrip for this dividend is attached to the certificates of old stock, and bears interest at the rate of three per cent. per annum. The semi-annual payments to the sinking fund are, however, still continued, and it will stand charged on the first day of January, 1870, with about $390,000.

The joint working of the Boston and Lowell and Nashua and Lowell roads has produced results highly satisfactory to both parties.

The road and bridges, buildings and equipment of this corporation have been greatly improved in their general condition, besides the addition of much valuable property and rolling stock.

In 1857 the capital and debt of the corporation was	$2,268,920 00
In 1869 the capital and debt of the corporation was	2,570,000 00
Increase	$301,080 00

The additions made to the property of the company in the same time, over and above the renewal and improvements to property owned in 1857, may be stated in round numbers at $705,000.

At the last annual meeting, the Directors stated their intention to apply to the Legislature for power to take land in Boston for the purpose of enlarging the depot facilities. Such application was made, in conjunction with the Eastern Railroad Company, and a grant was obtained, covering all the land lying between Andover and Lowell Streets and Causeway and Minot Streets. The Act authorizes its appropriation at any time within three years, and provides for an award of Commissioners upon its value, in case the parties cannot agree. The area of land covered by the grant is about eight acres. Its assessed valuation for taxes, in 1868, was about $700,000. The proposed arrangement with the Eastern Railroad contemplates a sale to them of our present passenger station and bridge, and about four acres of land in Cambridge; also, that they will take a part of the new land covered by the grant.

Our grounds in Boston now provide the metropolitan terminus for about 900 miles of railroad. From every part of this 900 miles cars are sent to our station. The equipment of this great connected line amounts to about 225 locomotives, 175 passenger cars, 80 baggage cars, and 5,000 freight cars. Our freight yards and houses are at present no more than ample to accommodate the large traffic thus brought to us, notwithstanding the great enlargement made in 1864, while our passenger stations and grounds are already wholly inadequate to the demands of the business.

Unless some national calamity shall again bring

the industry of the country to a stand, we may reasonably expect that a business which has doubled in the last ten years, will continue to largely increase in the future.

With a view, therefore, to an efficient performance of the work already in hand, as well as to a prudent provision for the future, while room is within our reach, your Directors recommend that the corporation now accept the Act referred to—a copy of which is hereto appended; and that the Board be authorized to proceed to locate and purchase, or take, land under it, whenever and so far as in their judgment the interests of the corporation will warrant, and to construct suitable buildings and terminal facilities thereon, when satisfactory contracts relating thereto can be concluded with the adjacent or connecting roads.

The resources of the corporation applicable to the construction of enlarged facilities, are: First, the proceeds of sale of our present passenger station and grounds in Boston, the passenger bridge, and some of our lands in East Cambridge. Second, the money now held as a sinking fund, if the scrip dividend should be paid in stock, or the proceeds of sale of a corresponding amount of stock, in case it should be decided to pay that dividend in money. In either event, it may be safely assumed that the capital and liabilities of the corporation are not to be increased by the outlays beyond the aggregate of the now existing stock, debt and scrip.

This aggregate is as follows:

Old capital	$1,830,000
Bonds converted and convertible to st'k	440,000
Scrip dividend represented by stock	366,000
Total stock	$2,636,000
Bonds of 1879 and floating debt	300,000
Total investment	$2,936,000

To realize 8 per cent. on this amount of stock, and pay interest on the debt, will require net earnings to an amount of $229,880.

The total receipts of 1869, exclusive of accumulation of sinking fund, were	$1,054,805 07
The total expenditure and rent payments of 1869, exclusive of interest, dividends, and sinking fund instalment, were	809,509 78
Net balance	$245,295 29
The net balance of 1868, on same basis, was	$235,138 73
The net balance of 1867, on same basis, was	237,598 05
The net balance of 1866, on same basis, was	243,529 05

It appears, therefore, that in each of the last four years, even while large outlays were being made for renewals, the net earnings have been sufficient to pay at least an 8 per cent. dividend on all the capital required for carrying out the enterprise.

The Woburn Branch, the Lowell and Lawrence, the Salem and Lowell, and other connections, operated jointly by this corporation with the Nashua and Lowell Railroad corporation, continue to yield satisfactory results.

Since the last annual meeting, the Directors have had occasion to consider the expediency of purchasing the Stoneham Branch and the Lexington and Arlington Railroads.

The Stoneham Branch has been operated by us since its opening in 1862. The business upon it has steadily increased, bringing to us and yielding a profit over ten miles of our trunk road, a traffic that had never before reached us. It is now offered to this corporation at a very large discount from its cost; and, believing it for our advantage to own rather than to lease the property, your Directors have concluded a conditional purchase, subject to your approval and ratification.

The Lexington and Arlington road has, for some years, been in the ownership of a few individuals, holding it for private speculation, with power, under legislative authority granted in 1864, to sell it to any railroad corporation in the Commonwealth.

Diverging from the Fitchburg Railroad, in Cambridge, it extends to the village of Lexington, 10 miles from Boston, and on the line of a contemplated rival road to Lowell. The Legislature of last season granted an Act for its extension to Bedford, and notice was lately published of an intended petition for authority to extend it to Lowell. As that part in operation is earning a respectable return, and enters a country capable of great development, your Board deemed it highly desirable, in the existing aspect of the matter, to secure its purchase for this corporation, in accordance with the legislative authority already existing. Gentlemen connected with our road have therefore taken it into their hands, and it will be offered to you at cost, at the annual meeting.

We recommend, not only its purchase, but that measures be authorized for connecting it with our main line.

TREASURER'S BALANCE SHEET, OCTOBER 1, 1869.

Road bed		$453,117 14
Superstructure		367,824 62
Land and land damages		560,047 46
Real estate and buildings		922,049 31
Bridges and culverts		119,557 16
Engineering		47,359 07
Engines		92,801 76
Passenger cars		34,204 75
Merchandise cars		56,338 85
Cash		25,628 34
Notes receivable		4,354 38
East Cambridge Flats		67,228 58
Trustee of sinking fund		358,104 84
Material charged to Boston & Lowell and Nashua and Lowell Railroad		138,468 58
Suspense account		13,724 98
		$3,260,709 82
Capital stock	$2,195,000 00	
Bonds of 1853	75,000 00	
Bonds of 1864	200,000 00	
Notes payable	100,000 00	
Unclaimed dividends	1,763 00	
Unclaimed coupons	723 90	
Salem and Lowell Railroad	2,187 50	
Scrip dividend of 1866	866,000 00	
Contingent fund	221,255 42	
Dividend No. 66, "declared"	87,800 00	
Dividend on scrip	10,980 00	
	$3,260,709 82	

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford.

Treasurer.—J. THOMAS STEVENSON.

Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

☞ The following gentlemen have been elected directors of the Atlantic and Great Western Railway: Rush C. Hawkins, Thomas W. Kennard, Wentworth Huyshe, J. P. Pannes, W. P. Rogers, Lawrence Johnston, D. J. Day, W. W. McFarland, Charles Day, Joseph Lerocque, William H. Taylor, Samuel L. M. Barlow and John Gardner, of New York; David Jones, Ravenna; Tatlow Jackson, Philadelphia; William Lee, Randolph; Jacob Crall, Ashland; Jacob Ribler, Galion; J. W. Tyler, Cleveland; George R. Babcock, Buffalo; James McHenry, London.

☞ Lyon Brook Bridge, on the line of the New York and Oswego Midland Railroad, has been completed, and a locomotive and train of cars, containing 250 passengers, passed over it on the 23d ult. This bridge is 162 feet high from the bed of the brook and 824 feet in length; there are forty-eight pedestals and twenty four sections. The highest of the two abutments, at either extremity, is about forty feet. It is approached from the west by a wood trestle, 370 feet in length, averaging some 25 feet high, and cost about $150,000.

Needed Reforms in Railroad Management.

In many respects, the system generally adopted in the management of our American railroads indicates a high order of business enterprise and sagacity on the part of the directors and managers of those great highways of trade and travel that have contributed, more than anything else, to the growth, development and prosperity of the country. No necessary improvement, calculated to increase the capacity of our roads, or facilitate the movement of freight and passengers, is neglected; the changed conditions of business and the necessity for constantly increasing speed, are met and provided for on all our principal through routes; superior accommodations are offered for the transportation of all kinds of produce and merchandise in whatever form they can be most conveniently and cheaply forwarded, whether in bulk or package, in air-tight and fire-proof cars, or, as in some instances necessary, in cars built for ventilation or refrigeration; palatial drawing room coaches and elegant sleeping cars have been built for the convenience of the traveling public, and where obstructions to travel are anticipated during the season of snow, fuel and provision cars are attached to each train—in short, everything seems to have been done that was needed to perfect, in its smallest details as well as its more important features, our system of railroad communication throughout the wide extent of territory limited only by the geographical boundaries of the continent.

Notwithstanding all this, there are many essential defects in the management of our roads that should be promptly and effectually reformed. It cannot be denied that, with all the superior accommodations offered, railroad travel in the United States is far less safe than it should be; or that the annual loss of life and injury to passengers, as well as the destruction of millions of dollars worth of property, attendant upon the frequently occurring "disasters" almost daily recorded in the news columns of the public press, is in too many instances attributable to the want of greater vigilance on the part of railroad officials, the absence of a more perfect system of telegraphic communication that would enable the Superintendent to regulate the movement of each train, and the neglect of certain minor details essential to the safety of trains run at the high rate of speed now demanded by the traveling public. Within the past sixteen years, from 1853 to 1869, inclusive, the total number killed on the railroads of the United States, according to the most trustworthy estimates now at hand, was over 3,000, and the number wounded over 11,000. In contrast to this it is stated that, on the entire railroad system of continental Europe, but one accident resulting in injury to passengers occurred during a period of four years. Supposing our roads to be well built and properly equipped, as a due regard for the safety of the traveling public demands that they should be, it is evident that the greater degree of danger attending railroad travel in America than in Europe, is mainly attributable to the want of a more perfect system

of management. Experience has shown that travel by rail can be made both safe and expeditious, as it is in Europe at the present time; and the very simple means by which this end is attained should be promptly adopted throughout the United States.

The unfailing punctuality with which trains are run on European roads is of itself an important element of safety. Every trip is made according to the requirements of the time tables with which the engineers are provided, and no time is lost on one part of the road to be made up on another, as is too often the case in this country, by sudden dashes of extraordinary and dangerous speed. The exact position of each train is known to the Superintendent or his assistants at any minute, and no train is allowed to venture from a station without it being definitely known whether the track is clear, and if it will be kept so. As the tracks are always double, direct collisions are practically impossible; and as the position of every train is almost momentarily reported, obstructions are always removed in time to leave a clear track for passenger trains. It is probable that the general features of this system are adopted on every railroad in the United States; but to the want of a more rigid enforcement of rules and regulations, and the absence of that unceasing vigilance which is the price of safety in railroad management, may be attributed the greater part of the disasters occurring on our railroads.

Another reason for the greater safety attending railroad travel in European countries is the careful police which the law requires the companies to maintain along the entire line of their roads. Experienced and trustworthy watchmen are stationed at short intervals, whose duty it is to see that the section of track under their charge is safe and wholly free from obstructions at all times. In this important particular, the management of most American roads is essentially defective. In Europe every foot of track is regularly inspected before and after the passage of each train, and an engineer is never out of sight of one of their watchman longer than three minutes at a time. Consequently, we never hear of stray cattle, fallen rocks or other obstructions in the way of passing trains; no one tampers with the rails or misplaces the switches, nor are draws left open or culverts, bridges or embankments washed away without the fact being known in time to prevent accident. In this country there are thousands of miles of railroad that are not carefully policed oftener than once a week, if as often, and it cannot be wondered at that on those long stretches of neglected track accidents are of comparatively frequent occurrence. The cost of maintaining a large force of intelligent men for this purpose is certainly considerable; but we have no doubt that the saving that would result from the prevention of needless and costly accidents, would more than cover the increased expense incurred by the companies.

We have thus attempted to point out as briefly as possible, a few of the many defects in the management of our American roads for which a remedy can easily be found; and, at the beginning of a new year, it is timely to remind those responsible for the management of our roads of the important duty which devolves upon them in the adoption of whatever means are best calculated to avert disaster and insure safety to the traveling public. It is useless to close our eyes to the fact that, in the United States, a journey by rail is attended with a far greater degree of danger than it need be, and those who are truly interested in railroad enterprises should lend their influence in securing the adoption of such reforms as may be needed to remedy the evils against which the press and the public has just cause for complaint. It has been found that, if proper care is exercised in guarding against the causes of accidents, a high rate of speed is not inconsistent with a reasonable degree of safety, and there is no good reason to be urged why a success which is possible at one time, is not also possible, under conditions equally favorable at all times. It is unreasonable to demand that railroad travel shall be attended with no risk; but the fact that, with but few exceptions, accidents are prevented on the railroads of Europe, shows that with a system of management equally perfect in all its details, the number of accidents occurring on American railroads might at least be greatly reduced.

Commerce of New York.

The foreign imports at New York for the month of November, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$9,707,521	$11,015,790
Do. for warehousing	7,050,229	6,918,527
Free goods	1,323,254	1,151,880
Specie and bullion	220,316	156,286
Total entered at port	$18,301,320	$19,237,483
Withdrawn fr. wareh'use	6,104,542	7,818,234

The foreign imports at New York for the eleven months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$120,278,048	$143,354,438
Do. for warehousing	99,282,123	115,419,499
Free goods	10,916,677	13,641,840
Specie and bullion	6,693,899	15,475,681
Total entered at port	$237,170,747	$287,891,458
Withdrawn fr. wareh'se	94,861,534	102,489,184

The revenue from customs at New York:

	1868.	1869.
1st quarter	$28,026,042 14	$34,640,194 91
2d quarter	27,424,706 51	28,827,215 03
3d quarter	34,150,298 97	35,865,913 58
In October	10,059,277 34	10,554,660 92
In November	7,309,086 88	8,540,788 60
11 months	$106,969,411 84	118,428,773 04

The exports from New York to foreign ports in the month of November, were:

	1868.	1869.
Domestic produce	$13,881,126	$16,836,617
Foreign free goods	9,763	44,159
Do. dutiable	517,907	512,226
Specie and bullion	1,181,085	1,126,845
Total exports	$15,589,881	$18,519,847
Do. exclusive of specie.	14,408,796	17,393,002

The exports from New York to foreign ports for eleven months from January 1, were:

	1868.	1869.
Domestic produce	$141,543,298	$169,984,602
Foreign free goods	561,594	371,227
Do. dutiable	6,973,925	6,812,010
Specie and bullion	69,123,694	30,375,549
Total exports	$218,202,511	$207,043,388
Do. exclusive of specie	149,078,817	176,667,839

☞ The Wilmington and Reading Railroad has been completed from Wilmington to Coatesville. The last rail was laid on the 24th ult.

Imports of Dry Goods.

The imports of foreign dry goods at the port of New York for each month of the years 1868 and 1869, are officially stated as follows:

	1868.	1869.
January	$5,119,359	$7,661,015
February	8,574,770	9,201,193
March	9,361,654	13,321,059
April	4,826,418	7,928,674
May	5,825,994	6,993,707
June	4,181,629	4,368,184
July	6,971,547	7,936,470
August	12,853,606	12,775,441
September	8,457,768	8,956,602
October	5,702,189	6,059,108
November	5,514,392	5,746,185
December	3,516,508	3,768,779
Total	$80,705,884	$94,726,417

The following will show the relative proportion of the different classes of fabrics:

	1868.	1869.
Manufactures of wool	$25,753,436	$28,526,020
" cotton	13,561,001	17,482,213
" silk	21,708,801	24,995,838
" flax	12,501,157	15,261,355
Miscellaneous dry goods.	7,381,439	8,460,991
Total imports	$80,905,834	$94,726,417

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

Months.	1868.	1869.
January	$3,160,052	$5,066,833
February	5,675,807	6,857,561
March	6,815,133	9,973,566
April	3,779,001	5,895,912
May	4,344,834	4,755,133
June	2,842,868	2,975,773
July	4,228,253	4,789,069
August	9,035,309	8,961,771
September	6,370,866	5,543,092
October	4,137,852	4,178,511
November	3,836,263	3,828,351
December	2,285,028	2,240,660
Total	$56,511,266	$65,066,232

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

Months.	1868.	1869.
January	$1,959,307	$2,594,182
February	2,898,963	2,348,682
March	2,546,521	3,347,493
April	1,047,417	2,042,762
May	1,481,160	2,288,574
June	1,338,761	1,892,411
July	2,743,294	3,147,401
August	3,818,297	3,813,670
September	2,086,902	3,413,510
October	1,564,337	1,880,597
November	1,678,129	1,917,884
December	1,231,480	1,528,119
Total	$24,394,568	$29,660,185

The value of foreign dry goods withdrawn from warehouses at the port of New York, is as follows:

Months.	1868.	1869.
January	$1,604,974	$1,937,274
February	3,195,825	2,696,567
March	4,127,654	3,447,321
April	1,155,172	2,188,853
May	1,664,920	1,747,901
June	860,011	930,157
July	1,481,329	1,373,459
August	4,021,283	4,246,681
September	2,844,755	3,399,918
October	1,583,480	2,152,869
November	1,317,823	1,732,828
December	736,496	822,975
Total	$25,593,722	$26,676,303

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,435,571	1860	$103,927,100
1850	60,106,375	1861	43,686,689
1851	62,846,731	1862	56,121,227
1852	61,654,144	1863	67,274,547
1853	93,704,211	1864	71,589,752
1854	80,842,936	1865	91,965,138
1855	64,974,062	1866	126,222,855
1856	93,362,893	1867	86,263,643
1857	90,534,129	1868	80,905,834
1858	60,154,509	1869	94,726,417
1859	113,152,624		

All of the figures above given represent only the foreign cost of the goods in gold, freight and duty not included.

Railroads of Iowa.

Statement showing the number of miles in operation of the several Railroads in the State January 1st, 1869; the gross earnings for the year previous; the estimated number of miles constructed in 1869; and the estimated number of miles in operation January 1, 1870:

	No. miles of road in operation Jan. 1, 1869.	Gross earnings for the year ending January 1, 1869.	Estimated No. of miles road constructed since Jan. 1, 1869.	Estimated No. of miles in operat'n Jan. 1, '70.
McGregor Western	84.600	$498,235 08		84.600
McGregor and Missouri River	.....	.....	.....	94.300
Cedar Falls and Minnesota	42.000	55,465 67	33.110	75.110
Dubuque and Sioux City	142.885	970,696 25	119.500	142.885
Iowa Falls and Sioux City	.....	.....	48.000	119.500
Central Railway of Iowa	.....	.....	.....	48.000
Dubuque Southwestern	54.760	172,427 62	.....	54.760
North Western (Iowa Division)	354.000	3,371,682 28	40.451	354.000
Chicago, Rock Island and Pacific	277.549	1,051,828 84	.....	318.000
Burlington and Missouri River	180.383	841,653 24	98.807	279.140
St. Joseph and Council Bluffs	52.000	158,854 93	.....	52.000
Sioux City and Pacific	76.500	127,000 02	4.500	80.000
Burlington, Cedar Rapids and Minnesota	.....	.....	67.000	67.000
Des Moines Valley	162.500	710,240 94	81.500	244.000
Keokuk and St. Paul	25.000	71,846 21	19.000	44.000
St. Louis and Cedar Rapids	.....	.....	42.250	42.250
	1,451.127	$8,924,931 13	648.418	2,094.545

The above table was prepared from the best information at hand, and will not vary much from the true figures. The figures in the first column were obtained from the reports made to the State Treasurer pursuant to the provisions of sec. 1, chap. 196, Laws 1868, hence are correct. The estimates in the third column are made with the understanding, that the Cedar Falls and Minnesota road will reach the State line by January 1, 1870; the McGregor and Missouri River Railway will reach Clear Lake; the Iowa Falls and Sioux City will build twenty miles after this date (Nov. 4th); the Central Railroad of Iowa will reach Marshalltown; the Burlington and Missouri road will be completed to the Council Bluffs and St. Jo Crossing; the Des Moines Valley road will reach Ft. Dodge; the Burlington, Cedar Rapids and Minnesota road will reach the Washington Branch Junction, and be built from Cedar Rapids to Vinton; and the St. Louis and Cedar Rapids road will reach Ottumwa.

In most of the foregoing cases, I am assured that the estimated amount of road to be built will be fully completed by the first of January, 1870. Should such be the case the total length of road built, not including side tracks, from January 1st, 1869, to January 1st, 1870, will be 643 1-2 miles.

ED. WRIGHT, Secretary of State.

Fires during the year 1869.

The *N. Y. Herald* publishes a list of fires that have occurred in each city and town in the United States for the year ending December 31, 1869, with a description of the property destroyed, where the losses are reported to have reached $20,000 and upwards. The following is a recapitulation:

Losses in	Amount.	Losses in	Amount.
January	$3,294,000	July	$1,677,000
February	2,637,000	August	6,838,000
March	2,892,000	September	3,242,000
April	4,672,000	October	2,792,000
May	3,830,000	November	2,650,000
June	1,690,000	December	4,200,000

Total losses in 1869	$40,684,000
Total losses in 1868	34,757,000
Total losses in 1867	36,905,000
Total losses in 1866	66,410,000
Total losses in 1865	43,139,000
Total losses in 1864	28,522,000
Total losses in 1863	14,060,000
Total losses in 1862	17,640,000
Total losses in 1861	18,020,000
Total losses in 1860	15,597,000
Total losses in 1859	16,058,000
Total losses in 1858	11,561,000
Total losses in 1857	15,792,000
Total losses in 1858	21,150,000
Total losses in fourteen years	$380,299,000

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, May 15, 1869, was... $10,048,381 86

The redemption during the six months was:

Loan of 1870	31,800 00
Outstanding Nov. 15, 1869	$10,016,581 86

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT, PAYABLE AT NEW YORK.

Loan, payable after Dec. 31, 1860, not bearing interest		$1,270 00
Loan, (Union,) payable July 1, 1868, not bearing interest		2,500 00
Loan, payable after Dec. 31, 1870, bearing 6 per cent. interest		1,515,677 03
Loan, payable after Dec. 31, 1875, bearing 6 per cent. interest		1,600,000 00
Loan, payable after June 30, 1881, bearing 6 per cent. interest		4,095,300 00
Loan, payable after Dec. 31, 1886, bearing 6 per cent		2,400,000 00
Total foreign debt		$9,614,756 50

DOMESTIC DEBT, PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest	60 36	
Union loan of 1871, bearing 6 per cent. interest	400,000 00	
		401,825 36
Total public funded debt, Nov. 15, 1869		$10,016,581 86

In addition to the actual redemption, as above stated, the Commissioners have purchased during the period covered by this report, Ohio State stock to the sum of $113,600, this making a real reduction of $145,400 in the State debt within that time. The amount of uncanceled State stocks now held by the Commissioners is $160,643 59, divided among the several loans as follows:

Loan of 1871	$19,000 00
Loan of 1885	29,700 00
Loan of 1881	111,943 59
Total	$160,643 59

These stocks the Commissioners can at any time cancel or exchange for the loan that matures at an earlier day, just as they should deem best for the interests of the State. Consequently, the aggregate sum thereof should be deducted from the gross amount of the outstanding or uncanceled stock, in order to arrive at the real amount of the redeemable debt. The actual amount, therefore, of the public funded debt of the State is $9,855,938 27.

The receipts into the Sinking Fund, and the disbursements therefrom, were as follows:

RECEIPTS.

Balance in Treasury, May 15, 1869	$227,644 99
Taxes	593,879 55
School lands	8,688 59
Surplus revenue	2,249 42
War claims refunded by the United States	28,372 29
Land sales	5,422 00
Dresden lots	100 00
Buttles' estate	4,000 00
Interest on State stocks exchanged	440 00
Returned from New York	29,354 66
Total	$895,651 50

DISBURSEMENTS.

Principal of funded debt	$158,500 00	
Interest on funded debt	308,844 15	
Interest on irreducible debt	77 12	
Office expenses	888 23	
Transfer of general revenue by Auditor of State, under act of May 15, 1869	150,000 00	
		618,309 50
Balance in Treasury, Nov. 15, 1869		$277,342 00

☞ Ogden has been finally decided upon as the point of junction of the Central and Union Pacific Railroads. The former takes the line from Promontory to Ogden, and pays over to the latter the bonds remaining due as part of the purchase money.

☞ The George's Creek Coal and Iron Company has declared a dividend of 3 per cent. for the last six months, payable on and after the 11th instant, clear of all taxes except United States tax.

☞ The Canada Southern Railway bill has been passed in Parliament in its entirety from Buffalo to the Detroit and St. Clair Rivers. This is what is called the Thompson bill in Canada.

☞ Work on the western division of the Memphis and El Paso Railroad, between Fort Yuma and San Diego, Cal., will be commenced early in the spring.

☞ The cars of the Portland and Oxford Central Railroad now run to Canton.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,238,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,548,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	732,700	J. & J.	Jul.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	280,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec'69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 5
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y'69 3½
Central of Georgia..... 100	4,666,900	J. & J	July.'69 5
Central of New Jersey...100	15,000,000	J. & J.	Jan '69 2½
Central Ohio..... 100	2,000,000	J. & D.	Dec.'69 3
Do. pref..... 100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref..100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,325,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,490,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68@2
" Street.....	.....	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar.....100	250,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk 100	400,000	.....	.....
Dayton and Michigan*....100	2,390,648	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A N	Nov.'69—
Dubuque and Sioux City..100	1,573,641	J. & J.	Jan.'70 5
Do do. pref.100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	982,990	.....	.....
Evansville & Crawfordsv.100	2,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top .. 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,781,400	J.A J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,738	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mountn* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,376	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	Jn'69 14s
" " " pref.....100	3,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 6
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	.....	Oct. '69 4
" Certificates.100	21,491,450	.....	.....
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....	707,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,793,900	F.M.A.N	Nov. '69 2
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500,000	J. & D.	Dec.'69 3½
Oil Creek & Alleghany R. 50	4,259,000	J.A J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'n't'n & Nort'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*..... 1 0	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.100	19,685,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	Jan. '70 5
Portland and Kennebec....100	579,500	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'60 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'07 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	960,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Stenbenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	January,	1870,11.4s
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West...100	5,700,000	.....	.....
" " " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 6
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'70 3
Warren 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 4s

CANALS.

Chesapeake and Delaware 50	1,813,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	8,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,882	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,758	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104.372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1.673,706
1864	100,991	154,418	195.803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299.063	258,480	322,278	355,270	335,985	409.251	401,280	357,956	307.919	236,824	3.840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323.030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,736	409.569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,331	289,403	196,580	234.612	321.818	244,121	306.231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	258,926	317.977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444.024	566,403	599,549	442,275	377,053	4.358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767.508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537.519	858,948	925,983	808,524	797,475	1.000.086	1.200,216	1.010.892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1.541.057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,057	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,208,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,251	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359.463	3,445,827
1863	299.944	271.085	275.643	289,224	334,687	407.992	343,929	511.305	478,576	496,433	437,679	424,531	4.571,628
1864	327,900	416,588	459,762	423.797	496,373	510,100	423.578	640.179	799.236	661.391	657.141	603,402	6.329.447
1865	571,536	528,972	616.665	516,608	460.573	617,682	578,403	747.469	739,736	641,589	643 887	518,088	7.181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,026	578,253	571.348	661.971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	758,530	823.901	727,810	613.329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889.967	931,530	685.401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790.322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132.387	123.383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121.519	125,085	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,628	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332.360	348.048	3,302,543
1864	256,600	304.445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448.934	411.806	4.120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4.826,727
1866	312,846	277,234	412,715	413.970	418,024	384,684	358,858	384.401	429,177	496,655	429.546	352,218	4.650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452.429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,1. 3
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,018,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376.470	3,970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284,977	313,021	398,993	464.778	506,206	412,934	330.373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,829	410,826	390.671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240.755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1.101,771	775.616	438.323	5,683,608
1868	369,228	321,203	333.508	436.412	565,718	458.191	423,398	522.682	1,024.045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	.....	.....
New York Central:													
1865	967,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,486.356	1.117,858	14,575,128
1866	1,086,360	895,887	1,135.745	1,190,491	1,170.415	1.084.533	1.135,461	1.285.911	1.480.929	1,530,516	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332.400	278.006	346,243	275.950	3.311,077
1865	259,223	239,139	313,914	271,527	290,916	304.463	349,285	344.700	350.348	372,618	412.553	284.319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253.925	247,262	305.454	278,701	310,762	302.426	281.613	3,380,583
1867	242,793	219,065	279.647	284,729	282,939	240,135	234,633	322,521	365.371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204.620	217,082	194,455	287,557	307.122	283.329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244.423	258,674	283.996	254,285	388,725	414,707	448.994	463.873	466.557	454.826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464.809	451,884	574,486	714,302	815,902	746.955	526,000	6,324,083
1864	436.742	532,786	617,021	669,384	757,178	936.188	711.457	1,170,241	1,125.635	754.551	1,052.149	812.178	9,555,519
1865	653.053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,252	1,196.955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,586	833,742	887,793	874.974	436,990	10.637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,164	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397.525	401.299	364.334	370,983	3.745.310
1863	337,360	366,598	461,965	462,787	427,094	395.845	350,753	407.077	463.509	505,814	466,300	487,642	5.132,934
1864	290,676	457,227	611,297	588,066	525.751	532 911	506,641	625.547	675.360	701,352	691,556	914,082	7.120.466
1865	690,144	678,504	857,583	733,866	637.186	646,995	584,523	712.495	795,938	858,501	712.363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	630,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770.198	615,000	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	102,138	170,485	168,699	162.532	166.015	222,953	198,884	244,834	212,227	177.364	2.250.142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2.218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361.910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	326,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382.996	406,766	351,759	333,480	3.809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	309,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	628,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	116
.. .. coupon		6	" "	1881	116½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	113¾
.. .. .. (5-20s).....coupon		6	" "	1882	114
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	113¾
Loan of June 30, 1864 (5-20s)...registered	125,661,300	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	113¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	112
.. .. .. (5-20s).....coupon		6	" "	1885	113¾
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	112½
.. .. .. (5-20s).....coupon		6	" "	1886	112½
.. .. 3d series (5-20s)...registered	379,591,250	6	" "	1887	111¾
.. .. .. (5-20s).....coupon		6	" "	1887	112½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	110¼
.. .. .. (5-20s).....coupon		6	" "	1888	112
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon		5	" "	1904	111
Pacific R. R. Bonds.....(currency)	64,135,320	6	Jan. & July.	'95-'99	108¾
Certificates of Mar. 2, 1867, and July 2, 1868	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	294,092	var	.....	Due.	....
Treasury Notes (7-30s)	774,000	7.3	.....	Due.	....
Certificates of Indebtedness	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864	2,453,820	6	.....	Due.	....
Temporary Loan of June 30, 1864	152,160	var	.....	Due.	....
U. S. Notes (greenbacks)	356,113,098	*nil.*	.....	Dem.	....
Fractional Currency	39,762,665	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds	168,900	5	May & Nov.	1872	62
.. — .. .. (extended)	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling)	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)	732,800	5	" "	1886	....
.. — .. .. (new)	660,200	8	" "	'94-'95	93
Arkansas—*State Bonds (Real Estate Bank)	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank)	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857	3,066,500	7	Jan. & July.	1877	123
.. — 1860	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — Bounty Bonds	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	97½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.)	100,009	7	Jan. & July.	1870	90
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.)	1,519,000	6	" "	'68-'74	80
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling)	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds	996,649	6	" "	1877	100¾
.. —Liquidation Bonds	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds	100,000	6	July.	'83-'84	....
Kentucky—State Bonds	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.)	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	99½
.. — .. .. (Charity Hospital)	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867)	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868)	3,000,000	8	" "	1908	80
.. — .. .. (Funding)	494,800	6	Various.	'86-'88	....
Maine—Civil Loans	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861	800,000	6	" "	1871	98½
.. — 1863	525,000	6	Mar. & Sept.	1883	....
.. — 1864	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837	289,000	3	" "	1890	96
.. — 1827	24,000	5	" "	1880	....
.. — .. .. 1834-'35	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.)	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107¾
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861	200,000	6	Jan. & July.	1871	117¾
.. —	650,000	6	" "	'72-'73	117¾
.. —	720,000	6	" "	'74-'75	111¾
.. —	1,430,000	6	" "	1876	112
.. — 1862	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63	220,000	5	May & Nov.	1880	100¾
.. —Bounty Fund Loan of 1863	200,000	5	Jan. & July.	1883	106¾
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100¾
.. —Coast Defense Loan of 1863	888,000	5	Jan. & July.	1883	100¾
.. —War Fund 5-20 Loan	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan	200,000	6	" "	1878	97¾
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks)	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest)	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	85
.. —S. W. Pacific, guar	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan	3,000,000	6	" "	'81-'85	87¾
Nebraska—(No Account)	.....	...	.....	.....	....
Nevada—(No Account)	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July.	'69-'78	97¾
.. — .. of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free)	1,599,800	6	Jan. & July.	'69-'84	102¾
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,409	6	" "	'97-'02	....
New York—General Fund Stocks	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1876	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks	2,607,300	6	J. A. J. & O.	1872	102¼
.. — ..	5,726,800	6	" "	1873	101
.. — ..	2,250,000	6	" "	1874	103
.. — ..	500,000	6	" "	1875	100
.. — ..	900,000	6	" "	1877	100¾
.. — ..	2,035,800	5	" "	1874	99¼
.. —Bounty Stock	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old)	8,511,000	6	J.&J.or A.&O.	'69-'91	40
.. — .. (new)	3,059,045	6	" "	'92-'98	28
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York)	2,026,171	6	Jan. & July.	1870	100
.. — .. (")	1,600,000	6	" "	1875	101¾
.. — .. (")	4,095,309	6	" "	1881	103
.. — .. (")	2,400,000	6	" "	1886	103¾
.. —Union Loan (Columbus)	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. — ..		5	" "	"	....
.. — ..	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans	4,724,000	5	Various.	'72-'82	92¼
.. — ..	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867	4,907,150	6	Feb. & Aug.	1872	103¾
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	108¾
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan	2,820,750	6	" "	1871	101¾
Rhode Island—War Loan of 1861	30,500	6	April & Oct.	1871	99
.. — .. of 1862	1,157,000	6	Mar. & Sept.	1882	98¾
.. — .. of 1863	214,000	6	April & Oct.	1883	99
.. — .. of 1863	776,000	6	Jan. & July.	1893	99
.. — .. of 1864	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.)	484,445	5	" "	1868	....
.. —State House Loans	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	53¾
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. — ..	2?9,160	5¼	" "	"	....
.. — ..	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	53
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	46¼
Texas—No legal debt	.....	...	.....	.....	....
Vermont—State Bonds	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock	20,653,962	6	Jan. & July.	long.	50¼
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock	2,880,801	6	" "	1870	57
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds	1,735,380	6	" "	Var.	....
West Virginia—No Debt	.....	...	.....	.....	....
Wisconsin—War Loan Bonds	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	½	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94½
Loan of 1850	579,500	6	" "	"	1890	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	"	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	55
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	47½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	680,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1908	83
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	800,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	93½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1899	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83
Consol. Mortgage for $5,000,000	4,665,949	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	96
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	28,010,000	6*	Jan. & July.	New York.	1895	89
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	106½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	99
Equipment Bonds	1,375,000	10	May & Nov.	" "	68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	88
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	94
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1883	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1898	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	72½
Columbus and Indiana Central:						
2d Mortgage	321,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1852	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	606,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	93
Bonds of 1868	500,000	6	March & Sept.	"	1889	....
Edgefield and Kentucky:						96
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	85½
3d Mortgage	6,000,000	7	" "	" "	1883	85½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	75
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	8*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,686	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,662,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	82
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia	1897	86¾
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	92½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'80–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	64
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	92
Detroit, Monroe & Toledo Mort	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	89
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	87½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	55
Bonds for real estate	162,000	6	" "	" "	1883	55½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	84
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303.000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	85½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1890	83¾
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100¾
Northern New Hampshire:						
Company Bonds of 1854	120.600	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99¾
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	77½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	94
Company Bonds	458,000	6	April & Oct.	"	1875	93¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	100
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	69
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69¼
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama.						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	89
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	83
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49.	2,497,800	6	" "	"	1880	90½
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94¾
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'60–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	130½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1587	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1890	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74½
Consol. M. (T.,W. & W. 499 m.)	2,382,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	77½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	34
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	60½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	509,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1682	96
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" " "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State bds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	252,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	54
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.		$	$	$		M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*			2,241,250	4,000,000	1,801,543		132.0		362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*							68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000				201,000	195,000			—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7				351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166		505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668		20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	142½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	.....	.....	624,600	400,000	69,598	.....	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631				18,639,800	14,904,350	1,967,422		108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	8
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	129
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,143,988	344,136	1,565,462	453,780	10	100	140
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,196,427	381,658	1,171,449	328,882	8	100	132
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000				2,268,000	580,000										100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	.....	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	.....	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)			6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	.....	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	94
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	.....	.....	.....	.....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah....S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,918	715,528	138,776	4	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	142
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	.....	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	68½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central.)			—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	107,571	83,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	to	546,377	628,356	2,962,614	834,449	7	100	78
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to	Atl. &	Gt. Western.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	(	613,471	979,802	2,493,214	937,788	6	50	87½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	Leased to	Lake Shore.)		—	—	—	7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)	—	—	100	19
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,106	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	—	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	76½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	160,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	103
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	—	4s	100	108½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progress.	)	—	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	—	(In progress.)	—	—	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,462,212	558,939	8	100	114½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	256,124	1,319,996	2,285,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	—	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	—	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,866	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23½
Oct. 31, 1868	81.0	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	—	—	....	European and North American	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American	N. Brunsw.	4,644,963	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Connellsville	e.)	—	7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	98.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	128
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In pr	ogress.)	—	—	—	—	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
Sept. 30	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	108
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,923	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,609 382	2,816,607	19,484	....	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,074,215	1,780,896	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,612,928	25,217,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,317,629	2,414,985	10	100	135
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	—	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	302.5	—	—	—	—	—	—	50	26
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jnn. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	87,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alton.)	152,927	7	100	92½
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central.)	—	8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,037	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Own	ed by Chic	ago Burlington & Quincy.)	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.0	—	113	84.0	2	2	1	20	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,005,618	1,819,016	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	58	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	86½
Oct. 31, 1868	105.0	43.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	105½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	3	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	167,324	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	¶	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and by Lou.	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	60,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1868	84.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	.....	142,796	102,650	10	100	127
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	117½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	74½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven.....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,043	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,560,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,234	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	78,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,662	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	(9 mos.)	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	85
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,155	230,254	132.5	322,136	.....	.....	444,162	125,923	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	680,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	84,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	134
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,168,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,883	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1868	102.0					12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,063,950	845,000	276,937	23,120	102.0					254,164	108,725		100	
Dec. 31, 1868	72.0		3.0	118.0						North Louisiana and Texas	La.					(In progress.)													100	
Dec. 31, 1868	233.3	147.8				50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779			85
Oct. 31, 1868	55.3	12.0	22.5			26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1,015,394	388,240	5s	50	74
Dec. 31, 1868	94.3	2.5	17.6			18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080	561,370	128,943		100	
Dec. 31, 1868	138.0	4.0	101.3			111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875,000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87
Mar. 31, 1868	69.0	13.0				24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1868	21.3		4.5			6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215	279,360	89,692		100	
Nov. 30, 1868	59.4	7.0	11.2			20	20		494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	111½
Jun. 30, 1868	113.0	32.0	14.0			91	21	6	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)					145.0	279,621		3,345,141	253,994				
Sept. 30, 1868	118.4	4.0	18.0			31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	67
Dec. 31, 1868	340.0					79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534		2,964,041	663,427		100	24
Oct. 31, 1868	96.0	3.5	18.5			28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880			1,197,090	653,185		50	76½
May 31, 1869	72.5	68.5	32.3			35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,295	631,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0			27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342	287,728	279,957		100	72
Dec. 31, 1868	5.0	4.0								Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0				147,327	24,479		100	
Sept. 30, 1868	28.6		3.2							Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387							111,196	56,811		100	
Sept. 30, 1868	36.3		41.1			6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	
Feb. 29, 1868	283.0					52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,698	3,340,024	7,550,375		1,560,756		285.0	1,594,535			3,086,592	1,064,338		100	
Dec. 31, 1868	47.6					15	23		131	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6						24	100	193
Dec. 31, 1868	14.5		14.5							Paterson and Hudson	New Jersey.	630,000				630,000						(Leased to Erie.)				53,400	8	100	
Dec. 31, 1868	12.0									Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased to Erie)						100	
Dec. 31, 1868	15.1									Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased to Erie.)				26,500	5	100	
Dec. 31, 1868	22.0									Pemberton and Hightstown	Penn.	533,786				339,650	160,000						(Leased to Camden and Amboy.)					100	
Dec. 31, 1868	330.0	36.5	486.6		434	325			6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	105
Oct. 31, 1868	47.0	15.9	53.0		23	4			1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0						20	50	225
Dec. 31, 1868	46.0									Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased to Chic. R. I. and Pacific.)				125,000	8	100	
Jun. 30, 1869	86.0					7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											100	
Dec. 31, 1868	61.0	21.3	4.7			12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3				212,892	93,883		100	
Oct. 31, 1868	39.0			51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500			39.0	87,111			156,746	12,424		50	
Oct. 31, 1868	287.5		75.9		95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5				2,804,250			50	57
Oct. 31, 1868	17.1	3.1	20.2		22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775			642,639	295,901	10	50	143
Nov. 30, 1868	93.0	54.0	275.7		268	84	35	8,815	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	94½
Oct. 31, 1868	26.5		32.2							Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5				995,196	290,585	10	50	118
Oct. 31, 1868	100.0	3.8	106.4		59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200			2,393,897	905,891	8	50	102
Jun. 30, 1868	193.0	7.5	20.0		72	31	15	781	Phg, Gin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097			2,338,531	646,465		50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,626	181,065		50	
Dec. 31, 1868	468.3		131.5		204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,783	463.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1868	18.6		1.4		1	2	1			Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782			50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0		2		3	2	1	30	Plattsburg and Montreal	New York.				(In hands of Receiver.)						23.0	34,971			60,642	5,313		100	
Dec. 31, 1868	68.0	9.0	7.0		17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3		5.5		16	4		156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			518,592	130,420	6	100	110
Mar. 31, 1868	50.0									Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased to Concord.)				24,500	7	100	
Mar. 31, 1868	26.0									Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000					(Leased to Eastern.)			77,755	24,737		100	
Nov. 30, 1868	14.5				3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896				112,572	21,541		100	
Nov. 30, 1868	43.4	1.9	23.4		21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	
Dec. 31, 1868	97.0									Raleigh and Gaston ¶	North Carolina.																	100	
Dec. 31, 1868	73.8	8.5								Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390			92.3				254,899	30,667		100	
Oct. 31, 1868	40.0	8.0	2.0		8	7	1	37	Reading and Columbia	Pennsylvania	1,914,482	219,883	11,791		505,848	1,000,000					159,744			178,456	26,995		50	
Sept. 30, 1868	175.0		12.0		33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,782,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3		24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789	574,020	219,091		100	
Sept. 30, 1868	75.5		5.0		12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742		100	
Sept. 30, 1868	22.1	2.7			6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728		100	
Sept. 30, 1868	38.3									Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000						(Not in operation.)					100	
Sept. 30, 1868	22.0			31.0						Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							100	
Dec. 31, 1868	12.0			78.0						Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under construction.)					100	
Dec. 31, 1868	141.1	48.5	20.8		38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0				39	31	12	739	Rutland	Vermont.	6,500,000									166.3	694,409	4 069,421	11,712,202	993,239			100	25
Dec. 31, 1868	175.0									St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000						(About $5 0,000 a month.)					100	70½
Dec. 31, 1868	132.0	34.0								St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to Ind. & St. Louis.)			517,941		100	25
Dec. 31, 1868	195.0	15.0	15.0		32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.0					612,000	171,000		100	
Dec. 31, 1868	151.0									St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased to Chi. & Alton.)			240,000			100	
Dec. 31, 1868	63 7	8.2								St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under construction.)						100	
Dec. 31, 1868	68.0				95					St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)						100	
May 31, 1868	80.0				7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0				209,534	87,404		100	
Dec. 31, 1868	86.0			200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415		100	
Nov. 30, 1867	16.0									Salem	New Jersey.	278,328	*			180,550	100,000					(Leased to West Jersey.)				16,533	6	50	
Dec. 31, 1867	16.9									Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487				(Operated by Boston & L.)			17,500	16,788		100	
Dec. 31, 1868	116.3		10.0		10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,060,235	*			900,235	2,150,000	50,000			116.3	240,299			416,916	106,052		100	
Oct. 31, 1868	54.0		7.0		7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	142,578			54.0	152,360			167,518	344		50	
Oct. 31, 1868	9.2	20.7	3.2							Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased to Phila. and Reading.)					5	50	
Dec. 31, 1868	80.0		7.1		13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000												100	
Feb. 29, 1868	81.3		6.3		13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3					312,577	12,909		100	
May 31, 1868	195 0			40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0					218,441			100	
Oct. 31, 1868	28.0		6.0							Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705				277,763	83,511	5	50	
Dec. 31, 1868	43.0		2.1		4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265,000	155,000	32,260	11,145		100	
Dec. 31, 1868	20.0									Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Operated by Jeff. Mad. and			Louisville.)			100	
May 31, 1868	50.0		2.5		10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334		100	
Dec. 31, 1868	101 7	6.5			10	4	4	98	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009				75.0				127,000			100	
Dec. 31, 1868	63.0	9.0	7.0		17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109.0	373,510	7,127,219		605,543	214,124		100	
Dec. 31, 1868	16.0									South Branch	New Jersey.	438,300				438,300						(Leased to Central of New Jersey.)					6	100	
Dec. 31, 1868	137.0	106.0	21.9		43	22	18	360	South Carolina ¶	South Carolina.	7,567,434	*		1,026,406	5,819,275	3,860,741	514,388	1,296,967	243.0	756,431			1,294,962	590,706		100	
Jun. 30, 1869				183.0						South and North Alabama	Ala.					900,000							(In progress.)					100	
Nov. 30, 1868	11.5		2.0		3	12	2	16	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039	22.0	45,312	2,002,440		77,017	15,961	3	100	
Sept. 30, 1868	55 0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000					(Not in full operation.)						100	
Sept. 30, 1868	123 0	1 6	12.0		15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,799,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560		100	
Sept. 30, 1868				98.0						Southern Central	New York.					880,000				(Under construction.)								100	
Dec. 31 1868	50.0			23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000				100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0			236.0					*Southwest Pacific* †.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,016	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †..South Carolina.									68.0						—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	—	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	1,126	—								
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	.....	.....	.....	.....	.....							50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will fo	rm a par	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	—	—	3,274,000	.....	t of the	Rondout	and Os	wego Li	ne.)						—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	664,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	616.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,763,755	5,152,044	4,013,207	1,123,588	—	100	50
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	517,000	244,944	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	7	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	1,690,000	3,300,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,762,750	20,251,546	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	.....	(Leased	to Vermo	nt Central	L.)		8	100	98½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,466	513,306	—	var	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,086	2	100	55
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central † .....Virginia.	5,540,788	541,814	33,759	147,306	357,408	1,997,693	882,633	392,872	140.0	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee † .....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,006	488,467	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.& W'tn.)	863,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,516	.....	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,656	356,247	150,716	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	(Not	in operati	on.)	537,378	252,544	10	50	125
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	108,000	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	160,000	150,000	1,000	.....	.....	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ....N. Hampshire.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	596,169	.....	—	100	....
Dec 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	ll.)	13,845	6½	100	....
										395,535	.....	.....	.....	1,550,000	65,608	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
										.....	.....	.....	.....	317,950	52,000	24,333	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
																		13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	18.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,960	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Le	high Nav.	Co.)	.....	.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Ca	m. & A	mb. R. R.)	.....	.....	.....	.....	.....	.....	14	100	120½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	.....	.....	.....	603,067	397,785	—	50	66½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	102 0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,155	7,762,720	536,411	.....	178.0	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	900,000	600,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
																						124,805	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City .....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99¾
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	18½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	36
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,044	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	282,829	40,431		50	50	11½
Dec. 31,'68				Hoboken and Hudson City .N.J.										....
Dec. 31,'68				Hoboken and Weehawken .N.J.										....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	66
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	67½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) .....Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										19
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	59,578	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.& D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R..	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R..	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Alleghy & Manch.:					
1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1866	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,240,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	555,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	144
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43
Hannibal and St. Joseph, pref.	5,253,836	...	...	107½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	69
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,651,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,033,350	8	8	....
Morris, preferred	1,175,000	10	10	61½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	...	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	24½
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 —	@ 34 —
Pig, American, No. 1		— —	@ 37 —
Pig, American, No. 2		35 —	@ 36 —
Pig, American, Forge		33 —	@ 35 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold).	80 —	@ 82 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 —	@130 —
Bar, Refined	" "	85 —	@ —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	110 —	@135 —
Band	" "	110 —	@ — —
Horse Shoe	" "	110 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	118 —	@160 —
Nail Rod	Less 5 per ct. per lb.	— 8	@ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold) per ton.	56 50	@ 57 —
Rails, American, at Works in Penns.	c'y.	76 —	@ 77 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 13
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— 10½ @ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d. @10d	per 100 lb.	— @ 4 75
Clinch		— @ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	26 @ — 30
Copper		— 38 @ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33 @ — 34
Straits	(gold).	— 31½ @ — 32
English	(gold).	— — @ — 30

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	— — @ 8 —
Charcoal Terne	7 25 @ 8 —	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 19½ @ — 20
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 29
Refined, Standard White (in ship'g order)		— 30 @ — 30½
Refined, prime White (in shipping order)		— — @ — 31
Refined, S. W. (in merchantable order)		— 33½ @ — 34½
Naptha, Refined, (60 @ 63 gravity)		— 9½ @ — 10
Residuum	per bbl.	— — @ 5 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	3d. C. (Old List.)	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)	
6 by 8 to 8 by 10 (4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)		10 — @10 50
20 by 28 to 24 by 30 (4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)		22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)		23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)		28 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)		30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)		36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 5.

	Th. 30.	F. 31.	Sat. 1.	M. 3.	Tu. 4.	W. 5
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	92½	....	....	....	....	89x
Central of N. Jersey	90½	92	....	93	93½	94½
Chicago & Alton	142	....	....	143	144	....
.. pref.	143	....	....	144	....	144
.. 1 M.	....	100	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	150	....	....	....
.. 8s, 1883	....	....	109x	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	67½	68½	....	67½	67½	68½
.. pref.	80½	82½	....	81½	....	83½
.. 1st M.	....	91½	....	....	90½	....
.. S. F.	....	96	....	....	....	....
.. Consol.	....	....	....	....	....	89
Chic., Rock Isl. & Pac.	102½	102½	....	102	102½	103½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	97	....	....	....	x93½
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. and Pittsburg	....	....	....	83½	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	....	18	17½	17	....
.. 1 M.	71½	71½	....	71½	71½	71½
.. 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	24½	....	....
Del. & Hudson Canal	....	....	120	....	....	....
Del., Lack. & Western	107½	....	102½x	103	103	....
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	....	....
Erie Railway	22	22½	....	22½	23½	23½
.. pref.	....	....	....	43½	....	43
.. 1 M. 7s, 1897	....	....	....	....	95	....
.. 2 M. 7s, 1879	....	....	....	89½	....	88½
.. 3 M. 7s, 1883	84	....	....	....	85½	....
.. 4 M. 7s, 1880	....	....	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	108	107½	....	107	107½	108
" pref.	107½	....	....	....	107½	....
Hudson River	....	....	....	....	....	....
.. 1 M. 7s, 1869	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	101	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	135	....	....	....
.. bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	85	....	85	85	85½	....
Lake Shore Div. bonds.	85	....	....	....	....	....
Marietta & Cin. 1st pref.	21	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	117½	....	....	117½	117	....
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	97	....	97	....	....
.. 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	7½	....	....	....	....	....
.. pref.	14	....	....	....	15	15½
.. Tr. 10s ctfs.	42	....	....	....	....	....
Milw. and St. Paul	72½	72½	....	73	73	74
.. pref.	84½	85½	....	85½	85½	86½
.. 1st mort.	....	92	....	89x	89½	89½
.. 2d mort.	....	....	....	....	....	....
.. 8s	103½	....	....	103	....	....
.. 7 3-10s con.	....	89½	....	....	....	....
Missouri 6s	90½	90½	....	87½x	86½	86
.. H. & St. J. iss.	....	....	....	87½x	....	....
Morris and Essex	....	85	....	85	85	85
.. 1st mort.	96½	....	....	96½	....	....
.. 2d mort.	....	94	....	....	94	....
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	85	85	....	....	....	87½
.. 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	85½	86	....	86½	87	88½
.. certificates	80½	81½	....	81	81½	84½
N. York and Harlem	....	....	....	130	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	42	....	....	....	40	....
.. new	28½	28½	....	28½	28½	28
.. special tax	....	....	....	....	....	....
Ohio and Miss.	23½	23½	....	....	24	....
.. pref.	....	....	....	....	....	....
.. 1st M.	....	94	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	....	42	40½	42½
Panama	193x	....	....	....	....	....
Phila. and Reading	99	99½	....	94½x	93½	94½
Pitts., Ft. W. & Chi. gtd.	86½	86	....	86½	86½	87½
.. 1 M.	....	....	....	....	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	14½	....	....	....	15	15½
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	....	....	....	....	....	....
.. Income bds.	....	....	....	....	71	....
Tennessee 6s	53½	....	....	53½	53½	53
.. new	46	45½	....	46½	46½	46½
Tol., Wab. & Western	....	49½	....	50	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. ex.	....	....	....	....	....	....
.. 2 M.	....	....	....	....	....	....
.. Equipment	....	....	....	....	....	....
Union Pacific 6s	84½	84	....	....	81x	80½
Virginia 6s, ex-coupon	47½	48	....	....	48½	50
.. new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108½	109⅝	....	109¾	110	110⅛
U. S. 5s, 10-40s, reg	108⅜	....	....	109½	110½	109⅜
U. S. 6s, 1881, reg	114½	....	....	115⅜	115½	....
U. S. 6s, 1881, coup	118¼	....	....	115¼x	116⅜	115¾
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111⅜	112	....	113½	....	113⅜
U. S. 6s, 5-20s, c. 1862	112⅜	....	....	113½	113⅜	113¼
U. S. 6s, 5-20s, reg. '64	....	....	....	113	112½	....
U. S. 6s, 5-20s, c. 1864	112	....	....	113	112⅜	113⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112	....	....	113½	112⅝	113⅛
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	111⅜	112⅛
U. S. 6s, 5-20s, c. n. '65	114⅛	115½	....	111¼x	111⅜	112⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	111⅜	....	....
U. S. 6s, 5-20s, c. 1867	114⅛	115½	....	111¼x	112	112⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	111¼x	112	112⅛
U. S. 6s, Pac.R.R.issue	108⅜	109½	....	109⅜	109½	109⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	....	34½
Camden and Amboy	118½	....	118½	....	118½	119
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	84½	....	....	....
.. 6s, 1889	....	82	....	....	....	82
.. mort. 6s, '89	....	....	93	....	....	93
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	33⅜	....	....	....	33½
.. 6s, 1884	....	....	....	....	82	....
.. Gold L	....	91	....	90¼	....	90½
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	....	53⅛	....	53¼	....	52½
.. 6s new coup	....	....	....	....	....	92½
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	42½	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	61⅜	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	85½	85⅜
.. 7s	....	....	....	....	86	86
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	....	54	....	54	54⅜	54⅜
.. 1st M	100	....	100	....	96½x	97
.. 2d M	95½	....	....	....	....	....
Penn. State, 6s, 1st series	103½	....	103½	....	....	....
.. 6s, 2d series	....	....	106	....	106	....
.. 6s, 3d series	....	....	108½	....	....	....
.. 6s, W. L	....	....	101½	....	....	....
Philadelphia City, 6s	....	....	93½	....	94	93½
.. new	99	....	99½	....	99½	99⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49⅜	....	49½	....	47½	46½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28½	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	85½	....	86	....	....	x82½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	54x	54
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	40½
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	91	91½	....	....	91	91
.. 1893	....	....	....	....	....	....
Balt and Ohio	123	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	91
.. .. 1885	....	92	....	....	....	92
Marietta & Cin. 1st M	....	....	....	....	....	....
.. 2d M	64	....	64	....	....	....
Northern Central	43½	43½	43¾	....	....	43⅜
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	83⅜	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	142½	....	....	....	142	142½
Boston and Lowell	....	....	....	....	129	....
Boston and Maine	140	....	....	....	140	....
Boston and Providence	....	132	....	....	....	....
Boston, Hartford & Erie	7⅞	8	8⅛	8⅛	8	8
.. 7s, new	46½	....	47½	47½	47½	47⅜
Cheshire, pref	....	85	....	....	....	x82½
Concord	....	....	....	....	....	76½
Connecticut River	....	....	....	....	....	....
Eastern	114½	....	113¾	....	114½	114½
Fitchburg	....	....	127¼x	....	....	128
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	114⅜	117½	118	117⅜
Northern, N. H	107	....	....	107½	107⅞	....
Ogdens. & Lake Champ	....	67	....	....	....	....
.. pref	....	....	....	104⅜	....	....
Old Colony & Newport	95	....	....	95½	95½	95½
Ph., Wil. & Baltimore	49½	50	....	....	51	51
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific 6s	....	81¼	81½	81	....	80⅜
" Land Grant 7s	55½	55½	....	....	....	55
Vermont & Canada	....	....	....	....	99½	98⅜
Vermont & Mass	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	65½	....	65½	66
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	5	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	6	....	4¾	5	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	23½	23½	....

London Stock Exchange.

	Closing Prices. Dec. 17.	Dec. 10.
All. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	26 — 27	26 — 27
Detroit and Milwaukee 1st mort. 7s	64 — 66	63 — 65
Do. 2d mort. 8 p. c.	64 — 66	63 — 65
Erie shares 100 dol. all paid	19 — 19½	20 — 20¼
Do. sterlg. 6 p. c. convertible bonds	60 — 65	62 — 66
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	75 — 78
Do. 100 dol. shares, all paid	99 —100	99½—100
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	88 — 90	88 — 90
Philadelphia and Erie 1st mort. 1881	86 — 88	85 — 87
Do. with option to be paid in Phila.	86 — 88	85 — 87

American Railroad Journal.

Saturday, January 8, 1870.

Stock Exchange and Money Market.

Money has been in urgent request, chiefly on speculative account, and, as the available supply, especially in private hands, has been moderate, rates have shown more firmness, closing on Wednesday on the basis of 7 per cent. as the prevailing charge to the more prominent street borrowers. In the discount line, there has been relatively less animation, and a more even range of quotations, the extremes on choice to very good grades of business paper having been from 8@12 per cent. per annum. The city banks, last week, added nearly 2¾ millions to their specie hoard, two millions to their deposit line, and over half a million to their legal tender reserve, while they reduced their loans and discount averages $689,613. The U. S. Sub-Treasury added nearly 4½ millions to the coin balance, while it cut down the currency reserve about 1⅞ millions. The cash balance of the Office at the beginning of the year was over 90 millions, against about 87¼ millions at the beginning of December. The aggregate of the January interest and dividend payments at this business centre has been given at about 50¾ millions. Some further mercantile failures have been reported, since our last, including an important one in the Sugar refinery interest.

The specie reserve of the city Banks according to the latest return is $31,166 908, against $20 733,122 same time last year. The city bank deposits are now $179,129,391 against $180,490,445 week ending Jan. 2 1868. The legal tender reserve amounts to $45 034,608, against $48,896,421 same time last year. The circulation now stands at $34,150,887, against $34,379,609 same time last year. The loans are now $250,406,387, against $259,090 037 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $79,871,075 a day, against a daily average of $82,244,289 the preceding week, and $94,250,101 the week ending with Dec. 18, 1869. The current week's exchanges average about $116,512,000 a day. The city banks, last week, reported a gain of $2,746,931 of specie, $1,963,808 of deposits, and $540,616 of legal tender notes. They reduced their loans, $689,613; and increased their circulation, $23,050.

The city bank exchanges on Wednesday were $101,891,663.

National Bank notes to the amount of $37,500 were issued last week by the Treasury Department, making the total issue to 1,092 banks thus far, amount to $319 702,671, against $282 555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,960 879, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,741,792. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,499,050; and for the public deposits, $19,291 000—making a total of $361,790 050. The Treasury Department last week redeemed and destroyed $114,000 of worn and mutilated fractional currency, and issued $235,000 of new. The outstanding amount of fractional currency on the 1st of Jan. was $39,762,665, against $38,885,565 on the 1st of December, 1869.

The U. S. Sub-Treasury receipts, week ending with Jan. 2, (which comprised only five business days,) were $6,437,552 in coin, (including $1,343,599 from customs duties,) and $3,387,810 in currency; payments, $2,119,058 in coin, (including $453,000 of coin interest,) and $5,244,983 in currency; balance at the close of the week, $90,057,429 (including $81,346,887, of coin, and $5,250,566 of currency,) against $86,493,121 at the close of the preceding week, showing an increase of $3,564,308. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $566,095 in coin, (including $387,100 from customs,) and $478,007 in currency; payments, $5,846,364 in coin, (including $5,572,500 of coin interest,) and $1,167,008 in currency. On Tuesday, receipts, $1,074,172 in coin, (including $409,000 from customs,) and $908,263 in currency; and payments $1,263,662 in coin, (including $1,246,619 of coin interest,) and $518,330 in currency. The balance at the close of business on Tuesday stood at $92,206,272, (including $4,951,498 of currency, and $75,877,128 of coin,) against $88,802,947 a week previous; and $76,063,908 on Dec. 21, 1869. The aggregate receipts of the office in Dec. were $51,554,741, including

$6,969,667 from customs; aggregate payments, $48,729,064, including $2,430,597 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan. 1870 was $40,170,380, against $36,862,940 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,241,598 of coin certificates through the receipts for customs.

Government revenues have been yielding less satisfactorily since our last. The excises yielded about 2¾ millions; customs at the port of New York, $1,399,406, and at the outports about $450,000 (in coin) more, making the grand total income for the week equal to about $4,969,300 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 90 millions.

There has been more animation in the Gold line within a range of from 119¼@120½, leaving off on Wednesday at 119⅞@120, on a rather more confident speculative movement, Government, will sell four millions of coin, during the coming month, according to an official announcement ma le on Monday. The coin reserve of the Treasury Department on the 1st inst was $109,159,476, of which there were $81,346,886 in the Sub-Treasury here. Included in the reserve were $40,170,380 on deposit on private account. The customs and export demand for coin is at present very light

The customs revenue of the port on Wednesday was $391,000.

The coin balances of the Government at this port on Wednesday morning, amounted to about 75⅞ millions.

The coin interest disbursements on Wednesday were $1,170,906.

The customs demand for Gold last week, averaged $279,881 a day; thus far, this week, it has averaged $397,700 a day, or equal to a weekly aggregate of $2,386,200. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $169,059, and since Jan. 1, 1869, $14,918,725, against $7,163,071 same time in 1868. The total customs revenue of the Government, in coin, at this port, in the year, 1869, was $129,603,460, against $116,471,894 in 1868. At San Francisco, from Jan. 1, to Dec. 25, 1869, $8,248,858, against $8,419,726 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Dec. 11, were about 86 millions.

The exports of specie, from this port, last week, were $92,282, against $222,815 same week last year; total, since Jan. 1, 1869, $32,013,569, against $70,841,599 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $453,000, and in all 1869, $90,352,669, against $82,896,417 in 1868. The specie exports from San Francisco, from Jan. 1, to Dec. 25, 1869, were $37,073,051, against $34,735,435 same time in 1868.

Foreign exchange closed stronger in price, on a lighter offering, and a moderate inquiry. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108⅝@108¾, and on Paris to 5.21¼@5.17½; sight bills on London to 109⅝@109½, and on Paris to 5.16⅞c.@5.15⅝. The offering of produce bills has been on a reduced scale this week. The week's exports of domestic produce have been to the currency value of $2,174,516, making the total in 1869, $198,193,628, against $168,710,408 same time last year.

Government securities have been more sought after by home and foreign buyers and have improved in price, favored, in part, by the debt exhibit of January 1st, which showed a further liquidation of $4,812,782 in December. Government bought in on Monday two millions of Five-Twenties at from 111.75@112.70, out of an aggregate offering of $3,194,450.

The six per cents of 1881, 1865 (new), 1867, and 1868 Five-Twenties are now quoted ex the 1st of January coupons.

U. S. sixes of 1881 closed here buoyantly at 115¾@116; U. S. Five-twenties of 1862, 113⅞@114; U. S. Five twenties of 1864 at 113⅜@113½; U. S. Five-twenties of 1865 at 113⅜@113½; U. S. Five-twenties of 1865, consolidated, 112¼@112⅜; U. S. Five-twenties of 1867, 112⅜@112⅝; U. S. Five-twenties of 1868, 112½@112⅝; U. S. Ten-forties at 110⅝@111; U. S. Six per cent. currency bonds, 109¼@109½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 22.	Dec. 29.	Jan. 5.
Consols	92¼	92	92⅝
U.S. 5-20's of 1862	86	85⅞	87¼
U. S. 5-20s, 1865	85	84⅞	86¼
" 1867	84	84⅛	85¾
" 10-40s	82¾	82⅞	84¾
Erie	17⅛	18½	18
Ill. Central	99¾	99¾	....
At. and Gt. West	26	25½	....

State and railway bonds have been fairly active and generally held with confidence. Central Pacific Railway six per cents closed at 88½@89, ex January coupon. Messrs. Fisk & Hatch, in a new pamphlet, give the gross earnings of the road during the first eight months of the through connection at $4,442,652; operating expenses, at $2,198,197; net earnings, $2,244,455; annual interest claims against the road, on account of its First Mortgage, only $1,560,000, all in coin.

Railway and miscellaneous share property has attracted more attention at generally stronger prices, closing buoyantly.

General business has shown a moderate degree of animation, but on the basis of easier prices in most instances. Middling upland cotton closed heavily on Wednesday at 25¼ cts. per lb. The stock of cotton now here is given at about 46,500 bales. The receipts at the port this week, have averaged about 9,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,313,750 bales, against 1,037,120 bales in 1868-'9; exports, same time 699,600 bales, against 550,200 bales same time in 1868-'9; stock on hand at latest dates, 379,950 bales, against 294,450 bales same date 1869. The exports of domestic cotton goods from this port, in 1869 were 21,047 pkgs., against 26,048 pkgs., in 1868. From Boston, 7,185 pkgs., in 1869 against 11,422 pkgs. in 1868.

Foreign goods have been in very slack demand and weak and irregular in price. The week's imports reached a specie value of $2,747,433.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@17½c., per lb.; week's receipts, 4,796. Milch cows inactive, at $40@$110 each, receipts, 108. Veal calves in light request at from 8@12c. per lb.; receipts, 730. Sheep and lambs in fair demand at from 5@8c., and 7@8½c. per lb.; receipts, 19,643. Swine in moderate request at 9½@10¼c. per lb., all live weight; receipts, 9,577.

Ocean freights have been very quiet and quoted heavy. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 4d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@¼d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@22s. 6d. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 524.

The balance in the Sub-Treasury on Wednesday was $93,381,287 14.

The New York exports, exclusive of specie, for the week ending Jan. 4, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$1,926,240	$2,174,516

The imports for the week ending December 31, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,054,593	$648,938
Gen. merchandise	2,130,366	2,098,495
Total for the week	$3,184,959	$2,747,433
Previously reported	241,676,904	286,563,970
Since January 1	$244,861,863	$289,311,403

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 90; do., 6s, 80; Louisiana 6s, 69¼; do., 6s, Levee bonds, 65¾; do., 8s, Levee bonds, ex-int., 80; New York State 7s, Bounty Loan, coupon, ex-int., 106½; do., reg, 107; do., 6s, 1870, 100⅛; South Carolina 6s, new, ex-int., 75; Alabama 8s, 93; Brooklyn 6s, W. L., ex-int., 89; Pacific R. R 7s, guar. by Mo., ex-int., 90; Ohio and Mississippi consol. bonds, ex int., 77½; Toledo, Peoria and Warsaw 1st mort., W. D., 78½; Central of New Jersey 1st mort., 100; do., new bonds, 98; Morris and Essex con. bonds, 87; Long Dock bonds, 80; Galena and Chicago 1st mort., 99¼; New Jersey R. R., 119; Western Union Telegraph, 32; Pennsylvania Coal Co., ex-div., 215; Adams' Exp. Co., 63; Wells-Fargo Exp., 20; Am. Mer. Union Exp., 32½; U. S. Exp., 50; Consolidated Gregory gold, 1.80; Liberty gold, 0.02; Quartz Hill gold, 0 75; Smith and Parmalee gold, 1.75.

Philadelphia.—Philadelphia and Sunbury 7s, 96; West Jersey 6s, 92; Elmira and Williamsport 5s, 58¾; Oil Creek and Allegheny River R. R., 38⅛; Fifth and Sixth streets R. R., 36; Union Pass. R. R., 41½; Pittsburg 5s, 70; Camden and Amboy scrip, 63½; Penna. and N. Y. Canal 7s, 89; Lehigh Nav. conv. loan, 76; McClintock oil, 0.69; Ocean oil, ½. The latest quotations are: City 6s, 93½@94; do., free of tax, 100@100¼; State 5s, compon, 92¾@92¾; do., 6s, W. L., 101@—; do., 1st series, 101¼@103; do., 2d series, 106@106; do., 3d series, 106@107; Reading, 46⅜@46¼; do., 7s, 1893, 103@104; do., mort. 6s, 1880,87@—; Camden and Amboy, 119¼@119½; do., mort. 6s, 1889, 92@93; do., 1883, 83@84; do., 1889, 82@82½; Penn. R. R., 54⅜@54½; do., 1st mort., 97@97½; do., 2d mort., 96@96⅛; Little Schuylkill R.R., 42@42¾; Morris Canal, 29@30; do., pref., 61@—; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s 53@57; Schuylkill Nav., 5@7; do., pref.,

14@15; do., 6s, 1882, 53¾@54; Elmira and Williamsport pref., 39@40; do., 7s, 1878, 89@89; do., 5s, 58@59; Lehigh Coal and Navigation, 33⅛@33½; do., 6s, 1884, 82@82¼; do., R. R. Loan, 87@87; do., Gold Loan, 91@91¼; North Pennsylvania, 37@37½; do., 6s, 85⅝@85¾; do., Chattle 10s, 107@108; Philadelphia and Erie, 28@28½; do., 6s, 86@88; Minehill, —@52; Catawissa, 14@15; do., pref., 34⅜@35; Lehigh Valley, 52½@52¾; do., 6s, 92@95; do., 6s, reg., 93¼@—; Fifth and Sixth streets, (horse,) 35½@40; Second and Third, 40@41; Thirteenth and Fifteenth, 18¾@19¼; Spruce and Pine, 20@25; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11@11¾; Union, 40½@41.

Boston.—Vermont Central 1st mort., 77¼; Burlington and Missouri River R. R., 8s, 1879, 93⅝; Vermont Central and Vermont and Canada 8s, 1877, 98¾; do., 1889, 100; Eastern R. R. 6s, 96; Old Colony and Newport 7s, 100; Cedar Rapids and Missouri R. R. 7s, 85; Connecticut and Passumpsic Rivers pref., 86½; Summit Branch R.R., 26½; Boston Water Power, 14¾; Ophir (N. S.) gold, 15c.; New Hampshire 6s, 1873, 98; Massachusetts 5s, 1880@1894, gold, 100½; Maine 6s, 1889, 98; Rhode Island 6s, 1882, 98½; Portland 6s, 1888, 95½; Bangor 6s, 1894, R. R. Loan, 84¾; St. Louis 6s, 1887, 82½; Cambridge 6s, W. L., 98¼; Chicago 7s, sewerage, 93¼; do., River Imp., 93; Cincinnati 7 3-10s, 1878, 102; Allouez Mining Co., 1¾; Hancock, 2; Hecla, 75.

Baltimore.—Virginia 6s, 1866, 54; do., 1867, 49; Maryland Defense Loan, 99⅞; Baltimore 5s, 70¼; Orange, Alexandria and Manassas 7s, 1882, 69½; Northern Central 6s, 1900, gold, 100¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 123@123; do., 6s, 1875, 91@92; do., 1880, 93@93½; do., 1885, 91@92; Northern Central, 43@43⅞; do., 6s, 1885, 88@88½; do., 1900, 82⅛@84; do., 6s, 1900, gold, 100¾@100¾; Parkersburg Branch, 23@24; N.W.Va. 1st mort., 90@90¾; do., 2d mort., 93@93½; do., 3d mort., 1885, 87@87¼; Marietta and Cincinnati 7s, 1892, 87¼@87½; do., 2d mort., 63@64; Central Ohio, 24@26; do., 1st mort., 79@80; Western Md. 6s, 1890, —@62; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@25⅛; do., 6s, guar., by Washington Co., 66@75; Richmond and Danville bonds, 69½@70; Orange and Alexandria 8s, 3d mort., —@81; Virginia and Tennessee 8s, 71@—; Baltimore 6s, 1875, 91@92; do., 1886, 90@91; do., 1890, 91⅛@91¼; do., 1893, 91@—; do., 5s, 1838-'70, 70@75; Memphis City 6s, 47@47½; Maryland Defense Loan, 99⅞@100; City Passenger R. R., 18@19; Baltimore and Catonsville, 4@10; George's Creek Coal, 52@70; Santa Clara, —@1.50; Atlantic Coal, 1.90@3.00; Bare Hill, 0.05@0.50.

☞ The Buda Branch of the Chicago, Burlington and Quincy Railroad will be completed next month. The track is down now on the north end from Buda to Bradford, ten miles, and on the south end from Yates City to Brimfield.

☞ The distance between Halifax, N. S., and St. John, N. B., is now traveled in 13 hours, *via* the Windsor and Annapolis Railroad. The cars connect with steamers from St. John at Annapolis, and run through to Halifax without change.

☞ FIRST CLASS SECURITIES. TANNER & CO., BANKERS, No. 49 Wall st., New York, have for sale a line of investment securities of the highest order. Among them,

6 Per Cent. First Mortgage Gold Bonds St. Louis and St. Joseph R. R. Co., May and November.

8 Per Cent. First Mortgage Gold Bonds St. Joseph and Denver City R. R. Co., February and August.

10 Per Cent. Bonds of Marion County, Missouri, May and November.

10 Per Cent. Bonds of Monroe County, Missouri, January and July.

All of which we can recommend with the utmost confidence.

TANNER & CO.,
No. 49 Wall street, New York.

Middlesex (Mass.) Railroad.

The earnings of this road for the year ending November 30, 1869, were $229,090 44, and the expenses, $200,967 09, making the net earnings, $28,123 35. After deducting dividend and revenue tax a surplus of $38,149 48 is left. The excess of assets over liabilities is $60,616 23, which amount is exclusive of the road.

The cars of the company have run 103,509 round trips, a total distance of 571,228 miles, and have carried in all 3,700,884 passengers.

The company's equipment and rolling stock is in good condition, and will compare favorably with that of any Street Railway Company in the country. A very large amount, $24,777 78 (over 6 per cent. of the capital stock of the Company,) has been expended and charged in above expenses to "repairs of road," beyond what will be required for years to come. Four new cars have also been built by the company and charged to expenses.

The Directors feel assured of the ability of the road to earn and pay regular semi-annual dividends in the future.

Detroit, Hillsdale and Indiana Railroad.

At the recent meeting of the stockholders of this company at Hillsdale, Mich., the following Directors were elected: John Owen, C. H. Buhl, and John S. Newbury, of Detroit, Mr. Quick of Ypsilanti, Mr. Davenport of Saline, I. D. Corey, of Manchester, A. P. Cook, of Brooklyn, John P. Cook, Henry Waldron, of Hillsdale. The Company will run its cars over the Michigan Central as far as Ypsilanti. Thence to Hillsdale a new road will be built, by aid of the Michigan Central Company, that corporation taking a first mortgage bond for indemnity for iron and rolling stock furnished. About $8,000 per mile have been secured for the road-bed and ties. The road is to be completed next year. J. B. Walton, Esq., is Chief Engineer.

☞ Coupon No. 15 of the first mortgage bonds of the Vermont Valley Railroad, due October 1, 1867, will be paid at the office of the treasurer in Bellows Falls, Vermont, for the space of twenty days from January 1, 1870; the same coupon will be paid at the Continental National Bank in the city of New York.

☞ The last rail on the line of railroad connecting Dubuque with St. Paul was laid Saturday, at the State line, on the Cedar Falls and Minnesota Railroad; the distance is 300 miles.

The Public Debt Statement.

The following is a recapitulation of the public debt statement for December, 1869:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886,349,800 00
Total	$2,107,939,100 00
Accrued interest	$48,797,782 58
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,545,000 00
Navy Pension Fund 3 per cent	14,000,000 00
Total	$59,545,000 00
Interest	1,120,900 00
Debt on which int'r't has ceased since maturity	4,140,936 64
Interest	544,906 60
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,113,098 50
Fractional currency	39,762,664 68
Gold certificates of deposit	40,170,380 00
Total	$436,046,143 18
Total amount outstanding	2,607,671,179 82
Interest	50,463,490 18
Total debt, principal, and interest to date, including coupons due, and not presented for payment	$2,658,134,670 00
AMOUNT IN TREASURY.	
Coin	$109,159,475 96
Currency	12,778,963 02
Sinking fund in United States coin-interest bonds, and accrued interest thereon	22,545,927 34
Other United States coin interest bonds purchased, and accrued interest thereon	64,908,350 37
Total	$209,387,716 69
Debt, less amount in Treasury	$2,448,746,953 31
Debt, less amount in Treasury December 1st, 1869	2,453,559,735 23
Decrease of debt during the past month	$4,812,781 92
Decrease of debt since March 1st, 1869	$76,716,306 70

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$812,217 52
Kansas Pacific, late Union Pacific, East'rn division	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	2,362,000 / 23,519,000	64,874 22 / 701,209 86
Central Branch Union Pacific—Assignees of Atchison and Pike's Peak	1,600,000	48,000 00
Western Pacific	1,648,000	26,615 64
Totals	$64,135,320	$1,890,856 64
Interest paid by United States		$4,984,822 54
Interest repaid by transportation of mails, etc		1,861,089 71
Balance of interest paid by United States		3,123,732 83

☞ Three vessels have arrived at Aquia Creek with iron for the Fredericksburg and Charlottesville Railroad. This iron is intended for the first twelve miles of the road, which is now ready. Forty tons have been transported to Fredericksburg, and the remainder will be forwarded as speedily as needed.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the years:

	1868.	1869.
Ashes, bbls.	6,528	9,220
Breadstuffs—		
Wheat flour, bbls.	2,860,726	3,535,716
Cornmeal, bbls.	285,683	201,793
Wheat, bush.	12,988,147	23,813,652
Rye, bush	773,351	857,803
Oats, bush.	10,221,590	8,747,322
Barley, bush.	2,853,043	3,007,958
Peas, bush	378,423	116,974
Corn, bush	19,053,615	11,666,784
Cotton, bales	662,994	682,695
Naval Stores—		
Crude turp., bbls.	10,585	14,079
Spirits turp., bbls	63,988	65,632
Rosin, bbls	453,725	557,150
Tar, bbls.	38,755	74,255
Pitch, bbls	7,166	7,710
Provisions—		
Pork, pkgs	99,985	94,552
Beef, bbls.	91,442	82,191
Cutmeats, pkgs	79,615	83,971
Butter, pkgs.	502,906	645,195
Cheese, pkgs	1,136,584	1,335,522
Lard, tcs. and bbls.	102,782	75,527
Do., kegs	15,093	15,988
Whiskey, bbls.	49,616	187,103
Petroleum, pkgs	675,433	833,247

Exports from New York to foreign ports of certain leading articles of domestic produce for the years:

	1868.	1869.
Ashes, Pots, bbls	3,771	3,815
Do., Pearls, bbls	175	91
Beeswax, lbs	458,238	197,698
Breadstuffs—		
Wheat flour, bbls.	1,020,522	1,584,211
Rye flour, bbls.	7,459	5,283
Cornmeal, bbls.	184,117	137,627
Wheat, bush.	5,775,109	18,240,586
Rye, bush	153,093	142,542
Oats, bush.	94,340	49,393
Barley, bush.		
Peas, bush	189,167	123,156
Corn, bush	6,002,825	1,687,586
Candles, bxs.	70,272	52,177
Coal, tons	61,902	40,988
Cotton, bales	325,941	330,635
Hay, bales	38,557	30,796
Hops, bales.	18,317	88,433
Naval Stores—		
Crude turp., bbls	517	586
Spirits turp., bbls	19,011	17,763
Rosin, bbls	345,117	461,488
Tar, bbls	9,841	32,116
Pitch, bbls	3,703	5,030
Oils—whale, galls	199,710	133,002
Do., sperm, galls	519,351	578,945
Do., lard, galls	134,618	30,371
Do., linseed, galls	54,005	13,890
Provisions—		
Pork, bbls.	82,628	72,019
Beef, bbls.	26,430	32,299
Do., tcs	50,004	56,176
Cutmeats, lbs	36,336,799	47,941,458
Butter, lbs.	987,362	1,168,447
Cheese, lbs	41,233,806	56,413,581
Lard, lbs.	44,490,487	30,383,538
Rice, tcs	253	323
Do., bbls	19,352	10,555
Tallow, lbs	13,282,433	23,394,492
Tobacco, crude, pkgs.	86,737	117,284
Do., manf., lbs	7,380,413	5,722,639
Whalebone, lbs	655,626	278,813
Petroleum, galls	51,247,789	64,244,664

☞ The Hagerstown *Mail* says that the County Commissioners have made an arrangement with the Washington County National Bank, the First National Bank of Hagerstown, and the Old Hagerstown Bank, by which the necessary funds are provided for the payment of the half-yearly interest on the bonds of Washington county ($150,000) given in aid of the Western Maryland Railroad.

Journal of Railroad Law.

COMMON CARRIERS—WHEN, THEIR COMMON LAW LIABILITY MAY BE LIMITED—EFFECT OF RECEIPT—RULES GOVERNING VALUE OF BAGGAGE.

The facts in the late case of The Adams Express Company *vs.* Haynes (42 Ill. 89) are fully and clearly stated in the following opinion by

WALKER CH. J.—This was an action of assumpsit brought by Richard F. Haynes, in the Cook Circuit Court, against the Adams Express Company, to recover the value of the contents of a trunk, intrusted to them as common carriers, to transport from Nashville, Tennessee, to Chicago, Illinois; and it was claimed that the contents of the trunk were lost through the negligent and fraudulent conduct of the company. The instrument declared on is as follows:

"Adams Express Company,

"Great Eastern, Western and Southern Express Forwarders.

"Nashville Feb. 10th, 1865.

"Received of R. F. Haynes, 1 Trunk value ——, marked Mr. T. M. Shepherd, Chicago, Ill., which it is mutually agreed is to be forwarded to our agency nearest or most convenient to destination, only, and there delivered to other parties to complete the transportation.

"It is part of the consideration of this contract, and it is agreed, that the said express company are forwarders only, and are not to be held liable or responsible for any loss or damage to said property while being conveyed by the carriers to whom the same may be by said express company intrusted, or arising from the dangers of railroad, ocean, or river navigation, steam, fire in stores, depots, or in transit; leakage, breakage, or from any cause whatever, unless in every case the same be proved to have occurred from the fraud or gross negligence of said express company, or their servants; nor in any event shall the holder hereof demand beyond the sum of fifty dollars, at which the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially insured by them, and so specified, in this receipt, which insurance shall constitute the limit of the liability of the Adams Express Company. And if the same is intrusted or delivered to any other express company or agent (which said Adams Express Company are hereby authorized to do), such company or person so selected shall be regarded exclusively as the agent of the shipper or owner, and as such, alone liable; and the Adams Express Company shall not be in any event responsible for the negligence or non-performance of any such company or person; nor in any event shall said express company be liable for any loss or damage, unless the claim therefor shall be presented to them in writing, at this office, within thirty days after this date, in a statement to which this receipt shall be annexed. All articles of glass, or contained in glass, or any of a fragile nature, will be taken at shipper's risk only: and the shipper agrees that the company shall not be held responsible for any injury, by breakage or otherwise, nor for damage to goods not properly packed and secured for transportation. It is further agreed, that said company shall not in any event be held liable for any loss, damage, or detention, caused by the acts of God, civil or military authority, or by rebellion, piracy, insurrection or riot, or the dangers incident to a time of war.

"For the company,

"M. A. Barry."

"Freight paid 48s."

A trial was had by the court and a jury, which resulted in a verdict in favor of plaintiff for the sum of $500 damages. Thereupon defendant entered a motion for a new trial, which was overruled by the court and judgmsnt was rendered on the verdict, and defendant brings the case to this court to reverse the judgment.

It will be observed, that the receipt upon which this suit is brought contains provisions which were designed to relieve plaintiffs in error from almost every species of responsibility. It is true, that it leaves them liable for fraud and gross negligence, but even then, only to the extent of fifty dollars. We are at loss to conjecture how a sane man could be induced to receive such an agreement knowing its contents. If he understood its terms and conditions, he knew that he was licensing the company, or any of its numerous agents and employees, to appropriate all of the property thus intrusted to their care, by paying him the sum of fifty dollars. And, it appears, that he paid an eighth of that sum, nominally, for transportation of the property, but it looks more like a premium for violating their trust. No person can be surprised that $500 worth of property intrusted to them under such a receipt, never reached its destination, but it would have been singular if it had.

In the case of the Western Transportation Company *vs.* Newhall 24 Ill. 466, it was held, that a common carrier could not restrict his liability by a mere notice that property received by it was subject to specified conditions, indorsed upon the receipt, or given in any other mode. Prior to that case was the case of the Illinois Central Railroad *vs.* Morrison 19 Ill. 136, where it was held that a common carrier might enlarge or diminish his liability by express agreement, they still remaining liable for gross negligence, or willful misfeasance of duty, against which good morals and public policy forbid they should be permitted to stipulate. And where a common carrier received goods for transportation under a restricted liability and they have been lost, and the carrier is unable to show how or when they were lost, it would only be reasonable to conclude they had been lost through gross negligence or misfeasance.

And it is but reasonable, when the restrictions appear in the receipt, that the jury should be satisfied from the evidence, that the person to whom it was given had full knowledge of the restrictions when the receipt was given. And to show that he was not so informed, all of the circumstances attending the giving of the receipt may be admitted in evidence. In the case of the Western Transportation Company *vs.* Newhall, reference was made to the Mich. Central R.R. Co.; *vs.* Hale *et al*, 6 Mich. 244, where the court held, that "His assent to this limitation is still necessary, and that is a question of fact for the jury, to be determined by evidence *alinude*, and is not the subjec of presumption from the terms of the receipt alon And this is the correct rule respecting notices o common carriers designed to have such effec

The carrier can no more restrict his common law liability, unless upon the free and full agreement of the party dealing with him, than he can refuse to carry when required. Such an agreement is not to be implied from the posting of notices or the simple delivery of one to the consignor, as this would be no more than limitation of his liability, by *ex parte* action. Some evidence of assent to the terms of the notice is necessary, from which a contract may be implied."

While this was said in reference to a notice on the back of a receipt, still, if it appeared that the consignor had received a receipt containing limitations, of which he was uninformed, the effect would be the same. And it is for the jury to determine whether he intended to accept an undertaking with a restricted liability. If defendant in error did receive this receipt with a full knowledge of its terms and conditions, and intended to assent to the restrictions it contained, then it undoubtedly became his contract as fully as if he had signed it. See Baker *vs.* Mich. South and N. Ind. R. R. of this term *ante* 73.

On the trial below, the court, against the objection of plaintiffs in error, permitted defendant in error to prove a portion of the contents of the trunk. The general rules of evidence exclude parties to the record, and persons having an interest in the result of the suit, from testifying. But, from the necessity of the case, an exception has obtained, in favor of persons who have lost baggage intrusted to a common carrier. But it has never been regarded as a rule, or extended beyond that particular class of cases. And courts always receive such evidence with caution and endeavor to restrain the rule within narrowest limits, and to caution juries when they receive such testimony. Illinois Central Railroad *vs.* Copeland 24 Ill. 332.

We are aware of no case which has gone to the length of holding, that a consignor of goods transported by water, by rail or otherwise, might in case of loss prove their contents. And if allowed in the case of loss by an express company, no reason is perceived, why the same thing might not be done in every case of loss by common carriers, without reference to the mode of transportation or the character or value of the goods intrusted to the carrier. The exception must we think, be restricted to baggage accompanying a person when traveling. Until the legislature shall change the rule, we must administer the law as we find it. Whatever may be the hardship, or whatever might be our inclination, we are powerless to extend the exception. The court below therefore erred, in permitting defendant in error to testify as to the contents of the trunk, as they were in no sense baggage. The judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

COMMON CARRIERS—TO WHAT EXTENT INSURERS—WHEN ARTIFICE OR CONCEALMENT ON PART OF PERSON DELIVERING GOODS RELIEVES AN EXPRESS COMPANY.

The facts of the late case of The American Express Company *vs.* Perkins (42 Ill., 458,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action on the case, brought by Mary E. Perkins against the American Express Company as a common carrier. There was a trial by the Court and judgment for the plaintiff. The plaintiff below delivered to the company a package containing a wreath, to be taken from Decatur to Cairo. The wreath was partially made of glass, and when it arrived at Cairo the glass was broken. The receipt given by the company to the plaintiff, and put in evidence by the latter, contained a provision that the company would not be responsible "for any articles contained in or consisting of glass." Without holding that the company could discharge itself, by this proviso, from its liability as a common carrier, unless the plaintiff assented to such proviso, we must nevertheless, hold that such liability to its common law extent, did not attach, unless the company was informed what the package contained, in order that a degree of care might be used, proportioned to its fragile character. The plainest dictates of fair dealing and good faith required the plaintiff to furnish this information. This principle was settled in the case of the Chicago and Aurora R. R. Co. *vs.* Thompson, 19 Ill., 578, where it was sought to charge a common carrier for the loss of money in a valise, that had been shipped in a box containing other articles of little value. The company was not informed that the box contained money, and its appearance furnished no indication of that fact, but rather the contrary. The Court reviews the authorities and holds, that, in order to charge common carriers as insurers, they must be treated in good faith, and that concealment, artifice or suppression of the truth, will relieve them of this liability. It was held that the company should have been informed of the money being in the box, in order to charge them. So in this case, the company should have been told of the contents of this box before they can be charged for the breakage of so fragile a substance as glass. That they were so informed there is not a particle of evidence. The judgment is reversed and the cause remanded.

Judgment reversed.

☞ The certificate of incorporation of the Placerville and Sacramento Valley Railroad Company was filed on the 18th ult. The object of the company is to construct a railroad forty miles in length, through the counties of El Dorado and Sacramento. The capital stock is $750,000, divided into shares of $100 each. The Trustees are: L. L. Robinson, Charles E. McLane, Hall McAllister, F. L. A. Pioche, William Alvord, Jonathan Hunt, and F. A. Bishop.

☞ The work on the iron bridge at East Guilford, on the line of the New York and Oswego Midland Railroad, is completed and ready for the rails. This Bridge is three hundred feet in length and sixty feet high.

☞ The grading on the New Berlin Branch of the New York and Oswego Midland Railroad is substantially completed and the laying of the rails will be pushed forward with due vigor. Work is also progressing upon about a dozen sections of the Auburn Branch.

☞ Twelve miles of the Adirondack Railway was formally opened on the 1st inst. The road now extends forty-nine miles north of Saratoga, to near Johnsbury.

THE

First Mortgage Bonds

OF THE

CHICAGO, DANVILLE & VINCENNES RAILROAD.

Total amount to be issued	$2,500,000
Capital stock paid in	2,100,000
Estimated cost of road (140 miles)	4,500,000
Estimated earnings per annum	2,639,306
Net earnings per annum	879,768
Interest on the loan per annum	175,000
Amount of bonds per mile of road	18,000
Amount of interest per mile	1,260
Amount of net earnings per mile	6,284

The Bonds follow the completion of the Road—have the Union Trust Company of N. Y., as their Official Register and Transfer Agent—and are sold at present at 95 and accrued interest.

They bear examination and comparison, better, it is believed, than any other now before the public, in the fixed and unchangeable elements of *Safety, Security, and Profit.*

They bear good interest—Seven per cent. Gold for forty years—and are secured by a *Sinking Fund*, and First Mortgage upon the road, its outfit, and net income, the Franchises, and all present and future acquired property of the Company.

They depend upon no new or half-settled territory for business to pay their interest, but upon an old, well settled, and productive country;—assuming that a railroad *built* through the heart of such a region offers better security for both *Interest* and *Principal* than a road *to be built* through the most highly extolled wilderness or sparsely settled territory.

This Railroad possesses special advantages, in running into and out of the City of Chicago, an important Railroad and Commercial Center; in running through a line of villages and old farming settlements in the richest portion of the State of Illinois: in running near to deposits of Iron Ore of great extent and value, and over broad fields of the best coal in the State—which mining interests are its monopoly. And besides the local and other business thus assured, there will be attracted to this road the considerable traffic already springing up "From the Lakes to the Gulf;" as with its Southern Connections it forms a Trunk Line 45 miles shorter than any other route from Chicago to Nashville.

These Bonds are therefore based upon a Realty and a Business that a few years must inevitably double—and competent judges say treble—in value.

Governments selling while the price is high pay well if put into these Bonds, and Trust or Estate Funds can be put into NOTHING BETTER.

Pamphlets, with Maps, &c., on hand for distribution.

Bonds may be had directly of us, or of our Agents.

W. BAILEY LANG & CO., Merchants,
54 Cliff Street, New York,
Agents for the sale of the Bonds.

Mississippi and Tennessee Railroad.

The earnings of this road for the year ending September 30, 1869, were $385,974 02; operating expenses, $233,741 97; net receipts, $152,232 95; increase in net receipts over the preceding year $35,388 73. The road extends from Memphis to Grenada, 99 miles. The directors are: F. M. White, Gen'l. Roberston, Major McKay, John Caldwell, Desoto; N. R. Sledge, E. McGhee, N. Howard, Panola; W. B. Greenlaw, Frank White, Sam Tate, Memphis, Tennessee. President, F. M. White, Superintendent, A. S. Levermore.

☞ The stockholders of the Lake Shore and Michigan Southern Railroad Company have voted against the consolidation of that road with the Toledo, Wabash and Western Railroad. About 40,000 shares were represented.

☞ It is proposed to run the cars of the Connecticut Valley Railroad from Hartford to Middletown on the track of the Hartford and New Haven Railroad, instead of building a new and direct line.

☞ A company has been formed in Schenectady for the purpose of building a railroad from that city to tap the Albany and Susquehanna Railroad, in the town of Duanesburg. The proposed road will be about fourteen miles in length.

☞ The surveys for the branch from the Philadelphia, Wilmington and Baltimore Railroad to Bel Air, in Hartford county, Md., will soon be commenced.

☞ A preliminary survey has been made of a new railroad from Phœnixville to Point Pleasant, Pa. The cost of the road is estimated at $1,274,150.

Dividend Notice.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,
VICE PRESIDENT'S OFFICE, No. 12 COLLEGE PLACE,
NEW YORK, Dec. 22d, 1869.

THE Board of Directors of this Company, have declared a semi-annual dividend of (5) five per cent. free, payable on and after the 15th January proximo. Transfer books will be closed on the 25th inst., and so remain till date of payment. Stock registered in New York, will be paid at the Mercantile Bank for a period of sixty days.

MARCELLUS MASSEY,
Vice President.

3t52

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the Corporation of the City of New York, due February 1st, 1870, will be paid on that day, by PETER B. SWEENY, Esq., Chamberlain of the City, at his office, in the New Court House.

The transfer books will be closed TUESDAY, January 4, 1870.

RICHARD B. CONNOLLY, Comptroller.

DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE,
NEW YORK, Dec. 30, 1869. 4t2

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, January 4, 1870. A dividend of FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the seventeenth day of January instant, after which date and until the fifth day of February next, the transfer books will be closed.

THOMAS E. WALKER,
Treasurer.

4t2

ROPER CALORIC ENGINE CO.,

No. 46 Cortlandt st., N. Y.

New style Hot Air Engines. Send for Circular.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by

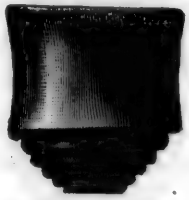
WILLIAMS, PAGE & CO.,
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VOSE, DINSMORE & CO.,

National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,

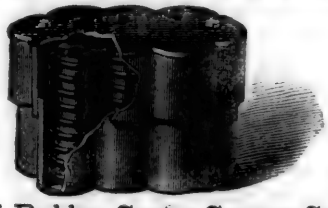
MANUFACTURERS OF

RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.

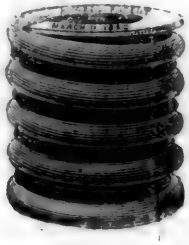
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



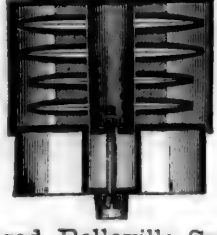
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

THE WHARTON

Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2352, Phila.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
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COTTON CAR DUCK.

BEST 4 PLY, 100 TO 140 INCHES,

FOR CAR ROOFS.

For Sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

RAILROAD CAR MANUFACTORY FOR SALE.

THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.

Lots Nos. 42, 44, 46, and 48 Steuben street: and

Lots Nos. 45 and 47 on Morgan street.

Together with the buildings, factories, shops, and improvements thereon erected.

Dated Jersey City, November 6th, 1869.

THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.



I. A. WILLIAMS'

UTICA HEAD LIGHT WORKS,

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Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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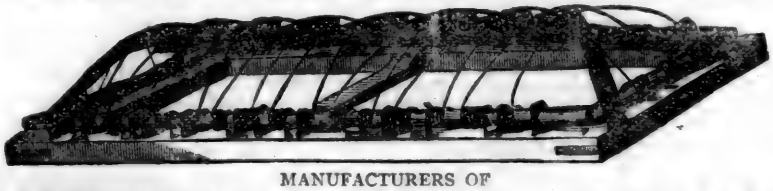
INDIA RUBBER CAR SPRINGS,

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The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted ; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

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RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y,

SEMI-BITUMINOUS COAL,

From the Mines of the

CUMBERLAND COAL AND IRON COMPANY,

Deliverable at the Ports of

GEORGETOWN, BALTIMORE AND NEW YORK,

FOR SALE BY THE CARGO.

Orders received at the office of the Company,

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BRICK SET AND PORTABLE

FURNACES,

LOW AND ELEVATED DOUBLE OVEN

RANGES,

BALTIMORE FIRE-PLACE HEATERS, HEATING, COOKING, LAUNDRY AND

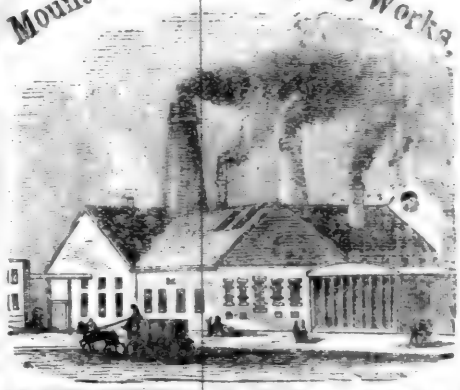
DEPOT STOVES.

RICHARDSON, BOYNTON & CO.,

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Send for Circulars.

Mount Washington Glass Works.



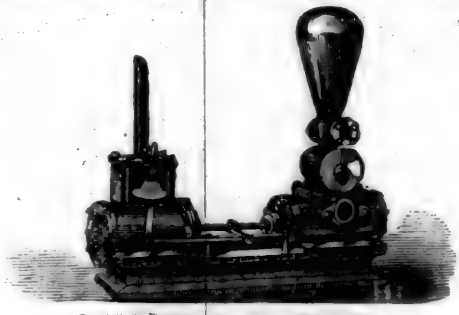
MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the ***Lantern Globes and Chimnies*** produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

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Niagara Steam Pump Works.



CHARLES B. HARDICK,

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Sole Manufacturer of

Hardick's Patent Double-Acting

Steam Pump and Fire Engine.

Patented in England, Belgium and France. Send for Circular.

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Tenth, Walnut and Wilson Sts.

MANUFACTURE

From the best Refined Iron

Bolts, Nuts, Washers, Fish Joints, Etc.

BRIDGE & CAR FORGINGS a Specialty.

Estimates furnished upon receipt of specifications.

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M. B. STOTSENBURG & CO.,

Successors to JOSEPH TEAS & CO.,

MANUFACTURERS OF

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Railroad Joint Fastenings,

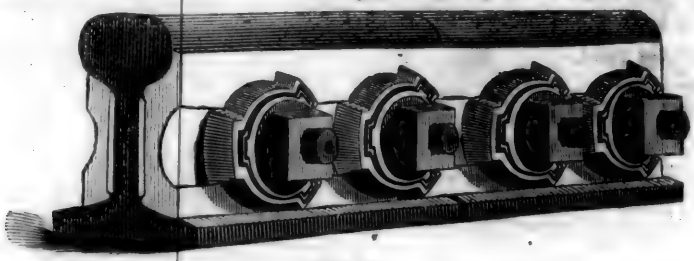
IRON TRUCKS, FROGS, BRIDGE BOLTS, FORGINGS, &c.

WILMINGTON, Delaware.

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JOHN A. MILLARD, Jr., Gen. Agent.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on THURSDAY, Jan. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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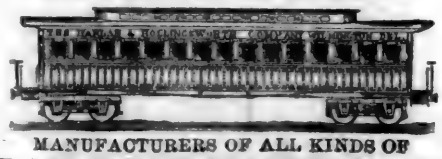
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W. T. HILDRUP, Treasurer.

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SILVER PALACE SLEEPING CARS of the **finest finish**, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

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CUMBERLAND COALS.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, January 15, 1870.

The Darien Canal Project.

The degree of success which has attended the completion of the Suez Canal, and its opening to the trade of Europe and the East, has invested the scheme of an inter-oceanic ship canal across the Isthmus of Darien with a new interest for the American people. It will be remembered that Secretary Seward, as head of the Department of State under the last administration, took an active interest in the project and commissioned Mr. Caleb Cushing to proceed to the State of Colombia to negotiate the necessary treaty with the government of that country; but although the mission was successful in accomplishing the object sought, nothing of practical importance resulted from it. The project, however, has not been abandoned by the Government. President Grant in his recent message calls especial attention to the fact that negotiations have been resumed with the Colombian Government, and urges the importance of the work, to aid which a naval expedition will shortly be sent to make thorough and careful surveys of the several passes of the Isthmus deemed practicable as routes for the projected canal. The deep interest manifested in the scheme by the government and the people of the United States, has led most writers on the subject of an Isthmian route to the Pacific, to regard the canal as an accomplished fact and to overlook the many serious, if not insurmountable, obstacles in the way of the successful completion of the work, even if it should ever be fairly undertaken. We have carefully examined the subject with the assistance of the best authorities, and are convinced that the difficulties, which will present themselves on a careful survey of the Isthmus, are so great as to render it doubtful if our capitalists can ever be induced to engage in the work.

In the first place, it should be remembered that the only route for a canal deemed practicable by those best acquainted with the topography of the country, is the pass now occupied by the Panama Railroad; and also that the Colombian Government cannot grant a right of way across the Isthmus except upon terms which the projectors of a canal would be loth to accept. The railroad company have acquired certain rights and privileges which any other company or corporation proposing to establish communication across the Isthmus will have to purchase, or pay damages to the road in proportion to the extent to which it is likely to injure its business. In the contract between the Colombian Government and the Panama Company, reformative of that of April 5th 1850, it is provided as follows:

The Government of the Republic binds itself during the time in which the exclusive privilege which is conceded to the Company for the working of the railroad remains in force, not to construct for itself, nor to concede to any person or company, by any title whatever, the power to establish any other railroad on the Isthmus of Panama; and it also stipulates that while the said privilege continues in force the Government shall not have the power of undertaking for itself, nor of permitting any person to undertake, without the concurrence and consent of said Company. the opening or working of any maritime canal which may unite the two oceans across the said Isthmus of Panama, to the westward of the line of Cape Tiburon on the Atlantic and of Point Garachine on the Pacific. But it remains stipulated that the right which is conceded to the Company to give its consent does not extend to its opposing the construction of a canal across the Isthmus of Panama (except upon the route of the railroad itself) but only to its exacting an equitable price for such a privilege and an indemnification for the damages which the Railroad Company may suffer by the rivalry or competition of the canal.

If the sum which may be demanded by the Company shall not appear equitable to the Government of the United States of Colombia, then it shall be fixed by arbitrators in New York or Panama, one to be named by the Government, the other by the Company, and in case of their not agreeing, the two shall name a third, whose decision shall be without appeal. In pronouncing their decision the arbitrators shall take into consideration the grounds upon which the Company rests and the information which the Government shall give upon the matter, and in view thereof shall decide, without appeal, as they may deem most just and equitable. The sum, whatever it may be, which shall be finally designated, shall belong one-half to the Railroad Company and one-half to the Government of Colombia.

As the opening of the ship canal across the Isthmus would, of course, destroy the value of a road that has no local traffic to sustain it, an equitable decision of the arbitrators would probably allow damages to its full value—at least $25,000,000. As no company would be willing to pay so heavily for the privilege of beginning so costly a work, a difficulty presents itself at the outset which could not readily be overcome.

Another great difficulty in the way of cutting a ship canal at this point is the want of suitable laborers, who could resist the fatal influence of the climate. The experiences of the Panama Railroad Company in this matter show that to supply this want would be almost, if not wholly impossible. Colonel Totten, the engineer of the railroad, basing his calculations on his own experience and a thorough knowledge of the topography of the country, has given it as his opinion that, to build a canal in twenty years, a working force of at least 15,000 men would be needed. This would require an aggregate of more than 200,000 able bodied laborers, allowing for the desertion, sickness and mortality. The poisonous malaria that renders the climate of Central America fatal to whites is so generally known, that it would be difficult to persuade many Americans

to engage in the work, even if the most liberal inducements were offered. Natives could not be procured in sufficient numbers; Europeans would not be able to resist the influence of the climate; coolies would not pay the cost of importing them, if the experience of the railroad builders be taken as a test; and Jamaica negroes are not worth their rations as laborers. The only source, then, from which a suitable force of men could be obtained, is Africa, and if it should be necessary to press the natives of that country into the service, we should be reviving the most objectionable features of the old slave trade. To do this would require the consent of every European Government and, if carried out, would establish the dangerous precedent of a recognized and open trade in negroes.

But besides this difficulty in the way of building the canal, others exist touching its practical utility when finished. Of these the most important, perhaps, is that it would be available for steamers only; it being evident that, under ordinary circumstances, sailing vessels could follow the old route round Cape Horn more safely and profitably. The reason for this is that vessels would not only have to be towed through the canal but, before they could be fairly started on their voyage across the Pacific, it would be found necessary to tow them from one hundred and fifty to two hundred miles out to sea. The entire section of coast from the Equator to 15° north latitude is free from winds available for sailing vessels. Geographically it is known as the region of the Southeast and Southwest monsoons, and extends from 9° south latitude to the Equatorial calm belt which touches the western coast of Tehauntepec, about 15° north latitude; and longitudinally, from 78° to 119° west from Greenwich—including the entire western coast of Central America, Darien, Colombia and Equador. During most of the year this is a region of perpetual calms or light, baffling winds. To avoid being becalmed, it is necessary for vessels following the coast to keep nearly 200 miles to sea, to avail themselves of the Northeast and Southeast trades. This renders the bay of Panama far better adapted to steamers than sailing vessels, the latter being sometimes six or eight weeks, and often longer, in getting out to sea. If what we have said is true, the canal project does not promise to prove in all respects a commercial success, as most of the vessels engaged in the trade which it is designed to accommodate could follow the old routes more safely and with a saving of expense that would compensate for the additional time consumed in the voyage.

In addition to these objections the engineering difficulties to be overcome are very great. To meet these would involve an expenditure of several hundred millions, at least; and, considering the fact that the canal, when finished, would be only in part adapted to the uses for which it is intended, the practical question arises, will it pay for any one Government or company of private capitalists to undertake the work. It appears to us that it would not. Besides, we already have a railroad across the Isthmus which is capable of transporting freight at a cost but little greater, if any, than would necessarily be charged for canal tolls, towage and increased insurance premiums. With this road, the Pacific Railway and other trans-continental routes now building or in contemplation, all of which certainly afford ample facilities for the limited trade that would follow the canal, the project is not one on which our Government or people can look with very great favor, as promising sufficient benefit to warrant the necessary outlay. Aside from the engineering difficulties peculiar to Darien, the objections we have mentioned apply with equal force to any canal that may be built, or attempted, South of Tehauntepec; and although the construction of such a work would, doubtless, be highly gratifying to our national pride, we cannot afford at the present time to indulge a spirit of emulation without a prospect of reaping greater and more satisfactory results than are likely to follow an attempt to build an Isthmus Canal. Although the Government favors the project, it does not propose to grant pecuniary assistance, nor is it likely to do so. Under these circumstances we doubt if the naval expedition now fitting out will accomplish any more permanently beneficial results than the acquisition of more definite information concerning the geography of the Isthmus and the conformation of the mountain range that traverses its entire length.

Boston and Providence Railroad.

The earnings of this road for the fiscal years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$657,878 18	$724,849 96
" freight	467,096 96	508,512 24
" rents.....	15,678 50	14,488 10
" expresses..... ..	18,868 03	22,296 42
" mails	9,411 25	9,640 00
" interest received	.....	3,359 16
" dividends "	2,516 00	2,400 00
	$1,171,448 92	$1,280,360 88
Expenses, viz:		
Coal, wood and water..	$96,391 11	$84,342 68
Repairs of railroad....	83,902 58	77,883 07
New sleepers.....	18,068 81	20,353 86
New iron	61,372 24	73,694 86
Repairs of locomotives.	74,215 67	73,404 06
" cars.....	62,978 67	78,661 92
" stations, etc.	48,897 29	70.703 95
" bridges.....	10,665 15	12,031 55
" fences	5,237 01	4,010 78
Snow account.....	3,532 55	864 51
Gratuities and damages	11.002 74	7,599 76
Passenger expenses...	103,796 77	102,913 49
Freight " ...	119,581 16	124,331 91
Miscellaneous " ...	44,609 60	6,961 72
Switch and gatemen...	25,133 59	25,647 10
Taxes and insurance...	23,469 31	26,517 17
Oil and waste.....	11,346 37	13,495 73
	$774,195 62	$803,418 18
U. S. and State tax....	67,419 99	73,261 37
Interest paid.....	951 66	.....
Total....	$842,567 27	$876,679 50
Net earnings.....	$328,381 65	$403,681 38
Add balance from previous years....		408,415 09
Total.....		$812,096 47
From which deduct—		
Dividends July 1, 1869, and January 1, 1870, 5 per cent. each		$336,000 00
Consolidation of "Sound Lines" and final adjustment with Providence, Warren and Bristol Railroad.....		32,500 00
Improvements at India Point, Providence		32,981 78
Balance to new account....		410,614 69
Total, as above....		$812,096 47

Compared with the previous year the gross earnings show an increase of $108,911 96; with an increase in expenses of $34,112 23—making the increase in net earnings $74,799 73. The report says:

While the receipts for the year have thus increased to a larger sum than in any former year during the existence of the corporation, the net earnings have been greater than in any corresponding period in a still larger ratio. The increase of the gross receipts has been more than nine per cent. over those of the preceding year, against an increase in the operating expenses of a small fraction over four per cent.

There have also been paid from the receipts certain extraordinary expenditures, as shown by the accounts, amounting to more than five per cent. of the gross income, while the amount of material on hand is larger than remaining at the close of any preceding year.

There have been added to the equipment of the road during the year two new locomotives.

Four new passenger cars for our local trains, in addition to the first-class equipment, nearly new, which was taken by us on the discontinuance of the Bristol train, together with our proportion of four new cars built expressly for the "Shore Line," have given us such largely improved accommodations in this important department, as to require but little addition, which has already been contracted for, to make it in every respect complete and satisfactory.

We have also added to our rolling stock twenty-nine new freight cars, to meet the requirements of this department, the returns from which exhibit the gratifying fact of a net gain in the receipts over the previous year of more than $30,000, notwithstanding the sum of more than $48,000, the amount of the freight receipts of the "Bristol Line," now discontinued, was included in the receipts of the former period.

We have purchased and re-rolled during the year 1,550 tons of iron and steel rails, of which there has been laid all that the proper renewal of the superstructure has required, leaving a considerable quantity on hand for the supply of another year.

There have been erected two new passenger depots, one at the Foxboro' and one at the Mount Hope Station.

By authority of an act of the Legislature, and in accordance with a vote of the stockholders, passed at their last meeting, a subscription has been made, and the assessments thereon paid, on behalf of the corporation, for 150 shares of the capital stock of the Mansfield and Framingham Railroad Company. The additional connection which the completion of this enterprise gives to us at Mansfield, especially in the transportation of coal and other freight from our eligible tide-water at India Point, into the manufacturing region which it opens to us, has added to the inducements already existing, for placing our valuable territory at that point in a condition to secure to us the most remunerative returns. At this terminus of the road, where for obvious reasons, it is more valuable to us than if it were at our terminus in Boston, we have more than fifteen hundred feet of river front, the most favorable in location, and with the deepest water, in the harbor of Providence.

An order of the City Council of Providence the past year required us to change the location of our street track from India to Fox Point, and to relay and repave the same in a prescribed manner with cube paving, nine feet in width. The larger portion of this work has been done, and upon its completion an arrangement will be made with the Providence, Warren and Bristol Railroad Company, for its joint use with us on just and equitable terms.

The inconvenient and inadequate structures for carrying on our freight business in Boston, some of which are coeval with the building of the road, while others have been erected as temporary expedients as its business has increased, and being

of wood are more exposed to the perils of fire, and all of them so situated as to subject us to great inconvenience and large expense in the handling of our freight, have been the subject of complaint and discussion for several years. The directors have at length determined that the interests of the corporation will not admit of longer delay in the erection of a spacious and commodious freight house, in which all our freight can be handled under one roof, with a great saving of expense, and in the most convenient and expeditious manner. The foundations of this long needed structure have been laid, and it will be pressed to completion early in the present year.

Several purchases of real estate have been made during the year, beside those on the line of the road between Boston and Readville for the construction of the third track hereinafter referred to. The principal of these is a tract of about 32,000 feet, added to our station grounds in Boston, to replace that portion of our territory taken by the city for the widening and extension of certain streets. We have acquired, also, at very reasonable rates, three parcels, comprising about 170,000 feet, near our machine shops, which were required for their protection, and probable future extension. At Foxborough, the land for the new station house, and at Mansfield two lots necessarily required for our increasing freight and the new connection of the Mansfield and Farmingham Railroad, have all been obtained upon the most favorable terms. All these improvements and purchases have been paid for from our receipts, and without incurring a dollar of debt, to be a charge upon the earnings of future years.

In reviewing accounts of the past year, the most gratifying feature to be observed in them is the large proportion they exhibit of the receipts from the local or way traffic, compared with the whole business of the road. While they show, as derived from this source, nearly 63 per cent. of our entire receipts, the proportion of the net gain in income from passengers and freight for the year, from the same source, is 93.35 per cent. It is almost needless to say, with the history before us of the errors of railroad management in this country and in England, and the disastrous results that have flowed from them, that it is this department of its operations to which every railroad corporation must look for its main and most reliable resources in the present, and the only stable foundation of its prosperity in the future.

No managers, having control of one of these quasi public corporations, established by the govment for the promotion of the public interests in the increased facilities of transit and transportation, as well as for those of its stockholders in the earning of dividends, can afford, nor indeed have the right, to ignore, or be indifferent to, the claims of the people living and transacting their business on the line of its road, to the largest and most liberal accommodations which a just and reasonable reference to the interests of its stockholders will permit. This is not only a proper recognition of the true relation it bears to the public, but it is the wisest policy for the corporation itself. By a constant advance in this direction, multiplying the number of its trains, improving its station houses and equipment, and maintaining a rate of commutation fare between the suburban towns through which the road passes and its terminus in Boston, ranging from nineteen to forty-nine per cent. less than that of any other railroad leading from the metropolis, this corporation has helped to build up villages along its line with marvellous rapidity, and thereby largely increased its prospective and permanent sources of income. With enlarged depot accommodations, which the condition of many of our ancient and dilapidated structures demand should be renewed, and the erection of new ones in localities where the increase of business and population require them, there can be no reasonable fear that every well considered expenditure in this direction will be as remunerative to the stockholders, as will be promotive of the prosperity and comfort of these growing and thriving communities.

To carry out this policy in the most effective manner, and give to those who are in daily use of the road in passing between their places of business and their suburban homes every practicable accommodation, without subjecting the through passengers to the delay and annoyance of stopping at every station in the vicinity of Boston, the directors have determined upon the construction of a third track for the convenience of this short travel. They accordingly applied to, and received from, the legislature, at its last session, the requisite authority to take a sufficient quantity of land for this purpose, and were further authorized, in the same act, to increase the capital stock to an amount sufficient for this object, as well as for all expenditures for depot purposes that the needs of the corporation may require. A portion of the land for this improvement has already been purchased, and negotiations are in progress for other parcels, which, it is hoped, will be satisfactorily concluded at an early day, without the necessity of resorting to the legal tribunals to determine its value. The rails, which it is proposed shall be of steel, as being subject to the most constant wear, have been contracted for deliverable in season to be laid the coming year, and when the work is consummated, and all the advantages it offers to the residents on the line shall be realized, it cannot be doubted that the eligible building sites in that direction, as salubrious and inviting as any in the vicinity of Boston, now unimproved, will soon be as rapidly occupied by an enterprising population, who will become our daily passengers, as those of which the thriving town of Hyde Park is so notable an example.

While thus fostering the local business of the road, which is sure to give it a constantly increasing and a self-sustaining value, the directors believe they are reflecting the judgment, as they feel confident they are advancing the interests, of the stockholders. They believe that a resolute adherence to this general policy, of giving assiduous attention to the building up of a legitimate business between its own termini, although it may attract less public notice, and be regarded with less favor by speculative operators in railroad property, than the attept to carry out imposing schemes of what is termed railroad enterprise, many of which are apt to leave the property of the stockholders with no value at all, will approve and justify itself to those who hold its shares as a permanent and reliable investment.

At the same time, the directors have not been unmindful of the importance of their connections for the through freight and passenger business, which constitutes so valuable a source of our revenue. By an arrangement made with the several railroad and steamboat companies, comprising the "Sound Lines," so-called, between Boston and New York, which was rendered indispensable as a means of terminating the ruinous competition from which they all suffered so severely the previous year, the eastern terminus of the steamers "Bristol" and "Providence" was changed from Bristol to Fall River at the commencement of the season. The terms of this arrangement, while it left to us our long-established connection by the "Stonington Line," whose excellent equipment and management, with its staunch and commodious steamers, commend it to the favor both of the traveling public and the shippers of freight, together with our land line by the "Shore Route," which is fast growing in importance by the construction of the bridge across the Connecticut River, soon to be completed, secured to us also for a series of years a remunerative interest in all the through passenger business of the "Fall River Line." The experience we have had of its results during this, the first season of its operation, satisfactorily shows that it was a wise and judicious adjusment of long-continued controversies and competitions, whose fruits could only be disastrous to all the parties engaged in them.

In addition to the regular dividends from the earnings of the year, the directors have voted to distribute to the stockholders at par one additional share of the new capital stock, to each ten shares held by them of the old, the payments for which to be made on the first day of March next, of which due notice will be given them by the treasurer.

TRIAL BALANCE, Nov. 30, 1869.

Construction and equipment	$3,360,000	00
Cash and cash funds	29,730	09
Stoughton Branch R. R. Stock	40,000	00
Mansfield and Framingham R. R. Stock	15,000	00
Real estate	409,989	11
Materials on hand	146,415	38
Am't paid on account of new freight house in Boston	14,789	28
Balances due from other roads, &c.	59,854	45
	$4,075,278	31
Capital stock	$3,360,000	00
Unclaimed dividends	3,464	00
Dividend due Jan. 1, 1870	168,000	00
Renewal fund	94,882	37
Balances due to other roads, &c.	38,817	25
Income account	410,614	69
	$4,075,278	31

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Sam'l T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Memphis, El Paso, and Pacific Railroad.

OFFICE, No. 90 BROADWAY,
NEW YORK, January 7, 1870.

To the Editor of the Railroad Journal.

SIR:—An editorial in the *Evening Post* of the 5th instant, attacking this company, obliges me to ask space in your columns for a reply.

The accusations it makes were all put forward vehemently throughout the past year, in Paris. They were met there legally and officially, by suits against their authors. The result of strict investigation there by parties interested in knowing the exact truth, is the best answer to put now before our public here. These parties are our bondholders, contractors, and the government which authorized the admission of our bonds to the French Exchange, and the circulation of our securities among the French people.

The *Post* is right in its statement that no American company had hitherto been admitted to quotation on the French Bourse. It is not right in its statement of the means used to obtain this admission. Nor was it a sudden movement, originated last spring. Persistent, steady, thorough work, through resident agents, had been in progress for more than two years, during which every possible information had been laid before the government and parties interested.

Its charter and franchises, and laws enacted in regard to them, everything relating to the country through which the road lies, and the great commercial results which would follow on its building, were made fully known to the persons with whom they were negotiating. The permission to admit our securities was finally obtained upon the understanding and agreement, that this admission should accrue to the advantage of French industry by applying the greater part of the money obtained from French people to the purchase of iron and engines for the building and operation of the road.

This opening out of new channels to French trade was thought worthy of the fostering care of the government. This was the reason, and it was upon this understanding, that our land grant bonds—which show what they are upon their face—were admitted to quotation and sale. And contracts were accordingly made for 45,000 tons of iron and a corresponding number of engines.

Our bondholders, who were necessarily alarmed by those attacks, had the fullest means of information given them. Their confidence is shown by their continuing to hold their bonds, and draw the interest, which they received in July last and now in January.

My dates from Paris are to the 22d of Decem-

ber. Up to that time, no suit whatever had been instituted against the company, except one by a person claiming damages for refusing to let him have bonds to sell, under an alleged contract which the company repudiates.

Our bonds were never withdrawn, nor was there a thought of doing so. On the contrary, an additional sale for 10,000,000 francs has just been made, and other negotiations are in progress with parties having full knowledge of the condition of the company, and all the assaults upon it.

The last official act of the French government, which was the admitting to payment of the taxes on the bonds, and the accepting of the security of Mallet Freres for their continued payment, was not made until August last. This recognition is the direct act of the government, and was done through M. Magne himself (the Minister of Finance referred to by the *Post*), long after all these discussions had been made familiar by the French newspapers.

The only real trouble to the company came from a source which it could not have foreseen, and for which it was not in any way responsible. We had been for two years applying to Congress, with a fair prospect of success, for its authority and aid in establishing our line. In the Congress preceding the present, our bill asking for subsidy had been amended by one asking for guarantee of interest. On account of the indisposition of Congress to grant moneyed aid, this bill was again amended by one asking simply the right of way. This bill passed the House twice by large majorities at the close of one Congress and at the beginning of another. It was mistaken in Paris for the bill, also pending in the House, which granted guarantee of interest for our construction bonds. This mistake first reached the knowledge of the company here by the French newspapers, which had already spread it through France. It was announced by them that this bill gave to our construction bonds a guarantee of 6 per cent. But these bonds were not in the market and have not been offered for sale. The bonds sold on the French market were land grant bonds of the company, which say what they are on their face. Neither journals nor brokers ever said that these had a guarantee of interest. The error was confined to the construction bonds, and this was from an error of accident, and not from intention.

When I reached Paris immediately afterwards, I found that this, which could have been a situation easily explained and corrected without difficulty, had been magnified and envenomed by rival and hostile interests. Under the best legal advice, I adopted such measures as in my judgment would adjust affairs, with the least injury to the company, its bondholders or contractors, and preserve for the company the strong position it had acquired. All the explanations needed for the information of the public were given, and a semi-monthly newspaper was established, with the object of keeping up full information concerning the condition of the company and the progress of its road.

In my efforts to protect this really national work, I was chiefly obstructed by the active and malignant hostility of rival railway interests, and of certain financial agencies which the company had omitted to employ, and by the unusual conduct of the American Legation, which became a recognized bureau of information against our company. A Legation represents its government, and its official position cannot be personally used. This conduct of our Legation, which never in any way referred for information to the company's office in Paris, but constituted itself the partisan of our opponents, was accepted as expressing, in the usual way, the views of our government towards the Memphis-Pacific as a national road, and the standing and information in which it was held at home. Among other acts, I will at this time only cite, that I was given to read a letter from the Legation to the representative of an adverse railway interest, to the effect that the Memphis and El Paso road was a speculative enterprise without foundation.

In respect to the right of way which we are asking, there only remains now for Congress to grant a strip across the Territory of New Mexico 150 miles in length, the rest having been acquired from private corporations.

We own and control in Arkansas, the Memphis and Little Rock Railroad. In Texas, the Memphis and El Paso Company has fully complied with the conditions of its charter, giving us the ownership and control of the line through that State. In Arizona we have purchased and own the charter of the Arizona Company, of which the line traverses that territory, and have complied with the conditions of its charter.

In California, we have purchased and own the charter, franchises and property of the San Diego and Gila Southern Pacific and Atlantic Railroad Company, which traverses that State—including 9,000 acres of land in the harbor of San Diego. In the harbor of Norfolk, we own over 1,000 acres. In addition to these, contracts and arrangements have been made by the company with other roads.

We have contracted with the Western Union Telegraph Company, to put up a line of telegraph along our road. Arrangements are partly completed for establishing a steam freight and emigrant line between Anvers and Norfolk, in connection with the company. We have a corps of engineers engaged in locating the San Diego and Gila line. We are indebted to the War Department for military protection to our surveying parties, and for permission to purchase their supplies from the government depots in that quarter.

Under actual circumstances it is not too much to say that the future of the road may be regarded as secured, notwithstanding the strength of the combination against it. Our contracts are in the course of uninterrupted execution. Shipments of rails have begun to reach New Orleans, and the first ten engines will be ready for delivery at the end of February. We are about to lay the rails on the Texas division. The Memphis and Little Rock Road, of which 100 miles are now in operation, will be fully completed by the 1st of July. With the work in progress we are expecting to have, at least, 250 miles of road in operation before the close of this year, with an estimated net income of over a million of dollars.

I regret to have to ask so much space, but even this is only sufficient for the brief and rapid summary, that does not do justice to the value of the work accomplished. It is barely sufficient to give the public an opportunity to compare a statement of facts with the charges which the *Post* has lent its editorial authority to send out broad-caste over the country against our work, a work that has twice received the approval of the House of Representatives, and which, otherwise unaided, is making its own way through a country impoverished by war, and which offers the quickest and best means for a true reconstruction in restored and extended industries, and in the prosperity and content these will carry with them.

Respectfully your obedient servant,
J. C. FREMONT, President.

Coal Trade of Baltimore.

We learn from the Baltimore *Price Current* that the amount of coal brought to Baltimore by the Baltimore and Ohio Railroad Company, from the Cumberland and other mines along which it runs, in 1869, was 1,888,157 tons, against 815,506 tons in 1868—an increase of 573,651 tons. The amount brought down by the Chesapeake and Ohio Canal in 1869, was 663,491 tons, against 465,070 tons in 1868—an increase of 198,421 tons. The total amount brought down in 1869 was therefore 2,041,648 tons, against 1,300,576 tons in 1868. These figures show an increase in the development of the Maryland and West Virginia mines for the past year amounting to 741,062 tons. Of the receipts per Baltimore and Ohio Railroad for 1869, amounting as above to 1,888,157 tons, there were shipped to foreign ports and California 23,000 tons, and to Northern home ports 785,240 tons—making the aggregate shipments hence for the year 808,240 tons. Included in the shipments to northern ports were 113,378 tons of gas coal from the mines in West Virginia.

Anthracite Coal Trade.

The coal trade statistics for the past and preceding years show the business of the leading carrying lines as follows:

	1868. Tons. Cwt.	1869. Tons. Cwt.
Philadelphia & Reading Railroad	3,574,873 14	4,239,456 18
Schuylkill Canal	987,627 30	696,793 01
Lehigh Valley R. R.	2,603,102 11	2,331,407 08
Lehigh Canal	989,970 09	605,143 16
Lehigh & Susquehanna Railroad	520,157 19	967,470 08
Delaware, Lackawanna & Western R. R.	1,728,785 07	1,563,987 19
Delaware and Hudson Canal	1,611,118 00	1,187,635 00
Pennsylvania Coal Co.	953,854 14	966,636 19
Total	12,969,485 04	12,558,531 09

This shows an increase in the amount carried by the Philadelphia and Reading Railroad of 664,583 04; Lehigh and Susquehanna Railroad, 447,312 09; and Pennsylvania Coal Co., 12,782 06—an aggregate increase by these three lines of 1,124,677 19. The decrease is in Schuylkill Canal, 290,834 09; Lehigh Valley Railroad, 271,695 03; Lehigh Canal, 384,826 13; Delaware, Lackawanna and Western Railroad, 164,797 08; Delaware and Hudson Canal, 423,478—an aggregate decrease of 1,535,630 03; making the net decrease, 419,053 15. For the last five years the tonnage carried by these companies was as follows:

	Tons.
For the year 1869	12,558,531
For the year 1868	12,969,485
For the year 1867	11,519,531
For the year 1866	11,251,269
For the year 1865	8,801,254

During the year 1869, the Delaware and Hudson Canal Company forwarded over the new railroad, opened in that year, from Honesdale to Hawley, (where it connects with the Erie system of roads,) an unascertained quantity of anthracite, perhaps a number of tons sufficient to reduce the deficit of 1869, compared with 1868, to about 250,000 tons. The significant fact remains, nevertheless, that the quantity of coal carried by the seven great companies was less in 1869 than in 1868; whereas, anterior to 1869, each calendar year exhibited an aggregate tonnage largely in excess of its next immediate predecessor.

Thus, as a glance at the figures given above will verify, the quantity for 1868, was 4,168,231 tons over 1865, showing in three years an increase of forty-seven per cent. And if we assume that, for 1870, the market east of the Susquehanna River and Chesapeake Bay, which is supplied by the seven companies that own the eight lines aforesaid, will require as large a percentage of increase over 1868, as that year exhibited over 1866, then will the aggregate tonnage of said companies, for the current year, approximate 15,000,000 tons.

This grand total, which can be distributed among the eight lines, on the basis of the quantity carried by each in 1869, or on a basis of the average of the last three or four years, will assuredly furnish abundant business to each and all the eight lines which supply the great market east of the Susquehanna and the Chesapeake.

Metropolitan (Mass.) Railroad.

The income of this company for the year ending November 30, 1869, was as follows:

From passengers, and tickets sold		$797,371 14
From other roads, as tolls or rent for use of road		6,386 23
From other sources		17,574 68
Total earnings		$821,332 05
The total expenses have been		686,745 20
Net earnings		$134,586 85
Add surplus of 1868		74,794 95
Total		$209,381 80
From which paid dividends, January and July	$125,000 00	
U. S. internal revenue tax on same	6,578 94	
		131,578 94
Leaving a surplus of		$77,802 86

The cars and other vehicles of the company have run, during the year ending November 30, 1869, 346,714 round trips, a total distance of 2,102,644 miles, and have carried in all 14,193,298 passengers, being an average of 5,769 miles run, and 38,885 passengers carried, for each day in the year. The increase in cost of road has been $33,342 38. Five new cars have been built in the company's shops, and 14 cars and 123 horses purchased.

The assets and liabilities of the company November 30, 1869, were as follows:

ASSETS.

Road		$963,987 06
Real estate and buildings		259,498 41
170 cars		153,165 94
914 horses		113,669 69
Sleighs and coaches		58,423 35
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, etc		46,248 71
Hay, straw and grain		15,179 85
Cash and sundry accounts		24,044 87
Tremont street land account		75,425 14
		$1,709,642 52

LIABILITIES.

Capital stock	$1,250,000 00	
Notes & bills payable	219,149 59	
Outstanding tickets	14,305 02	
		1,483,454 61
Assets over liabilities		$226,187 91

Philadelphia and Reading Railroad.

The receipts of this company for the fiscal years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$987,606	$1,184,006
" merchandize	1,415,723	1,579,623
" coal	6,252,224	8,346,240
" mail	29,150	29,170
" miscellaneous	107,234	69,342
	$8,791,937	$11,208,381
Gross expenses	6,162,511	6,876,313
Net profits	$2,629,426	$4,332,068
	1868.	1869.
Number of passengers	330,835	435,754
Tons of mdze	1,220,596	1,422,738
Tons of coal	3,574,874	4,239,457

This shows an increase in gross receipts of $2,416,444, with an increase in gross expenses of $713,802—making the increase in net profits, $1,702,642. The increase in the number of passengers carried was 104,919; in tons of mdze., 202,142; and in tons of coal, 664,583.

The gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1869, were 61.35 per cent. of gross receipts, against 70.9 per cent. in 1868. The receipts per passenger were $2 71.7; and the cost of transporting the same, $1 44. The receipts per ton of mdze., $1 11; and the cost, $0 59.7. The receipts per ton of coal, $1 96.9; and the cost, $0 85.8.

The result of the year's business, as condensed from transportation and income account may be stated thus:

Receipts over cost of working the road			$4,332,068 51
Add balance of interest account, &c		$246,085 03	
Less loss in working the Mahanoy and Broad Mountain and Enterprise Railroads in '68 and 1869		179,225 54	
			66,859 49
			$4,398,928 00
From which deduct:			
Interest on bonded debt		$433,380 50	
Interest on bonds and mortgages		50,922 53	
Sinking funds		68,600 00	
			552,903 03
			$3,846,024 97
Cost of new tracks and sidings, main line		$80,828 68	
Cost of new tracks and sidings, laterals		131,238 74	
Cost of new bridges		152,564 34	
Cost of new depots		141,612 91	
Cost of new wharf at Richmond, No. 12		28,412 37	
Cost of new wall at Saratoga		8,628 15	
Cost of widening East Mahanoy Tunnel		18,925 43	
Cost of extension of Willow street wharf		6,905 16	
			569,105 78
Dividend fund of 1869			$3,276,919 19
Amount to credit of reserved fund, 1868		$1,921,975 78	
Deduct dividend Jan., 1869	$1,315,267 58		
U. S. and State taxes on do.	101,626 99		
		1,416,794 57	
			505,181 21
Total reserved fund 1869			$3,782,100 40
Deduct dividend July, 1869, 5 per cent. on	$27,639,619 82		
		$1,381,980 96	
U. S. and State taxes on do		141,834 88	
			1,523,815 84
			$2,258,284 56
There has been declared a dividend payable in cash on the 17th January, 1870, of 5 per cent. on the preferred and common stock, $29,023,100 28		$1,451,155 01	
U. S. and State taxes on dividend and on excess of net profits over dividends declared		183,386 23	
			1,634,541 24
Balance of reserved fund			$623,743 32

Finances of Maine.

The whole amount of receipts into the State Treasury during the year ending December 31, 1869, (including $215,725 93 from the previous year,) were $1,155,540 43; the whole amount of payments during the same time were $919,609 80—leaving a cash balance in the Treasury at the close of the year of $235,930 63.

The aggregate amount due on account of municipal war debts is $3,105,183 33. Bonds for the payment of this amount are now ready for delivery. These bonds are payable in 20 years, interest semi-annually.

On the 1st of January, 1861, the funded debt of the State was $699,500. Of this debt there has been paid since that date $315,500, leaving outstanding of the old debt $384,000. Added to this is the war loan of 1861, $800,000; war loan of 1863, $525,000; bounty loan of 1863, $475,000; war loan of 1864, $2,832,500; municipal war debt, loan of 1869, $3,084,400; and the present funded debt is $8,100,900. Thus it appears that, as the result of the war, the funded debt has been increased $7,716,900.

The maturing obligations of the State for 1870 are the balance of the 1855 loan of $8,000, and the seventeenth yearly instalment due on notes given to Massachusetts in 1863 for purchase of lands—$25,000.

The "Funds" held in trust by the State amount to $1,691,283 81.

The sinking fund, established for the payment of the funded debt, will be ample to meet it as it matures. The act creating this fund provides for the raising, by taxation, each year, a sum equal to three-quarters of one mill on every dollar of the valuation of 1865. In addition to this a subsequent act provides for the payment of the war loan of 1861 of $800,000. The sinking fund now amounts to $972,530, and is invested in State bonds to the amount of $942,500, and in registered U. S. 5-20s to the amount of $30,000. To meet the payment of these bonds at maturity a tax of one-half mill on the dollar of the present valuation was included in the tax levy for 1869.

Debt of Boston, Mass.

The consolidated funded debt of the city of Boston, December 29, 1869, was $16,607,500 91; to which add loans authorized but not negotiated, $6,553,500, also amount advanced by the Treasurer on account of Oliver street, $272,937 93—making a total funded and unfunded debt of $23,433,938 84. This debt the Auditor of Accounts classifies as follows:

Water debt, (net cost of works)	$9,481,887 71
City of Boston debt proper	11,272,101 13
City of Boston war loan	1,916,500 00
Roxbury loans	764,450 00
Total debt, Dec. 29, 1869	$23,433,938 84

The total means on hand for the redemption of the same is $7,521,814 55—leaving the net debt December 29, 1869, $15,912,124 29. On the 30th of December, 1868, the consolidated debt of the city, funded and unfunded, was $18,428,502 76, and the means on hand for the payment of the same $5,618,309 75—leaving the net debt at that date, $12,810,193. Thus it will be seen that while the *gross* debt has been increased during the year, $5,005,436 09, that the means for its redemption increased during the same time $1,903,504 80; and that the net increase of the debt during 1869, was $3,101,931 29.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 2½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br. 100	2,950,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,400		
Do. do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,978	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n.100	399,800		
Brooklyn City and R. R. Co.	1,100,000		
Buffalo, Bradford & Pitts.100	350,000	M. & N.	M'y'69 3½
Buff., New York & Erie*.100	5,000,000	F. & A.	Aug. '69 4
Buffalo and Erie..... ...100	797,800	A. & O.	Oct.'69 4½
Cambridge Horse (Bost'n)100	5 000,000	F. & A.	Aug.'69 5
Camden and Amboy.....100	600,000		
Camden and Atlantic,pref. 50	331,000		July '69 3
Camden & Burlington Co.100	721,926	J. & J.	Jan.'70 3½
Cape Cod 50	447,000	J. & D.	Dec.'69 3
Cape May and Millvi le* a 50	1,150,000		
Catawissa. 50	2,200,000	M. & N.	Nov'69 3½
Catawissa, pref..... 50	589,110	J. & J.	Jan.'70 4½
Cayuga & Susquehanna.* 50	755,000	M. & N.	M'y '69 3½
Cedar Rapids & Mo. pref..100	4,666,300	J. & J	July '69 5
Central of Georgia.....100	15,000,000	J. & J.	Jan.'69 2½
Central of New Jersey....100	2,600,000	J. & D.	Dec.'69 3
Central Ohio.....100	400,000	J. & D.	Dec. '69 3
Do. pref.....100	970,000		Oct.'67 2½
Cen. Park, N. & E. River.100	380,000	J.A J&O	Jan. '70 3
Chemung*.....100	2,017,825	J. & J.	Jan. '70 3
Cheshire, preferred 100	5,141,800	M. & S.	Sep. '69 5
Chicago and Alton.....100	2,425,400	M. & S.	Sep. '69 5
" " pref...100	13,825,025	M. & S.	Sept.'69 5
Chicago, Burl. & Quincy - 50	2,600,000	J. & J.	Jan. '70 5
Chicago, Iowa & Nebras*.100	2,227,000		
Chicago and Milwaukee*.100	14,690,152	J. & D.	Dec.'69 4
Chicago & N. Western....100	18,159,097	J. & D.	Dec.'69 5
" " pref.100	14,000,000	A. & O.	Oct.'69 3½
Chicago, R. I. & Pacific...100	3,500,000	A. & O.	Oct.'69 5a
Cin., Ham. & Dayton.....100		J'n &J'ly	Jan.'68 2
Cincinnati City Passenger...		J. & J.	Jan.'68 2
" Street.....	392,093	M. & N.	Nov.'69 3
Cin., Sand. & Clev. pref.... 50	192,750	J. @ J.	Jan. '70 7
Citizens' Passenger (Phil.) 50	10,450,000	F. & A.	A'g.'69 3½
Clev., Col., Cin. & Ind.... 100	2,056,400	M. & N	Nov'69 3½
Cleveland & Mahoning*... 50	5,958,775	J AJ &O	Oct. '69 2
Cleveland and Pittsburg... 50	5,000,000	F. & A.	Aug.'69 4
Cleveland and Toledo* 50	11,420,000		
Col., Chi. & Indiana Cen.100	1,786,200	J. & J.	Jul. '69 3½
Columbus and Xenia*..... 50	1,500,000	M. & N.	Nov.'69 5
Concord 50	350,000	J. & D.	Dec'69 3½
Concord & Ports., guar.... 100	800,000		
Coney Island & Brooklyn 100	139,900		
Conn. & Passum'c Rivers.100	1,822,100	J. & J.	Jul. '69 3
Do. do. pref.100	1,700,000	J. & J.	Jan. '70 5
Connecticut River..... 100	1,316,900	A. & O.	Apl. '69 4
Cumberland Valley 50	400,000		
Danbury and Norwalk ...100	2,890,646		
Dayton and Michigan*....100	594,260	J. & J.	Jul. '69 3
Delaware*..... 50	13,886,020	J. & J.	Jan. '70 5
Del., Lackaw. & Western. 50	1,820,200		
Des Moines Valley.....100	1,047,750		
Detroit & Milwaukee.....100	1,500,000		
" " pref.100	1,200,000	F.M.AN	Nov.'69—
D. Dock, E. B'dw. & Bat.100	1,673,441	J. & J.	Jan. '70 5
Dubuque and Sioux City..100	1,987,351	J. & J.	July '69 3½
Do do. pref 100	392,450	J. & J.	Jul. '69 3
East Mahanoy 50	3,883,300	J. & J.	Jan. '70 4
Eastern (Mass.).....100	492,600	J. & J.	Jan. '70 4
Eastern (N. H.) 100	654,600		
East Pennsylvania 50	1,290,967		
East Tenn. and Georgia...100	1,902,000		
East Tenn. and Virginia...100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	500,000	F. & A.	Aug.'69 2½
Elm., Jeffers. & Canand*.100	500,000	M. & N.	Nov'69 2½
Elmira & Williamsport*. 50	500,000	J. & J.	Jul. '69 3½
Do. do. pref. 50	70,000,000	F. & A.	Feb.'66 4
Erie Railway 100	8,538,910	Annual.	Dec' 69 7a
Do. pref.....100	962,990		
Erie & Pittsburg 50	1,143,446		
Evansville & Crawfordsv.100	3,540,000	J. & J.	Jan. '70 4
Fitchburg 100	248,000	J. & J.	Jan. '69 3
Fitchburg & Worcester...100	500,000	M. & N.	M'y '67 5
Flint and Holly 100	750,000	A. & O.	Oct. '67 5
Forty-Sec. St. & G. St.Fy.100	491,820	J. @ J.	Jan. '70 3
Frankf and Southw.(Ph.) 50	4,186,000	J. & J.	Jan. '69 4
Georgia 100	112,245	J. & J.	Jan. '70 3
Germantown (Phila.)..... 50	160,000	J. & J.	Jul. '67 2
Girard College (Phila.) ... 50		M. & S.	Sep. '69 4
Granite..... 100	150,000	J. & J.	Jan. '70 3
Greenand Coates St. (Ph. 50)			

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	6,253,830		
Hanover Branch, Pa..... 50	116,950	M. & N.	Nov.'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '68 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint).100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	843,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 3
Lowell Horse 100	55,330	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	322,575	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " pref.....100	8,188,272	J. & J.	No. 7a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov. '69 5
Nashville & Chattancoga..100	2,056,544		
Naugatuck 100	1,436,000	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 5
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,793,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5a
Norwich & Worcester 100	2,368,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	8614,515		
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 5
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280 350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,897	J. @ J.	July'69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J. A J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	679,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred. 100		F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,468,429		
Sandusky and Cincinnati.100	2,088,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '68
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	8,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,999,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Binghamn. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January	1870,11 4a
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	600,111		Jun'67 3½
Troy and Greenbush*.....100	274,400	J. & D.	
Union Transport'n (Bos.).100	200,000		
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 6
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,776		
Winchester and Potomac....		J. & J.	Jan. '70 3
Warren..... 100	1,547,650		
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'70 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,596		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10a
Pennsylvania 50	4,300 000		
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,605	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 3
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 3½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60.029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128.166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	591,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354.554	320,879	307,803	252,015	2.770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408.999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	408,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,612	126,798	144,995	170,937	139,142	160.306	210,729	216.030	196,435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,574	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,231	289,403	196,580	234,612	321,818	244,121	306,231	389,469	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3.466.922
1867	292,047	224,621	272,454	268,869	297,625	276,681	297,513	444,024	566.403	599.549	442,275	377,053	4.358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	473,600	387,700	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	488,945	407.688	2.811,544
1864	273,876	317,839	390,356	421,363	466,836	565.145	480,710	519,306	669.605	729.759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.653	754,671	547.542	7,976,490
1866	523.566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,217.530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1863	242,205	236,160	242.509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1.153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416.101	1,476.244	1,416.001	1.041.116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122.140	1,118,731	1,071.312	1,239,024	1,444,745	1 498,716	1,421,881	1.041.646	14.189.264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,037	181,084	191,648	206,246	269.282	261.079	352,786	414,543	410.336	372.593	359.463	3,445.827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343.929	511,305	478,576	496,433	437.679	424,531	4.571,028
1864	327,900	416,588	459,762	423,797	406.373	510,100	423.578	640,179	799,236	661.391	657.141	603.402	6.329,447
1865	571,536	528,972	616.665	516,608	460.573	617,682	578,403	747,469	739,736	641.689	643.887	516.088	7.181.208
1866	603.053	505,266	505,465	411,605	569,250	567.679	450,626	578,253	571,348	661.971	585.219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477,027	616,493	525,242	709,327	738,580	823,901	727.810	613,329	7,160.992
1868	587,443	536,165	444,443	518.800	572,551	626,249	549,714	794,325	889,967	931,530	683.401	681,041	7.817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103.373	98,043	106.921	104,866	113.504	112.952	123.802	1.201,239
1867	94,136	78,976	92.910	92.768	90.526	96.585	106,594	114,716	121.217	142.823	132.887	123,883	1.278,713
1868	92,433	81.599	98,482	108,461	95,416	95.924	108,413	126.556	121,519	125.065	119.169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	104,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230.508	557,227	268,613	264.935	241,236	189,145	238.012	308.106	375.567	332.360	348.048	3.302,543
1864	256,600	304.445	338.454	330,651	267,126	315.258	278,891	358,862	402,219	407.107	448.934	411,606	4.120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486.808	524,760	495,072	351,790	4.926,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429.546	352,218	4.650,328
1867	305,857	311,088	395.372	409,248	357,749	307,968	313,130	434.318	488,388	530,871	429,755	380,034	4.663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	434,399	437,503	4,981,1 3
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,018,272*	.....
Michigan Central:													
1862	230,150	159.658	151.902	175,696	186.039	174,002	172,189	216,624	295.956	322.369	307,474	258.634	2.650,702
1863	242,073	245,858	236.432	238,495	236,453	206.221	193,328	215.449	308.168	375.458	339.794	300.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410.802	405.510	376.470	3.970.946
1865	306,324	279,137	344.228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,670	328.870	4,520.550
1866	282,439	265.796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414.004	308.669	4.260,115
1867	304,095	283,661	375.210	362,783	333,952	284.977	313,021	398.993	464.778	506.296	412.934	330.373	4 371,073
1868	343,316	304.315	326.880	415,758	369,236	325,501	321,013	392.942	456,973	511,820	410.826	396.671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	445,419	374,542	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261.143	316.266	401,900	369,356	365,412	350.565	751.788	1.101,771	775.616	496.323	5,683,608
1868	369,228	321,203	333.508	436.412	565,718	458,191	423,398	522,682	1,024.045	1,037,464	556.917	468.880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	734,514	1,039,811	801,163	.....	.....
New York Central:													
1865	957,869	613,381	955.659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,486,356	1.117.858	14,575,128
1866	1,086,360	895,887	1,135.745	1,190.491	1,170.415	1,084.533	1,135,461	1,265.911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260.466	309.261	269,444	224,963	223.242	268,177	302.596	332,400	278.006	346,243	275.950	3.311,077
1865	259,223	239.139	313.914	271.527	290,916	304.463	349.285	344.700	350.348	372,618	412.553	284.319	3.793,005
1866	267,541	246.109	326.236	277,424	283.130	253,925	247,262	305.454	278.701	310.762	302.426	281 613	3.380.583
1867	242,793	219.065	279.647	284,729	282.939	240.135	234,633	322.521	365.371	379,367	336.066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217.082	194,455	287,557	307.122	283,329	274,637	233 861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	295.017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244.423	258.674	283,996	254.285	388,725	414,707	448.994	463,873	466.557	454.826	4,088,837
1863	335,685	361,884	396.771	429,929	505,517	464.809	451,884	574,486	714.302	815.992	746,955	526.009	6.324,068
1864	436,742	532,786	617.021	669,384	757,178	936.188	711,457	1,170.241	1,125.635	754,551	1.032.149	812.178	9.555,510
1865	658,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121.205	1,351.579	1,419.232	1,196,955	762,685	10,033,026
1866	738,061	725,967,	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	853,742	887,793	874.974	456.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903.974	864,637	693,104	873.153	956,658	837,351	580.779	9,256,284
Pittsburg, Fort Wayne and Chicago:													
1862	203,420	274.258	295,778	282.695	277,009	281,210	249,419	277,380	397.525	401.299	364.334	370.983	3.745,310
1863	337,350	366,598	461,965	462,987	427,094	395.845	350.753	407,077	463 509	505.814	466,300	487.642	5,132,934
1864	220,676	457,227	611,297	588,066	525,751	532 911	506.641	625,547	675.360	701.352	691.556	914.082	7,120,466
1865	690,144	678.504	857,583	733.866	637,186	646,995	584,523	712,495	795.938	858,501	712,363	580.964	8 489,062
1866	559,982	480,986	662.163	599.806	682,510	633.667	552,378	648,201	654.926	757,441	679.935	555.222	7.467,217
1867	542,416	525,497	627.960	590,557	586,484	507,451	537,381	606.218	669.037	784.800	690,598	573.727	7.242.126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	720,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222.953	198.884	244,834	212.227	177.364	2,250,142
1867	149,658	149,342	174.153	188,162	171,736	156,066	172.933	220.788	219.160	230,340	205.095	180.971	2,218,403
1868	127,593	133,392	149.164	155.388	130.545	140.408	143,987	204.597	196.910	210,473	174.500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,755	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248.840	221.570	220,209	265.154	2.050,322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374.024	377,981	375.534	361,910	247.023	2,924,548
1866	226,060	194,167	256,407	270,300	316,433	325,691	304.917	396,248	349.117	436,065	354,831	261.150	3.717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	3 480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,279	36 ,439	4,012,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	440,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	705,002	623,509	617,555	755,064	876,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,000	6	" "	1881	117½
.. .. coupon		6	" "	1881	118
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
(5-20s).....coupon		6	" "	1882	116½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115
(5-20s).....coupon		6	" "	1884	116
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115
(5-20s).....coupon		6	" "	1884	116
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	114
(5-20s).....coupon		6	" "	1885	115½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
(5-20s).....coupon		6	" "	1886	114½
.. .. 3d series (5-20s)...registered	379,591,250	6	" "	1887	114½
(5-20s).....coupon		6	" "	1887	114½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114½
(5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	114½
(10-40s)....coupon		5	" "	1904	113
Pacific R. R. Bonds.....(currency)	64,135,320	6	Jan. & July.	'95-'99	109½
Certificates of Mar. 2, 1867, and July 2, 1868...	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	294,092	var	.....	Due.	....
Treasury Notes (7-30s).....	774,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,453,820	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,098	nil.	.....	Dem.	....
Fractional Currency	39,762,665	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	61
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,518,692	6	Jan. & July.	'71-'81	99
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R.R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds.....	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	55
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	81
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	....
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	902,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defence Loan of 1864-'68.....	2,040,100	6	" "	1888	99½
.. South Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	117½
.. —	720,000	6	" "	'74-'75	111½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	100½
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	100½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	83
Nebraska—(No Account).....	.....	..	.....	.....	....
Nevada—(No Account).....	.....	..	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,500	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	42
.. — .. (new).....	3,059,045	6	" "	'92-'98	24
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	101½
.. — .. (")....	4,095,309	6	" "	1881	100
.. — .. (")....	2,400,000	6	" "	1886	100
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	80,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,252,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	77½
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	54
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	49½
Texas—No legal debt.....	.....	..	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	53
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	..	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	4	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	"	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	83
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	48½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	94½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £360,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	106½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	88
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	101½
Chillicothe and Brunswick:						94
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	99
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	71½
Consol. S. F. Mort. ($6,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	93
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L)						
1st Mortgage	925,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	93
1st Mortgage (construction)	680,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	800,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	670,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	92
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	89½
3d Mortgage	6,000,000	7	" "	" "	1883	78
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	78½
5th Mortgage	926,500	7	June & Dec.	" "	1888	71
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	78
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1889	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	92½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	64
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	92
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	82
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	62
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5.000.000	7	May & Nov.	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5.946,689	6	May & Nov	New York.	1883	87½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	192,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.		var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	84
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1898	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	86
Chattel Mortgage	360,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,228,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	460,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	"	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	93
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	77½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	94
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	70¾
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	89½
Pensacola and Georgia:						
1st Mortgage	1,185,360	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	6	" "	"	1901	85¾
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	84½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100¾
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88
Bonds of 1857, convertible	171,500	6	" "	"	1886	95
Bonds of 1836, Sterling	182,400	6*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,253,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,000,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	87
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,600	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101¾
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	611,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	130½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80¼
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,385,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	62
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95-'99	81½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 264 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	380,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'60-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	"	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	54
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0			23.0					Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶.. New York.	5,699,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000				201,000	195,000				(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶..... Md. & W. Va	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1866	30.0	—	....	—					Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—					Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—					Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,834,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	143
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	.....	.....	624,600	400,000	69,598	.....	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	*	.....	.....	18,639,800	14,904,350	1,967,422	.....	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	9
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	129
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	803,661	3,148,988	344,136	1,565,462	453,780	10	100	140½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,196,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....					Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000				2,268,000	580,000										100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	.....	43.2	28,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	.....	.....	428,473	.....	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102				1,109,406	990,000	75,179		60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—					Camden and Burlington Co.. New Jersey.	710,962				331,525	335,000	44,437		—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	66
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)	.....	.....	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—					Cayuga and Susquehanna..... New York.	589,110				589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0					Cedar Falls and Minnesota ..... Iowa.	3,402,000		.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—					*Cedar Rapids and Missouri River*... Iowa.	11,131,000		.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	96,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	99½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,604	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—					Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—					Chemung..... New York.	400,000				380,000				—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 1868	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900				871,900	500,000	420,000		—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	146
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—					Chicago, Iowa and Nebraska ..... Iowa.	4,859,900				3,916,300	942,600			—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	903.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	75
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of 8	an.	&	Oi	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—					Cincinnati and Indiana..... Ohio & Ind.	2,500,000		.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—					Cin., Lexington and E. Tennessee..... Ky.	1,000,000				1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central.)	.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville..... Indiana.	800,000		.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—					Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	580,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.8	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)		619.3	.....	.....	.....	.....	.....	—	109	89½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,300	.....	(See Le	high Coa	l and Na	vigation	)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	106
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	82½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	—	—	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,646	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	28	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In h	ands of re	ceiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	127
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Own	ed by Co	ncord.)	.....	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,790,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,674	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	117½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept. 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	73½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	104
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	85
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,900	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,000,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,063,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	178,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,060,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,080,325	84,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	138
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,067,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	464,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*[illegible]	204,611	[67 653	4,000,000	483,000	147,945	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	162.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	12.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)													100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....		3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	.....	1,015,394	388,240	5s	50	74
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	86½
Mar. 31, 1868	69.0	18.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	108½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621	.....	3,345,141	253,994	.....	—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....		340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	25½
Oct. 31, 1868	96.0	5.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	.....	173,897		101.5	248,880	.....	.....	1,197,090	653,185	—	50	76½
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*	.....	.....	4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....		9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	.....	.....	.....	.....	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....		.....	.....	.....	.....	111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756		285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....		47.6	.....	.....	.....	.....	.....	24	100	193
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....		.....	(Leased	to Erie.)	.....	.....	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....		.....	(Leased	to Erie)	.....	.....	.....	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....		.....	(Leased	to Erie.)	.....	.....	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	389,650	160,000	.....	.....		.....	(Leased	to Camden	and Amboy.)	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,482		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	110
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....		47.0	.....	.....	.....	.....	.....	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....		.....	(Leased	to Chic. R. I. and Pacific.)	.....	.....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	164,299	.....		82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....		39.0	87,111	.....	.....	156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....		287.5	.....	.....	.....	2,804,250	.....	—	50	57½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....		24.3	342,775	.....	.....	642,639	295,901	10	50	142
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,625,128	26,301,352	7,080,220	.....	1,921,976		806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	94½
Oct. 31, 1868	20.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....		26.5	.....	.....	.....	995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200	.....	.....	2,393,897	905,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,768,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	608,626	181,065	—	50	....
Dec. 31, 1868	488.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	.....	.....	782		.....	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	80	Plattsburg and Montreal	New York.	.....	.....	(In ha	nds of R	eceiver.)	.....	.....	.....		23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	.....	399,709	6,680		51.3	258,977	.....	.....	518,592	130,420	6	100	110½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....		.....	(Leased	to Concord.)	.....	.....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....		.....	(Leased	to Eastern.)	.....	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....		14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	.....	129,656	23,426		54.4	351,060	10,423,310	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....		92.3	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....		.....	159,744	.....	.....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....		175.0	655,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....		.....	(Not in o	peration.)	.....	.....	.....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....		22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....		12.0	(Under c	onstruction.)	.....	.....	.....	—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	18	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2	.....	.....	.....	1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....		166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	25
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....		.....	.....	(About $5	0,000 a mo	nth.)	.....	.....	—	100	70½
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....		132.0	.....	(Leased to	Ind. & St.	Louis.)	517,941	—	100	26
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....		120.0	.....	.....	.....	.....	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....		.....	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....		.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....		80.0	.....	.....	.....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700	.....	232,960	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	.....	.....	.....	180,550	100,000	.....	.....		.....	(Leased	to West J	ersey.)	.....	16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....		.....	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....		116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	.....	.....	1,269,150	97,000	148,578	.....		54.0	152,360	.....	.....	167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....		.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....		.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....		119.3	.....	.....	.....	312,577	12,900	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....		160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....		28.0	178,705	.....	.....	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....		25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....		20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)	.....	—	100	....
May 31, 1869	56.6	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....		50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	98	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,209,003	.....	.....		75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....		109 0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....		.....	(Leased	to Central	of New J	ersey.)	.....	6	100	....
Dec. 31, 1868	137.0	106.0	21.0	—	43	22	18	360	South Carolina ¶	South Carolina.	7,557 414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431	.....	.....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....		.....	.....	(In progre	ss.)	.....	.....	—	100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*	.....	.....	259,685	150,000	17,614	15,039		22.0	45,312	2,002,440	.....	77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....		.....	(Not in fu	ll operatio	n.)	.....	.....	—	100	....
Sept. 30, 1868	123 0	0.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,395,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....		(Under	construction.)	.....	.....	.....	.....	—	100	....
Dec. 31 1868	56.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	250,000	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1868	91.0	—	.....	236.0	.....	.....	.....	.....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302						100	....
Dec. 31, 1868	68.0	—	.....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.									68.0							100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	25,000		13.0	52,797	2,798,824					100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—					Stony Brook.....Massachusetts.	267,393	—	.....	.....	267,300	—	—	.....	—	(Leased	to Boston & Lowell.		19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	1,126	.....	—							50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Dec. 31, 1868	—	—	—	166.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—							100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	664,000	2,620,000	.....	.....	—							100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274						50	....
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	52½
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudson River.)		517,000	244,944	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Vt. & Mass.,	R. R.)	.....	32,000	7	100	....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsylvania.)					100	....
Dec. 31, 1868	100.0	—	.....	.....	.....	.....	.....	.....	*Union Pacific* (Central Branch)..Kansas.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada.....Vermont.	2,500,000	—	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	68	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,626	15,394	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermont Central.)				8	100	99½
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	56
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882,533	392,872	140.0	(Leased	to Rutland.)					100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	.....	—					Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,611	107,648	—	100	....
Sept. 30, 1868	10.3	—	.....	—					Warwick Valley.....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La. & W'tn.)		410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	.....	—					Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)		99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	.....	—					Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0							100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	969,600	175,911	.....	23 0	(Opened	Nov. 20, 1867.)					100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—					Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsylvania.)				—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,298,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	.....	121.0	.....	.....	.....	.....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	.....	63.0	1	.....	.....	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—		(Not in operation.)				—	100	....
Dec. 31, 1868	20.8	—	.....	6 5	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—		(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					100	....
Aug. 31, 1863	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	350,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	.....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—				596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—					Winchester and Alabama ¶.....Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua and Lowell.)			13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—					Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,320,736	—	—	—	—	—	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	120½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	66½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	.....	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	12
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	31.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	28,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	36
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,853	159				....
Oct. 31,'68	34.25	358	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	11½
Dec. 31,'68				Hoboken and Hudson City.N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,530		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	67½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,000	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	235	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12	100	100	197½
Oct. 31,'68				13th and 15th streets(Phila.).Pa.										19
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	164,682	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,288	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1875	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,622,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	40
Hannibal and St. Joseph, pref.	5,253,836	...	...	118
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,648,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	21
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	60
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	1142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	61½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Sumberland Coal, pref.	.....	6	...	27½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¾ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 — @	34 —
Pig, American, No. 1		— — @	35 —
Pig, American, No. 2		34 — @	— —
Pig, American, Forge		33 — @	— —
Bar, Refined, English and American		— — @	82 50
Bar, Swedes, assorted sizes	(gold).	80 — @	82 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 — @	130 —
Bar, Refined	" "	85 — @	— —
Bar, Common	" "	— — @	80 —
Scroll	" "	110 — @	145 —
Ovals and Half-round	" "	110 — @	135 —
Band	" "	110 — @	— —
Horse Shoe	" "	110 — @	— —
Rods, ⅜@3-16 inch	" "	90 — @	140 —
Hoop	" "	115 — @	160 —
Nail Rod	Less 5 per ct.	per lb. — 8 @	— 8½
Sheet, Russia, as to No.'s	(gold)	— 11 @	— 12
Sheet, Single D. and T. Common		— 5½ @	— 7
Rails, English	(gold)	per ton. 56 50 @	57 —
Rails, American, at Works in Penna.	c'y.	70 — @	77 —
Anvils, Eagle		per lb. — 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb. — 16 @	— 20
English Spring (2d and 1st quality)	— 7 @	— 10
English Blister (2d and 1st quality)	— 11 @	— 18
English Machinery	— 11½ @	— 14
English German (2d and 1st quality)	— 18 @	— 15
American Blister "Black Diamond"	— 10½ @	— 16
American, Cast, Tool, do.	— 19 @	— —
American, Spring, do.	— 10 @	— 13
American Machinery do.	— — @	— 13
American German do.	— 10 @	— 13

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb. 4 62½ @	4 75
Clinch	6 12½ @	6 25
Horse Shoe, Forged (No. 6 to 9)	per lb. — 26 @	— 30
Copper	— 38 @	— 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — 33 @	— —
Straits	(gold). — 31 @	— 31½
English	(gold). — 29½ @	— 30

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 8 — @ 8 25	10 25 @	10 75	
I. C. Coke	6 75 @ 7 37½	8 50 @	9 50	
Coke Terne	— — @ 6 —	— — @	8 —	
Charcoal Terne	7 25 @ 8 —	9 50 @	10 25	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 15½ @	— —
Crude, 40 @ 47 gravity (in shipping order)	— 21½ @	— —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 29 @	— —
Refined, Standard White (in ship'g order)	— 31½ @	— 32
Refined, prime White (in shipping order)	— — @	— 32
Refined, S. W. (in merchantable order)	— 33½ @	— 34½
Naptha, Refined, (60 @ 63 gravity)	— 10 @	— —
Residuum	per bbl. — — @	6 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12
Canton Co.	....	51½	....	....	....	....
Central Pacific 6s	90	91	91½	....	....	....
Central of N. Jersey	94½	93½	93	95½	95½	97½
Chicago & Alton	145	144½	145	146	146	
" pref.	145	....	....	146	146	
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	88	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	108½	....	....	....	....	108
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	68½	70½	73½	73½	73½	74½
" pref.	83½	85	85½	86½	86½	87
" 1st M.	....	92	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	90	....	89½	....	....	....
Chic., Rock Isl. & Pac.	103½	105½	105½	105½	106½	106½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94	....	....	94	94	94
Clev., Col., C. and Ind.	78	....	....	....	77	77½
Clev. and Pittsburg	87½	87½	86½	87½	87½	88½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	89	89	
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	93	....	....	....	....	....
Col., Chi., & Ind. C.	18	20	20	18	18½	18½
" 1 M.	73	73½	73	71	72	72
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	26½	27	27½	27½	27½
Del. & Hudson Canal	120	120	....	....	....	120½
Del., Lack. & Western	104	104½	105½	107	106½	
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	24	24½	....	....	23½
" pref.	....	....	40	....	....	....
" 1 M. 7s, 1897	....	....	....	92	....	....
" 2 M. 7s, 1879	....	....	....	90	....	....
" 3 M. 7s, 1883	....	....	....	88	87	
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	71	....	....	....	....	....
Great Western 2d mort. 7s	....	....	77½	....	....	77
Hannibal & St. Joseph	107½	....	112	116	114½	....
" pref.	108	....	....	115	....	113½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	102	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	136	137	....	138	138½	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	87½	88½	89½	89	89½
Lake Shore Div. bonds	....	....	....	90	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117	117½	....	118	118	117½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	97½	....	97½	....	....	....
" 2 M.	92	92	....	....	92	....
Mariposa Mining Co.	....	8½	....	8½	8½	....
" pref.	16	17½	17½	17½	17	17½
" Tr. 10s ctfs.	....	44	45	46	45½	....
Milw. and St. Paul	....	74½	75	75	74½	74½
" pref.	86½	87	87½	87½	87½	87½
" 1st mort.	89	89	89½	90	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	104	....	104	....	....
" 7 3-10s con.	....	89½	90	90	....	92
Missouri 6s	85	87	87	86½	87½	87½
" H. & St. J. 1ss.	....	....	....	....	....	88
Morris and Essex	85	85	85	85	85½	85
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	95	....	....	95
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	90	....	....	87½
" 6s, S.F. 1887	....	....	84	....	....	....
N. Y. Cen. & Hud. Riv.	80½	91½	93	92½	91½	92½
" certificates	84½	87½	87½	87½	86½	87½
N. York and Harlem	134	138	138½	138½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	100	....	....	....
N. Carolina 6s	....	42	....	43	....	42
" new	25½	28½	28½	27½	25	24½
" special tax	....	....	....	....	....	....
Ohio and Miss.	....	26½	25½	25½	25½	25½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	....	43½	43½	42½	41½	41½
Panama	....	....	....	....	....	....
Phila. and Reading	....	94½	94½	95½	94½	95½
Pitts., Ft. W. & Chi. gtd.	88½	88½	88½	88½	87½	89
" 1 M.	....	101½	....	101½	....	....
" 2 M.	....	....	95½	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	15½	....	....	15½	....
St. L., Alton & T. H.	25	26	....	....	....	....
" pref.	....	57½	77½	57	....	....
" 1 M.	....	....	92	....	....	....
" 2 M. pref.	80	....	....	80	....	....
" Income bds.	....	....	73	....	....	....
Tennessee 6s	....	52½	54	55	54	....
" new	46	47	49½	49½	....	50
Tol., Wab. & Western	....	52½	52½	52½	....	52½
" pref.	....	72½	....	....	....	....
" 1 M. ex.	....	90½	....	....	....	....
" 2 M.	80	....	....	81	....	....
" Equipment	....	....	....	74	....	....
Union Pacific 1st mort.	80½	81	....	81½	....	81½
Virginia 6s, ex-coupon	50	50	50½	51	51	....
" new	57	57	57½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg.....110	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..111½	112	112	112⅜	112⅜	113½	
U. S. 5s, 10-40s, reg....111½	111⅜	111⅜	112	114½	....	
U. S. 6s, 1881, reg....116⅜	116⅜	117⅜	....	117⅜	117⅜	
U. S. 6s, 1881, coup...116⅜	116⅜	117⅛	118⅛	118	118⅛	
U. S. 6s, '81, O.W.L.y.....	....	....	....	....	....	
U. S. 6s, 1881, .. ⅛y.....	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.113⅜	....	....	....	115⅞	115½	
U. S. 6s, 5-20s, c. 1862.114⅛	114⅛	115½	115½	116⅛	116⅛	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.114	114½	114⅜	115⅜	116	116	
U. S. 6s, 5-20s, reg. '65.113⅜	114	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.114½	114⅜	114⅜	116	116½	115⅜	
U. S. 6s, 5-20s, r. n. '65.112⅜	113½	113½	....	114⅜	....	
U. S. 6s, 5-20s, c. n. '65.113	113⅜	113⅜	114⅜	114⅜	114½	
U. S. 6s, 5-20s, reg. '67.....	115½	....	114⅜	....	114⅜	
U. S. 6s, 5-20s, c. 1867.113½	113⅜	113⅜	114⅜	115	115	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..113⅜	....	113⅜	114⅜	114⅜	114⅜	
U. S. 6s, Pac.R.R.Issue100⅜	109⅜	....	....	109⅜	109⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
.. preferred .. 35	35½	35	35	....	....	
Camden and Amboy...119	119½	119½	119⅜	119½	119½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	82	....	....	82	
.. mort. 6s, '89 93	93	93	....	....	93	
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 33½	33⅜	33½	33½	....	33⅜	
.. 6s, 1884 82	82	....	....	82½	82½	
.. Gold L..... 91	91⅜	91½	91⅜	92	92	
.. R. R. L.	....	88	....	....	....	
Lehigh Valley R. R..... 52⅜	52⅜	52⅜	53	53	53	
.. 6s new coup 92½	....	93	93	93½	....	
.. 6s new reg.	....	....	....	....	....	
Little Schuylkill R.R.	....	....	42	....	....	
.. 7s	....	....	....	....	....	
Minehill	51½	52	....	52	....	
Morris Canal	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	....	....	....	....	....	
.. 7s	....	86	....	....	....	
.. 10s, 1887	108	108	....	....	....	
Northern Central	....	....	....	....	....	
Pennsylvania R. R..... 54½	54½	55	55½	55½	55	
.. 1st M.	97	....	....	....	97	
.. 2d M..... 96½	96½	....	....	96½	....	
Penn. State, 6s, 1st series	....	....	....	....	102	
.. 6s, 2d series	....	....	....	104	....	
.. 6s, 3d series	....	....	....	106	....	
.. 6s, W. L.	....	....	102	....	....	
Philadelphia City, 6s	95⅜	....	....	....	97	
.. new 100½	100½	100½	100½	100½	100	
Philad., Germ. & Nor... 71½	....	....	....	71	....	
Phila. & Reading 47½	47½	47⅜	47⅜	47⅜	47½	
.. 7s, 1893	....	....	....	....	103½	
Philadelphia and Erie.....	....	28½	....	28⅜	....	
.. 6s	....	....	....	....	....	
.. 7s..... 83	83½	84⅜	84⅜	84⅜	84½	
Schuylkill Navigation	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 6s, 1882	....	....	54	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	74	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref.	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Hestonville, (Horse)	....	....	....	....	....	
Chestnut & Wal. ..	....	....	....	....	....	
Green & Coates ..	....	....	....	....	....	
2d and 3d streets ..	....	....	....	....	....	
Spruce and Pine ..	....	....	....	....	....	
15th and 16th sts. 19	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	....	....	92
.. 1880	....	90	90	....	....	91
.. 1890 ..... 91½	91½	91½	91½	93⅜	....	92⅜
.. 1893	....	....	....	....	....	....
Balt and Ohio	122⅜	122⅜	....	....	....	123
.. bonds, 1875	....	....	91½	....	....	91½
.. .. 1880	....	....	....	....	....	91
.. .. 1885	....	91½	....	....	....	92
Marietta & Cin. 1st M.. 87	87⅜	87½	87½	....	....	88
.. 2d M..... 63⅞	63	63½	63½	....	....	63⅜
Northern Central..... 43⅜	....	43⅜	....	....	....	43⅜
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	83½
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th.6	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany 142½	142	142⅜	....	142⅜	143	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....140½	140	140½	....	....	....	
Boston and Providence.....	....	134½	135	....	134½	
Boston, Hartford & Erie 8½	8½	8⅜	9⅜	9⅜	9⅜	
.. 7s, new..... 47½	47½	47½	49	49½	48½	
Cheshire, pref.	83	84	....	....	84½	
Concord	....	....	....	....	....	....
Connecticut River	....	127½	....	....	129	
Eastern 114	114	114	....	114	114	
Fitchburg..... 128	128	128	128	128	128½	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central.....117⅜	117⅜	117⅜	118	118	118	
Northern, N. H.	....	....	....	....	....	
Ogdens. & Lake Champ 63	....	....	....	....	63	
.. pref.	....	....	....	....	....	
Old Colony & Newport. 95½	95⅜	....	96	96	95⅜	
Ph., Wil. & Baltimore.. 52	....	53	52½	52½	52½	
Portl'd, Saco & Ports.	....	110½	110½	....	....	
Union Pacific 6s..... 80½	....	81	....	81	81	
" Land Grant 7s 55	....	55	....	55⅜	55⅜	
Vermont & Canada.... 99	99	99½	....	....	99½	
Vermont & Mass.	57½	56	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge 100	....	100	....	....	101	
Metropolitan ..	66	65⅞	....	65½	66½	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	6	....	7⅛	
Franklin ..	10	....	10⅛	10½	10	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	1	....	....	
Pewabic 5	....	5	....	5	6⅛	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Dec. 17.	Dec. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	26 — 27	25 — 26
Detroit and Milwaukee 1st mort. 7s	64 — 66	64 — 66
Do. 2d mort. 8 p. c.	64 — 66	64 — 66
Erie shares 100 dol. all paid	19 — 19½	16⅞ — 17½
Do. sterig. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	58 — 62	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	99 —100	99½—100½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	88 — 90	89 — 91
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, January 15, 1870.

Stock Exchange and Money Market.

A notable increase in speculative dealings in Gold, Bonds, and Stocks, with an improvement in several branches of mercantile business, led to an active inquiry for money; and to the best class of street borrowers, the prevailing price of accommodation was 7 per cent. on call; while in the discount line, the range was from 8@15 per cent. per annum, on strictly choice to good grades of commercial paper. The city banks, during the week, added over three millions to their loans, while they reported a gain of over eleven millions of deposits, 3½ millions of legal tender notes, and about 4½ millions of specie. The U. S. Sub-Treasury, last week, reduced their specie balance about 6¼ millions, and their currency balance, about 1⅜ millions. The Office has since increased its specie reserve, about 1¾ millions, and its currency balance about a million.

The number of mercantile failures in the United States, last year, was 2,608, involving liabilities to the amount of $75,054,000, against 2,608, with liabilities of $63,744,000 in 1868. The failures in New York and Brooklyn, however, were more than ten million dollars less in 1869 than in 1868.

The specie reserve of the city banks according to the latest return is $35,664,830, against $27,384,780 same time last year. The city bank deposits are now $190,169,262, against $187,908,539 week ending Jan. 9, 1869. The legal tender reserve amounts to $48,537,734, against $51,141,128 same time last year. The circulation now stands at $34,182,280, against $34,844,156 same time last year. The loans are now $253,475,453, against $258,792,562 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $98,861,686 a day, against a daily average of $79,871,075 the preceding week, and $82,244,289 the week ending with Dec. 25, 1869. The current week's exchanges average about $108,889,679 a day. The city banks, last week, reported a gain of $4,497,922 of specie, $11,039,868 of deposits, and $3,503,126 of legal tender notes. They increased their loans, $3,069,066; and reduced their circulation, $18,607.

The city bank exchanges on Wednesday were $106,783,204.

National Bank notes to the amount of $238,840 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,702,671, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,021,614, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,680,957. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,425,050; and for the public deposits, $19,041,000—making a total of $361,466,050. The Treasury Department last week redeemed and destroyed $538,000 of worn and mutilated fractional currency, and issued $617,618 of new. The outstanding amount of fractional currency on the 1st of Jan., 1870, was $39,762,665, against $38,885,565 on the 1st of December, 1869.

The U. S. Sub-Treasury receipts, week ending with Jan. 9, were $6,194,439 in coin, (including $2,361,000 from customs duties,) and $4,489,535 in currency; payments, $12,475,598 in coin, (including $10,194,506 of coin interest,) and $5,864,078 in currency; balance at the close of the week, $93,703,872 (including $75,065,728, of coin, and $3,876,023 of currency,) against $90,057,420 at the close of the preceding week, showing an increase of $3,646,452. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $990,350 in coin, (including $287,849 from customs,) and $1,576,048 in currency; payments, $790,909 in coin, (including $761,749 of coin interest,) and $678,342 in currency. On Tuesday, receipts, $2,232,560 in coin, (including $275,094 from customs,) and $223,469 in currency; and payments $763,850 in coin, (including $743,449 of coin interest,) and $248,859 in currency. The balance at the close of business on Tuesday stood at $83,820,053, (including $4,748,249 of currency, and $76,733,879 of coin,) against $92,206,272 a week previous; and $88,802,947 on Dec. 28, 1869. The aggregate receipts of the office in Dec. were $51,554,741, including $6,969,667 from customs; aggregate payments, $48,729,064, including $2,430,597 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan. 1870 was $40,170,380, against $36,862,940 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $2,062,510 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 3¼ millions; customs at the port of New York, $2,199,510, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $6,936,850 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 90 millions.

The Gold speculation has been decidedly brisk and buoyant, since our last, influenced by various political reports, and by an active purchasing demand, largely to cover outstanding obligations. The price has ranged from 120⅛@123¼, the higher figure having been made on Monday, on which day, the dealings were unusually extensive. The later transactions in Gold showed a less confident temper. The closing quotation on Wednesday was 122. Government sold a million of Gold on the 6th inst., at from 120.25@120.35, and $1,670,000 on the 10th inst., at from 122.16@122.39. The latter was the dividend which U. S. Treasurer Spinner had received from the Sinking Fund interest of $1,693,000 in gold, which he at once decided to invest in the principal of the Sinking Fund. He accordingly ordered Assistant Treasurer Folger to sell the gold either privately or publicly, in his discretion, and with the proceeds to purchase bonds. On Wednesday, another million of Government gold was marketed at from 122.02@122.23. The general market closed tame and weak.

The customs revenue of the port on Wednesday was $421,454.

The coin balances of the Government at this port on Wednesday morning, amounted to about 76¾ millions.

The coin interest disbursements on Wednesday were $531,507.

The customs demand for Gold last week, averaged $393,500 a day; thus far, this week, it has averaged $281,424 a day, or equal to a weekly aggregate of $1,688,544. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $63,496; and in all 1869, $14,918,725, against $7,163,071 same time in 1868. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $66,921,093, against $62,016,536 in 1868–'69. At San Francisco, from Jan. 1, to Dec. 31, 1869, $8,332,806, against $8,546,548 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Jan. were about 87½ millions.

The exports of specie, from this port, last week, were $482,670, against $645,628 same week last year; total, since July 1, 1869, $17,168,130, against $22,335,424 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $10,194,506, and since July 1, 1869, $53,943,975, against $53,678,049 in 1868–'69. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1869, were $37,285,118, against $35,444,395 same time in 1868.

There has been a moderate movement in foreign exchange at about previous rates. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108½@108¾, and on Paris to 5.22½@5.17½; sight bills on London to 109⅛@109⅜, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been on a more liberal scale this week. The week's exports of domestic produce have been to the currency value of $3,518,756, making the total since July 1, 1869, $111,939,097, against $84,229,924 same time preceding fiscal year.

The reported auction sales of improved real estate in New York, last year, reached $16,021,681, and of unimproved $11,725,029.

Government securities have been in lively request at decidedly higher prices. The demand has been largely for the 1862 and 1867 Five-twenties for export, and for the 1867 and 1868 Five-twenties, the Ten-forties and the six per cent. currency bonds, for home investment and speculative purposes. The offerings of bonds have been limited at the going rates. On Tuesday, Government bought in, on account of the Sinking Fund, $1,780,000 of Five-twenties at from 114.42 @114.87, out of an aggregate offering of $3,625,000. On Wednesday, the market exhibited less animation and less firmness.

U. S. sixes of 1881 closed here buoyantly at 118⅛@118¼; U. S. Five-twenties of 1862, 116@116⅛; U. S. Five twenties of 1864 at 115⅝@115¾; U.S. Five-twenties of 1865 at 115⅝@115⅞; U. S. Five-twenties of 1865, consolidated, 114⅜@114½; U. S. Five-twenties of 1867, 114⅝@114¾; U. S. Five-twenties of 1868, 114⅝@114⅞; U. S. Ten-forties at 113@113⅛; U. S. Six per cent. currency bonds, 109¾@109⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 29.	Jan. 5.	Jan. 12.
Consols	92	92⅝	92⅝
U.S. 5-20's of 1862	85⅞	87¼	87
U. S. 5-20s, 1865	84⅞	86¼	86¼
" 1867	84⅛	85¾	85⅞
" 10-40s	82⅞	84¾	84¾
Erie	18½	18	17½
Ill. Central	99¾	....	103
At. and Gt. West	25½	....	25

State bonds have been in much better request and generally stronger in price, the main exception having been the North Carolina Sixes, which have been depressed to 24@24½ for the new issue. Railroad bonds have been more sought after at advanced figures, including the Central Pacific Sixes at 90@91½; Western Pacific Sixes at 90 per cent. and interest, at which five-sixths of the whole loan have already been marketed, leaving only about $490,000 yet to be disposed of, Union Pacific Sixes at 81@81⅛.

The total sales at the Stock Exchange, last year, were only 10,573,058 shares of stock, against 19,713,402 shares in 1868. The transactions for the month of December were only 189,840 shares, against 1,093,730 shares for the same month of 1868.

General business has shown more animation in leading articles, including Breadstuffs and Provisions at, however, lower and irregular figures, and Naval Stores and Petroleum at advanced prices. Middling upland cotton closed heavily on Wednesday at 25@25⅛ cts. per lb. The stock of cotton now here is given at about 56,500 bales. The receipts at the port this week, have averaged about 3,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,415,400 bales, against 1,111,900 bales in 1868–'9; exports, same time 748,000 bales, against 700,600 bales same time in 1868–'9; stock on hand at latest dates, 415,000 bales, against 291,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 140 pkgs., against 88 pkgs., same time in 1869. From Boston, 55 pkgs., in 1870, against 696 pkgs. same time in 1869.

Foreign goods have been in rather better demand, but have been irregular in price. The week's imports reached a specie value of $4,552,395.

At the Live Stock markets, this week, Beeves have been in more demand, at from 10@17¾c., per lb.; week's receipts, 5,859. Milch cows inactive, at $40@$100 each, receipts, 77. Veal calves in fair request at from 8@12½c. per lb.; receipts, 445. Sheep and lambs in less demand at from 5@8¼c., and 7@8½c. per lb.; receipts, 37,246. Swine in less request at 10¼@10¾c. per lb., all live weight; receipts, 9,758.

Ocean freights have been rather more active, and quoted somewhat stronger. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 4½d. by sail, and 4½d.@4¾d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@22s. 6d. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 464.

The balance in the Sub-Treasury on Wednesday was $82,774,731 62.

The New York exports, exclusive of specie, for the week ending Jan. 11, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$3,376,680	$3,518,756
Previously reported	1,926,240	2,174,516
Since Jan. 1	$5,302,920	$5,698,272

The imports for the week ending January 8, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,037,193	$1,297,855
Gen. merchandise	2,500,320	3,255,040
Total for the week	$3,537,513	$4,552,895
Previously reported	....	....
Since January 1	$3,537,513	$4,552,895

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey new bonds, 98½; do., 2d mort., 94; Long Dock bonds, 82; Pacific 7s, guar. by Mo., 91½; Col., Chic. and Ind. Central 2d mort., 65; Buffalo, New York and Erie 1st mort., 84; Mil. and St. Paul 1st mort., Iowa Div., 82; Great Western 1st mort., 1888, 84½; St. Louis and Iron Mt. 1st mort., 81¾; Toledo, Peoria and Warsaw 1st mort., W. L., 79¼; Dubuque and Sioux City R. R., 107; Georgia 7s, 90; do., 6s, 81; Ohio 6s, 1881, 100; Louisiana 6s, 71; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 81; New York State Bounty Loan, reg., 108½; do., coupon, 107; Connecticut 6s, 99; South Caro-

olina 6s, new, 77½; Alabama 5s, 61; do., 8s, 95; Brooklyn 6s, W. L., 89½; Western Union Telegraph, 82⅞; do., 7s, 85; Adams' Exp. Co., 62½; Am. Mer. Union Exp., 37½; U. S. Exp., 54; Wells-Fargo Exp., 21; Benton gold, 0.12; Consolidated Gregory gold, 2.00; Grass Valley gold, 0.20; Liberty gold, 0.02; La Crosse gold, 0.16; Quartz Hill gold, 0.78; Smith and Parmalee gold, 1.85.

Philadelphia.—Lehigh Nav. conv. loan, 76; Huntingdon and Broad Top 1st mort, 78; West Jersey 6s, 89; Elmira and Williamsport 5s, 58¾; Pennsylvania and New York Canal 7s, 89¼; Phila. and Reading conv. bonds, 1886, 95; do., bonds, 1844–'80, 88; Bald Eagle 1st mort., 76½; Harrisburg and Lancaster bonds, 88; Chesapeake and Delaware Canal 6s, 93; Philadelphia and Sunbury 7s, 96; Camden and Amboy scrip, 64; Oil Creek and Allegheny River R. R., 38¼; N. Y. and Middle Coal Fields, 4⅞; North Carbondale Coal, 2; Big Mountain Coal, 6; Ocean oil, ½. The latest quotations are: City 6s, 97@97¼; do., free of tax, 100@100⅛; State 5s, coupon, 93@—; do., 6s, W. L., 102@—; do., 1st series, 102@102⅛; do., 2d series, 104@106; do., 3d series, 105@107; Reading, 47¼@47⅜; do., 7s, 1893, 103½@104; do., mort. 6s, 1880, 88@—; Camden and Amboy, 119¾@120¼; do., mort. 6s, 1889, 92⅞@93; do.. 1883, 85@—; do., 1889, 82@83; Penn. R. R., 54⅞@55; do., 1st mort., 97@98; do., 2d mort., 96@96¼; Little Schuylkill R. R., 41½@42; Morris Canal, 29@31; do., pref., 61@—; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Schuylkill Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 53½@54½; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 86@—; do., 5s, 58@59; Lehigh Coal and Navigation, 33¼@33⅜; do., 6s, 1884, 82@82¼; do., R. R. Loan, 87½@88; do., Gold Loan, 91⅞@92; North Pennsylvania, 37@37½; do., 6s, 86@86½; do., Chattle 10s, 107@108; Philadelphia and Erie, 28½@29; do., 6s, 86@88; Minehill, 51⅞@52; Catawissa, 14@15; do., pref., 35@35¼; Lehigh Valley, 52¾@53; do., 6s, 93½@95; do., 6s, reg., 94@—; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 39½@41; Thirteenth and Fifteenth, 18¾@19¼; Spruce and Pine, 20@25; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11@11¾; Union, 40@43.

Boston.—Chillicothe and Brunswick R. R. 8s, 1894, 82½; Vermont Central 1st mort., 81; do., 2d mort., 85; Vermont Central and Vermont and Canada 8s, 1889, 100; Eastern R. R. 6s, 1874, reg., 95½; Central Pacific 7s, 1883, gold, 106⅜; Lake Superior and Mississippi 7s, 1896, gold, 93; Great Falls and Conway R. R. 6s, guar., 95½; Burlington and Missouri River Land Grant 7s, 85; do., 8s, 1879, 94¾; Western 6s, 1875, 95¾@97⅛; Eastern 6s, 1875, 92¾; Connecticut and Passumpsic Rivers 7s, 100⅛; Stanstead, Shefford and Chambly 7s, 1887, 79; Cedar Rapids and Missouri R. R. 7s, 1916, 85¼; Old Colony and Newport 7s, 1877, 101; Cape Cod R. R., 66: Summit Branch R. R., 25¾; Eastern (N. H.) R. R., 111½; Stonington Branch R. R., 80¾; Norwich and Worcester, 108¼; Union Horse R. R, 100; Boston Water Power Co., 14½; Cary Imp., 6½; Waverly Land, 1¾; Opbir (N. S.) gold, 14c.; Short Mountain Coal, ex-div., 11½; Connecticut 6s, 98; Rhode Island 6s, 1894, 97⅝; Maine 6s, 1889, 98¼; Massachusetts 5s, 1894, gold, reg., 100¼; do., 6s, 1871, gold, 118; Cook County Ills., 10s, 1871, 101; Hartford 6s, 1887, 93¾; do., 1879, 94½; Bangor 6s, 1894, R. R. Loan, 86; Portland 6s, 1887, Building Loan, 95½; do., 1887, R. R., Loan, 90¾; do., 1866, municipal, 95⅝. Cincinnati 7 3-10s, 1899, 102¼; St. Louis 6s, 1887, sewerage, 82¼; Chicago 7s, 1894, 93½; do., 1874, 92; Cambridge 6s, 98⅜; Boston 5s, 1887, gold, 100⅝; do., 1876, gold, 101⅛; do., 1875, indorsed, 100¼; do., 6s, 1877, currency, indorsed, 100¼; Bath 6s, 1891, 85; Augusta 6s, 1870, 99; Hallowell 6s, 1870, 99½; Gardiner 6s, 1870, 99½; Brooklyn 6s, 1896, 89; Allouez Mining Co., 1⅜; Hancock, 2.

Baltimore.—Maryland 6s, 1870, 94¼; Virginia 6s, old, 43; do., 6s, 1867, 51; do., 1866, 55; Orange, Alexandria and Manassas 7s, 1882, 69⅛; Orange and Alexandria 2d mort., 70¾; do., 3d mort., 8s, 81; Pittsburg and Connellsville bonds, 87; Central Ohio 1st mort., 80; Memphis City 6s, 48. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 86½@—; Balt. and Ohio, 123@123½; do., 6s, 1875, 91⅝@—; do., 1880, 91¼@92; do., 1885, 92½@93; Northern Central, 43@43¼; do., 6s, 1885, 86@87; do., 1900, 83⅝@84; do., 6s, 1900, gold, 95@100½; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 90@90¾; do., 2d mort., 88@—; do., 3d mort., 1885, 83@—; Marietta and Cincinnati 7s, 1892, 88¼@89; do., 2d mort., 63¾@64; Central Ohio, 24@26; do., 1st mort., 80@81; Western Md. 6s, 1890, 65@65; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 30@—; do., 6s, guar., by Washington Co., 65@75; Richmond and Danville bonds, 69½@70½; Orange and Alexandria 1st mort., 6s, 80@82½; do., 2d mort., 6s, 70¾@—; do, 3d mort., 8s, —@81; do., 4th mort., 8s, 72@73½; Orange, Alexandria and Manasas 7s, 69@69½; Virginia and Tennessee 8s, 71¼@74; Baltimore 6s, 1875, 92@92½; do., 1886, 90@90½; do., 1890, 91½@92; do., 1893, 91@—; do., 5s, 1838–'70, 70@75; Memphis City 6s, 48@48¾; Maryland Defense Loan, 99⅞@100; City Passenger R. R., 18½@20½; George's Creek Coal, 52@69½; Atlantic Coal, 1.90@3.00; Bare Hill, 0.05@0.50.

☞ FIRST CLASS SECURITIES. TANNER & CO., BANKERS, No. 49 Wall st., New York, have for sale a line of investment securities of the highest order. Among them,

6 Per Cent. First Mortgage Gold Bonds St. Louis and St. Joseph R. R. Co., May and November.

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10 Per Cent. Bonds of Monroe County, Missouri, January and July.

All of which we can recommend with the utmost confidence.

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☞ An extensive vein of bituminous coal has been discovered twenty-eight miles above Chico and seven miles from the California and Oregon Railroad. The vein is thirty feet thick. The coal is free from sulphur. The discovery is regarded of great importance to Northern California.

Maryland Railroads.

The Governer of the State of Maryland, who is also President of the Baltimore and Potomac Railroad Company, says in his message, that work upon his road is rapidly progressing. Forty miles of it were graded during the last year; the rest of the grading is already under contract or will be immediately. Much heavy bridging has been constructed; many cross ties have been purchased and delivered along the line, and he confidently predicts the completion of the whole road from Baltimore to the Potomac River in Charles County within two years. The importance of this road to the State, opening as it does another communication between Washington and Baltimore, and establishing direct railway, and the shortest connection between Baltimore and the South and Southwest, cannot be over-estimated.

The Metropolitan road has been commenced. The Southern Maryland Railroad has been surveyed, its Board of Directors organized, and it is said the road will soon be placed under contract; the Drum Point road has also been surveyed and favorably reported on; the Maryland Central road is in active and interested hands, and the Governor looks hopefully to the speedy construction of all these, and still other roads tending to the advancement of the State's prosperity and growth.

New Bedford and Taunton Railroad.

The gross receipts of this road for the year ending November 30, 1869, were $200,162 54; total expenditures, $148,723 96; net income, $51,438 58. The above does not include receipts and expenses of the Fairhaven road which are as follows: Gross receipts, $55,069 42; expenses, $50,301 96; net income, $4,767 46; making the total net income of the N. B. & T. R. R. Company, $56,206 04. The company has paid as dividends, during the year, $40,000; and its surplus now is, $119,163 41.

☞ The Belair *Record* says that Engineer Fuller has completed the survey of the "Plum Tree Branch" line of the Harford County Railroad, and reached Magnolia, on the Philadelphia, Wilmington and Baltimore Railroad, on an average grade of less than fifty feet per mile. The length of this route is under ten miles.

☞ The Board of County Commissioners of Washington County, Md., have made provision for the payment of the interest on the bonds of the Western Maryland Railroad endorsed by the county, and not on the bonds of Washington County, as stated in our last; that interest has always been met promptly at maturity.

☞ The Richmond, Virginia, *Dispatch* says that the amount of money in the State Treasury on the 4th inst., was $756,000, of which $250,000, has been paid over to the Second Auditor, with which that officer will pay the January interest on the State debt. The July interest on the foreign debt will also be paid at once.

☞ The Utah Central Railway has been completed. The last rail was laid at the depot grounds in Salt Lake City on the 10th inst., with imposing ceremonies.

☞ The stockholders of the Lexington and Arlington Railroad have ratified the action of the Directors in selling the road to the Boston and Lowell Railroad Corporation for $140,000.

Two-Feet Gauge Railway.

The Festiniog Railway was first brought under the notice of the public in a paper read by Captain Tyler at the Institution of Civil Engineers in 1865. Its construction was authorized by an act passed in 1832. It was originally designed as a tramway for the conveyance of slate, coal and stone from the quarries in the hilly districts of Merionetshire to the various ports of shipment. The conditions attached to the making of the road were of a very unusual character. The lands to be taken for the purposes of the road were in no case to exceed twelve feet in width, except where necessary for station purposes, cuttings or embankments, and the gauge on the road was in no case to exceed three feet. The difference in level between the terminus at Portmadoc and the top of the mountain at Dinas was 700 feet, the distance traversed 12½ miles, so that a continuous gradient of 1 in 92 had to be surmounted. The steepest gradient is 1 in 60, and the curves are in some cases as sharp as two chains radius, and in two instances only 116 feet. The line is a succession of curves, and so close do they follow each other that an ordinary train on some parts of the line is on three separate curves at the same time; at one part the curve is so sharp that the engine is abreast of the last carriage in the train. The gauge of the line, instead of being three, is only two feet. Three lines of this gauge may be laid within the seven feet of the Great Western, and leave one foot to spare, or three of these could be laid in the six feet usually left between lines on the narrow gauge roads. Strange things indeed have come to pass in the railway world since Brunel sent to the Directors of the Great Western that famous report of his which recommended the adoption of the seven feet gauge as the best, and in the end the most economical, that could be adopted. That seven feet gauge has all but disappeared, and at the moment when the Directors of the Great Western are congratulating themselves upon the rapidity with which the conversion of a section of their road into the 4 feet 8½ inch gauge was carried out, we have to record the remarkable success of the two feet gauge. Starting from London on the broad gauge, we changed on the narrow at one portion of our journey into Wales, and at last found ourselves in the presence of the miniature line at Festiniog. These several gauges may be taken to represent the past, present and future of the railway system of the country. We do not mean to be understood as supposing that the two feet will be the future gauge of all the railways, but it is one which sooner or later will be extensively adopted on the score of its economy and efficiency, and because of the practical solution which it will afford of the great question of reducing the proportions of dead weight to paying loads on our railways.

A few words on the practical question of the financial results of the working of the Festiniog Railway will awaken the interest of the holders of railway stock to the subject. This little wonder of a railway, then, pays 30 per cent. upon its original capital. Yes, positively 30 per cent. upon its original capital. The line was originally constructed for £36,000, or less than £3,000 per mile, including a tunnel of something like half a mile in length, and a series of shelf-like cuttings on the side of the syenite mountains up which it winds its way, resting in some parts on breast walls of more than fifty feet in height, and a goodly proportion of it under and over bridges. Since the line was made, about £50,000 has been expended upon improvements, additions to the rolling stock, and other matters, which, paid out of revenue, has since been capitalized, and the total capital now is £86,000, or say a little over £6,000 per mile. For the half year just ended the shareholders have received their usual dividend of 6 per cent., or 12 per cent. per year upon the whole capital, or as we have just stated, 30 per cent. upon the sum originally expended.

"How is it," we may be asked, "that such results as these can be obtained?" The answer is a very simple one. It is because the proportion between the dead weight and paying weight is so much less than upon other railroads. The engine and tender upon this line weigh about 10 tons as against 40 tons upon the wider gauge of other lines. Instead of a first class carriage weighing 7½ tons, to carry 32 passengers, and representing nearly 5 cwt. of dead weight for each passenger, the carriages on the Festiniog weigh only 30 cwt. for 12 passengers, or 2½ cwt. for each person carried. On this miniature line a truck weighing 17 cwt. is made to carry a load of nearly four times its own weight; while on the ordinary gauge a truck will not carry more than twice, and in many instances a load not greater than its own weight. Here, therefore, is the great secret of success, and the lesson which the experience of the working of this small Welsh line teaches is that the nearer we can approximate to the paying load the greater will be the profitable results obtained. The amount of business done on the line, from which this satisfactory dividend was obtained, is small compared with the figures to which we are accustomed in the reports of other railways. The quantity of slates carried was 112,051 tons, and merchandise 14,693 tons. The train miles run were 46,732. The total receipts were £22,852, and the money value of increased stock £5,655. Total expenditure was £17,871, or including tolls, rates and taxes, about 42 per cent.

The line is worked by a class of engines designed by Mr. Fairlie, C. F., of which the seventh —the "Little Wonder," constructed by the Fairlie Engine and Steam Carriage Company at New Cross, is a fair type. It has four cylinders, 8⅞ in. in diameter, with 13 in. stroke and 2 ft. 4 in. (28 in.) coupled wheels. The tanks contain 1,000 gallons of water, and the whole weight, in steam, is estimated at about 20 tons. The total wheel base is 19 feet, each bogie having its wheel centres spaced 5 feet apart. For each pound average effective pressure on the piston sixty pounds of tractive force are exerted at the periphery of the driving wheels, or with 100 pounds mean effective pressure, a total force of 6,000 pounds. The "Little Wonder" is worked at a boiler pressure of 160 pounds to 200 pounds; the boiler, of Sir John Brown's steel, being 2 feet 4 inches in diameter, ⅜ inch thick, and double riveted in the longitudinal seams. The engine easily hauls from 100 to 150 empty slate trucks up the line, or, say 100 to 150 tons, including its own weight, on a line rising, on the average, 1 in 92, and occasionally 1 in 80.

On a recent trip made over the line, at which Lord Alfred Paget, Mr. Moon, the Chairman of the London and Western Railway, and a number of other gentlemen interested in railway matters were present, the load taken by the engine was made up of the following:

	Weight. Tons.	cwt.	Length. Yards.
111 slate wagons	74	0	287
6 carriages	9	0	22
60 passengers	4	10	...
12 goods wagons	26	6	30
	113	16	339
Add the engine	20	0	9
	133	16	348

Making together a total load of 133 tons 16 cwt., and a total of length of train, 348 yards. *The Engineer*, in its account of this trip, says:

Over the new portion of the road a speed of over 16 miles an hour was attained with ease, and on one occasion a velocity of about 35 miles an hour was reached, the bogie engine swinging round the curves with graceful ease and a total absence of strain or jerk. During each minute the train passed over a distance 1,760 feet, and as the wheels were 2 feet 6 inches in diameter, they made 240 revolutions per minute, a velocity increased during many portions of the run to as much as 360 revolutions per minute; but even at this tremendous speed—corresponding to a velocity of about 90 miles per hour for a 7 feet wheel—the engine run with an almost total absence of oscillation, nor did the bearings heat in the slightest degree. A speed of 90 miles has never yet been attained on any railway, and up to the present moment it follows that the narrow gauge has beaten the ordinary gauge in its relative power of transporting passengers at high velocities. Nor is to be assumed that 35 miles an hour is a limit which cannot be exceeded. It is to be borne in mind that the Festiniog engines are really good engines in relation to the road on which they run. The "Little Giant," with 2 feet wheels, works under just the same relative conditions as a 4 feet 8½ inches engine, with 4 feet 8½ inches wheels. No one expects an express speed from such engines; but there is no good reason why the Festiniog line should not be worked with 3 feet wheels, that is to say a gauge and a half high—a proportion adopted in many of the best engines of the day which have driving wheels 7 ft. 1 in. in diameter.—*London Railway News.*

Journal of Railroad Law.

PASSENGERS OF RAILROAD COMPANIES FOR VIOLATIONS OF ITS RULES CAN BE EXPELLED AT STATIONS—STATUTORY CONSTRUCTION—LAW OF EVIDENCE.

The facts in the late case of The Illinois Central Railroad Company *vs.* Sutton, (42 Ill., p. 438,) are fully and clearly stated in the following by

LAWRENCE, J.—We held in the case of the Chicago and Alton R. R. *vs.* Flagg, that when a railway company carries passengers in a car attached to a freight train, and adopts a regulation requiring tickets to be purchased before entering the train, and a passenger disregards the rule, he can only be expelled from the train at a regular station. It is urged that this provision of the statute, forbidding passengers to be elsewhere expelled, applies only to the case of refusal to pay the fare and not to a violation of any other reasonable rule. But the wilful neglect to buy a ticket at the time and place required by the rules, and the refusal to pay the fares, are substantially the same offense against rights of the road, and the former can be visited by no heavier penalty than the latter. But in this case, as in the other above referred to, there was no satisfactory proof that the plaintiff was cognizant of the rule, and he offered to pay his fare to the conductor, who refused to receive it, and compelled him to leave the train at some distance from a station. He was, indeed, informed of the rule just before the train started, and then sought to buy a ticket, but the office was closed. Under these circumstances he was clearly entitled to his action.

He claims to have been suffering from disease, and that it was aggravated by the walk incident to his expulsion from the cars. To prove this, a physician was examined, who testified he visited the plaintiff and found him suffering much pain; that he had been attending him for two years, and had cautioned him against severe exercise, and that the plaintiff informed him his present condition was caused by over exertion in walking. The defendant moved the Court to exclude so much of this evidence as related to what the plaintiff said of the cause of his condition. This the Court refused to do, and in this decision there is error. A physician, when asked to give his opinion as to the cause of a patient's condition at a particular time, must necessarily, in forming his opinion, be to some extent guided by what the sick person may have told him, in detailing his pains and sufferings. This is unavoidable, and not only the opinion of the expert, founded in part upon such data, is receivable in evidence, but he may state what his patient said, in describ-

ing his bodily condition, if said under circumstances which free it from all suspicion of being spoken with reference to future litigation, and give it the character of *res gestæ*. But to permit a party to prove what he himself stated to his physician, not in regard to the character and manifestations of his malady, but in reference to its specific cause, when that is one of the issues before the jury, would be carrying an acknowledged departure from the ordinary rules of evidence having its origin in necessity, to a most dangerous extent. State of Vermont *vs.* Davidson, 30 Vt., 377.

The propriety of enforcing this rule in the present case is manifest from a careful consideration of the evidence. The physician was asked as to his professional opinion of the cause of the plaintiff's illness. This opinion he gives nowhere in his testimony, but instead thereof, he states that the plaintiff said his sickness was caused by over exercise in walking. True, the physician says he had cautioned the plaintiff against over exercise in walking, and that walking would injure him, but he does not give his professional opinion, that the illness which confined the plaintiff for several weeks, was due specifically to that cause, although that impression is allowed to be made upon the minds of the jury. It seems to us not impossible the physician may have been unwilling to state as his own belief, that the plaintiff's long confinement was due to the walk taken by him after having been expelled from the railway train. That expulsion occurred only between one and two miles from the station. It appears in the testimony that plaintiff "was walking about the premises," while waiting for the train at the station. He was engaged in the tin and hardware business, and two of his witnesses swear his time was worth fifty dollars per day. If that was true he must have been leading a life of great activity. We can well see, therefore, that the physician may have been in doubt as to whether the walk of that day caused his illness, and whether in doubt or not, he should not have been permitted, against the objection of the defendant, to give to the jury the statement of the plaintiff in lieu of his own professional opinion. It is urged by counsel for appellee, that the fact of his having been obliged to walk from one to two miles is proved by other witnesses. That is true, but the question was, whether his illness was attributable to that walk, and on that point the only direct evidence in the record was the statement of the plaintiff himself. Perhaps the jury would have presumed this from the fact, that the illness immediately followed the walk, and from the statement of the physician, that the plaintiff had for a long time been suffering from a disease which would be aggravated by severe exercise. But we cannot tell how far the jury may have been influenced in fixing the damages by this statement of the plaintiff, given to them through the physician, and as it was illegal evidence, we must reverse the judgment, and remand the cause for another trial.

Judgment reversed.

☞ The East Tennessee and Virginia and the East Tennessee and Georgia Railroads have been consolidated. The new company has assumed the name of the "East Tennessee, Virginia and Georgia Railroad Company.

Cleveland and Pittsburg Railroad.

The receipts of this road for the year ending November 30, 1869, were $2,430,675 96, and the expenses, $1,456,649 67, leaving as net earnings, $954,027 10. Out of the net earnings, $413,601 79 was paid on mortgage interest, lease of track, sinking fund and mortgage bonds of 1900, leaving a surplus of $540,425 40 as net income from the business proper of the road. To this must be added the amount due from the Pittsburg, Fort Wayne and Chicago Railroad for the four quarters ending September 30, 1869, which as now settled, is $196,459 98. The settlements since January 1, 1869, are subject to revision and alteration under the existing contract and amendments; therefore this amount is not included in the statement above.

There have been paid out of the above surplus three dividends free of Government tax, as follows

April 13, (tax included)	$125,466 12
July 10, (tax included	128,580 53
October 20, (tax included)	132,648 42

Compared with the previous year the gross receipts show an increase of $107,316 06, with a decrease in expenses of $13,775 87, making an increase in the net earnings of $121,091 93.

Of the expenditures the following are the items pertaining to the cost of equipment. Five new engines, $61,300; one new passenger coach, $3,781 95; five new caboose cars, $5,653 38; three hundred gondolas, $184,131 53; fifty new box cars, $40,000; machinery and personal property, $1,562 81. Total, $296,459 17.

In October, the directors ordered an increase of capital stock of fifteen per cent. to be distributed to the stockholders on and after November 6th, 1869, amounting to $945,071 25. The total capital stock outstanding at the close of the year is $7,241,475, an increase since the close of last year of $1,282,700, which is accounted for as follows:

Increase of November, 1869	$940,750 00
Conversion mortgage bonds	340,500 00
Exchange of fractional scrip, &c	1,450 00
Total	$1,282,700 00

North Pennsylvania Railroad.

The earnings of this road for the fiscal year ending October 31, 1869, were $1,132,731 14, the expenses, including renewals and repairs, $640,262 31, and the net earnings, $492,468 83. The charges for interest, United States and State taxes, &c., were $275,769 76—leaving $216,699 07 as the net profit for the year, being a fraction under seven per cent. on the capital stock of the company.

Out of the profits of the past year a scrip dividend of five per cent. (convertible into 7 per cent. bonds of the company) has been declared. Five first-class locomotives, four first-class passenger cars, and one hundred and ten freight cars have been added to the rolling stock. The road is now in a better condition than ever before.

☞ The receipts of the Cambridge Horse Railroad Company for the year ending November 30, 1869, were $427,047 17, and the expenses, $417,692 74, showing an excess of receipts of $9,354 43. No dividend will be declared. An increase in the capital stock of the company to the amount of $200,000 was recommended.

Finances of Rhode Island.

The funded indebtedness of the State at the close of the rebellion was $4,000 000, of which there has subsequently been redeemed $1,072,500, leaving outstanding $2,927,500 in State bonds, bearing interest at six per cent. per annum, payable semi-annually. None of the bonds are payable previous to 1882.

At the end of the fiscal year, April 30 1868, the Treasury was overdrawn $61,574 62.

The receipts from the ordinary sources of revenue for the fiscal year ending April 30, 1869, were	$688,503 99
Payments during the same period, exclusive of $61,474 62 for overdrafts, and $132,000 for redemption of State bonds, were	440,590 71
Being an excess in receipts of	$247,912 38

Deducting the last two items above named, for overdrafts and bonds redeemed, and adding receipts from other sources, there remained in the Treasury on the 30th April, 1869, $123,224 48.

The estimated receipts of the fiscal year ending April 30, 1870, are	$650,000 00
Estimated payments	580,000 00
Excess of receipts	$70,000 00
To which add the balance in the Treasury on the 30th April, 1869	123,224 48
Will leave in the Treasury	$193,224 48

Finances of New Jersey.

The receipts of the treasury on account of State fund during the year ending November 30, 1869, were $678,908, and the disbursements (including $93,270 refunded to war fund,) $676,147—leaving balance in bank, $2,761. The receipts on account of the war fund, (including $93 270 from State fund, and $27,549 from the United States,) were $415,883, and the disbursements (including $290,000 to Commissioners of the sinking fund,) $415,397—leaving balance November 30, 1869, $1,436.

The war debt has been decreased $99,900 within the year by bonds taken up by the Commissioners, leaving the balance of war bonds outstanding November 30, 1869, $3,096,200, and at this date $100,000 less, being amount due and paid January 1, 1870.

The outstanding indebtedness of the State (war fund) on the 30th of November, 1869 was	$3,096,200
From which deduct assets in hands of Commissioners	1,044,929
Leaving an indebtedness beyond assets of the sinking fund	$2,051,270

The receipts of the school fund have been $137,681, of which $100,000 have been distributed to public schools, and $27,393 invested for the fund, leaving balance in bank, $9,287. The aggregate of the school fund is $570,391.

☞ The receipts of the South Boston Railroad Company for the year ending November 30, 1869, (including $314 54 from the previous year,) were $232,391 06; and the expenditures, $190,591 62—leaving a balance of $41,799 44; out of which dividends have been declared amounting to $33,684 20, leaving a balance on hand at the close of the year of $8,115 24.

☞ The Directors of the proposed Rochester and State Line Railroad have adopted the West or Warsaw route.

Finances of Missouri.

From the message of the Governor we learn that the debt of Missouri in 1869, was $3,000,000. The interest on the bonds for July is already provided for; that of January following can easily be arranged. There is now in the Treasury nearly $600,000 which belongs to the interest fund. The principal of the bonds maturing in 1872, amounts to $477,000, and that of 1873, of $680,000, can also be promptly met. During the past year 360 miles of railroad were built, and 1,035 miles are now in course of construction. The public school fund amounts to over $1,600,000, and the schools throughout the State are prosperous.

☞ Of the five railroads which have their termini at Sacramento, the Central Pacific Company has control of four. The only exception is the California Pacific, which is extending its line northward toward Oregon, and will contend with the Central Pacific for the control of the business of transportation in Northwestern California.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

CEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

IRON RAILS.

IRON RAILS OF SUPERIOR QUALITY FROM THE CELEBRATED PARK GATE IRON COMPANY, OF ROTHERHAM, ENGLAND. For sale by

WM. BAILEY LANG & CO.,
No. 54 Cliff Street.

Novel Improvements for R. R.

Novel devices, keeping cinders, sparks, dust, etc., out of railroad cars and other windows; slats are made vertical, with raised centres of any material, to move or remain stationary as required, so that the velocity of the car current of air will reverse them, and glide the dust, cinders, etc., away. Ventilators, removing foul air, replacing it with pure air in cars, etc., by drum, two conical tubes by the pressure of air through the small tube into a larger tube, creating vacuum to draw the air through the deck into the larger; the drum revolves bringing the larger end of the tube to receive the air by velocity of the car, the pure air is replaced at the bottom of the car by use of wire cloth, conical shape small end open and downwards. Rails to prevent sliding or movement either way, and the use of fish joints, etc.; they have Vs rolled under them and about half circular on the sides of the rise, and bolted in the middle of the rail where there is no expansion or contraction. Notes from car builders and others will be attended to. Models, etc., may be seen at the office of the inventor.

A. BEEBE,
98 Cedar st., N. Y.

THE WHARTON

Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

RAILROAD IRON.

4,000 TONS 80 LBS. ERIE PATTERN, BEST by Cnawshays make. Now in yard and for sale

DANAS & LITCHFIELD,
18 William street.
4149 **New York.**

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston,

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the Corporation of the City of New York, due February 1st, 1870, will be paid on that day, by PETER B. SWEENY, Esq., Chamberlain of the City, at his office, in the New Court House.

The transfer books will be closed TUESDAY, January 4, 1870.

RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NEW YORK, Dec. 30, 1869. 4t2

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, January 4, 1870. A dividend of FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the seventeenth day of January instant, after which date and until the fifth day of February next, the transfer books will be closed.

THOMAS E. WALKER,
4t2 Treasurer.

RAILROAD CAR MANUFACTORY FOR SALE.

THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.
Lots Nos. 42, 44, 46, and 48 Steuben street: and
Lots Nos. 45 and 47 on Morgan street.
Together with the buildings, factories, shops, and improvements thereon erected.
Dated Jersey City, November 6th, 1869.

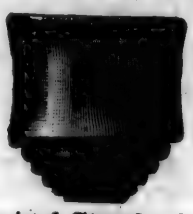
THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.

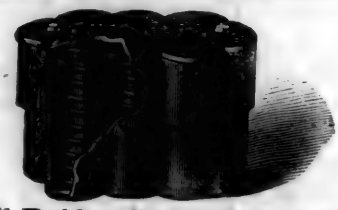
VOSE, DINSMORE & CO.,

National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,
MANUFACTURERS OF

RAILWAY CAR SPRINGS.



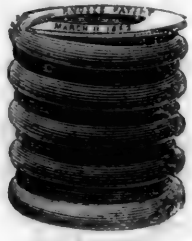
The Original Standard Volute Buffer Spring.
Patented—All others are Infringements.



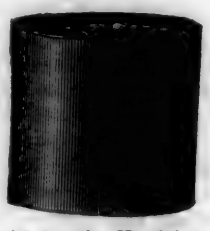
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



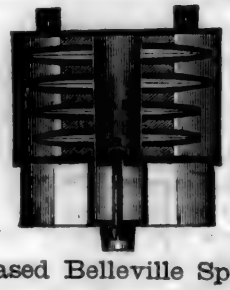
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.



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UTICA HEAD LIGHT WORKS,

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Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER.

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

STAR RUBBER CO.,

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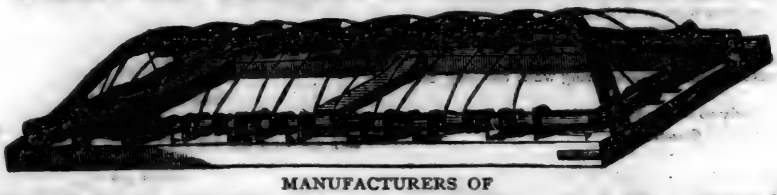
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The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

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10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by

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BEST 4 PLY, 100 TO 140 INCHES,

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BRICK SET AND PORTABLE

FURNACES,

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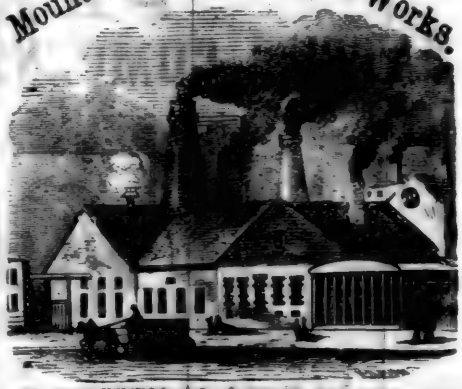
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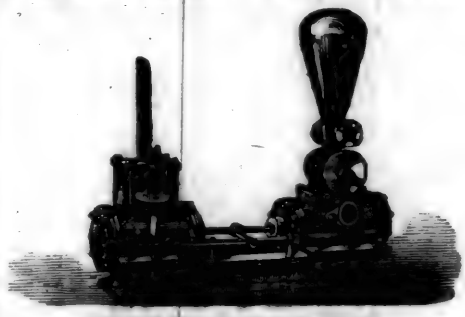
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Steamship Company's
THROUGH LINE TO
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Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 21, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on THURSDAY, Jan. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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New style Hot Air Engines. Send for Circular.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York Saturday, January 22, 1870.

The Commerce of Cincinnati.

The report of the Cincinnati Chamber of Commerce and Merchants' Exchange, for the year ended August 31, 1869, just published, shows that although the trade of that city may not have been quite as profitable as it was in 1865 and 1866, a much larger business was done; and that, though the value of the leading articles imported and exported in those years was greater than during the past year, there was a large increase in the volume of trade flowing through that city—the increase in the value of those years being chiefly consequent upon the inflation in prices. It has been so often stated that the trade and commerce of Cincinnati had reached its culminating point and begun to retrograde, and unless something was done to arrest this its commercial importance would forever depart, that many have believed it. A comparison of the several departments of trade, item by item, extending back over the past fifteen years, proves that these fears are wholly unfounded, as the increase of the commerce of Cincinnati has been very large—in some respects, indeed, surprisingly so. Not only do statistics show the great progress made during the past decade, but the total value of all the principal imports indicates it in even a more decided manner. The total value of the imports in 1859-'60, was $103,347,216; whilst the currency value of the same articles for the past year, was $283,927,903; which, being reduced to the gold standard, is $213,045,927, showing an increase of over 100 per cent. in nine years.

It is not in the development of its trade, however, that the prosperity of Cincinnati is alone to be looked for, but in her great factories and the skill and enterprise of her artisans. In this department she occupies the foremost position among the cities of the West, and must always continue to occupy it. An examination of trustworthy statistics shows a wonderful progress in the manufacture of wood and iron within the past few years; and yet this progress has been made so silently and with so little ostentation that those who do not understand the power of silence imagine that all things in Cincinnati are at a stand still.

During the past year the trade of the city has been comparatively free from disturbing influences. All departments have been more settled and, with the exception of flour and wheat, the changes in prices have not been important. Compared with the previous year, there has been a marked increase in the receipt of apples, bagging, barley, bran and ship stuffs, cotton, corn, coffee, cooperage, cattle, eggs, flour, glassware, hides, hardware; in all kinds of iron; lard, leather, lemons; all kinds of merchandise, including dry goods, nails, oats, rye, foreign fruit, rope and twine, sugar, shot, starch, sheep, tallow, turpentine, wheat, wool, whiskey, coal and lumber. The general increase is shown in the river trade, the total number of arrivals of steamers being 3,026, against 2,694 the previous year. There was, however, a decrease in the tonnage and number of steamers and barges; the tonnage being 69,774, against 83,264 the previous year, and the number 294, against 366 in 1868. The war increased the number of steamers running to and from Cincinnati from 225 to 464, and the tonnage from 11,642 to 92,742. The number of steamers and amount of tonnage were then far beyond the legitimate wants of commerce, and the decline was therefore inevitable; but notwithstanding this decrease, the increase in the number of arrivals and departures shows an increase in the trade, though the business to steamboat owners has not been profitable, owing to the oversupply of boats. For these reasons, steamboat building has been neglected during the past year, but the steamboat interest has now settled down to its normal condition, and, owing to the abundant crops and the increased tendency of Western agricultural produce to seek the ocean *via* New Orleans, the prospects are more favorable.

There can be little doubt that Cincinnati is entering upon a new era in her progress as the great Western manufacturing centre. A movement has begun in good earnest to secure railway accommodations with the Southern section of the country. This is a movement in the right direction, for it is in those districts that the market for her manufactures must be sought. When the resources of the South are contemplated, and the rich mineral and agricultural treasures to be found in that region, only here and there developed, the value of such a road may be more fully appreciated. It has been demonstrated that no other country can compete successfully with the Southern States in raising cotton; and when it is remembered that there is cotton land enough in the Gulf States, if cultivated, to produce twenty million bales annually, the future wealth of the country cannot be justly computed. This is the trade now opening to Cincinnati.

During the past year there has been more activity in railway transportation, and an increase in the tonnage passed over some of the roads terminating in Cincinnati. The consolidation of the Atlantic and Great Western Railway with the Erie has placed the great broad gauge route from that city to New York under the control of one powerful corporation, which will ultimately largely increase the railway business, as there can be no doubt that the broad gauge route will eventually be extended to the cotton States, if not to the Gulf. A bill was passed last winter by the Ohio Legislature, authorizing the construction of the road before mentioned to connect Cincinnati with the railroad system of the Southern States, in case the citizens should vote in favor of it. The question was submitted to the vote of the electors of the city, and it was decided in the affirmative

by a large majority. Accordingly, measures have been taken in conformity with the law, and surveys are being made in order to ascertain the best route to Chattanooga, in Tennessee—the terminus decided upon by the City Council. Should this railway be built, a great need of Cincinnati will be supplied, and a highway opened to the district of country where she will extend her trade rapidly, and to an extent which cannot be well estimated.

The extension of the Baltimore and Ohio road, by the purchase and consolidation of the Marietta and Cincinnati road, has also been of great advantage to the city. The cars have been running into the city over the Cincinnati, Hamilton and Dayton Railway from Loveland, pending the completion of a few miles of railway into the city, which is now nearly done. This is the shortest railway route to the coast; and as the company has a line of steamers running between Baltimore and Liverpool, with arrangements for transferring freight from the cars to the steamers at the company's wharf, in Baltimore, without expense to the shipper, it is expected that shipments of flour and grain and other Western produce to England, and of foreign goods back to the West, which has already become extensive, will in a few years become a business of great magnitude, and that this railway will become the leading highway for the European trade with the West; and when Cincinnati becomes a port of entry, these foreign goods can be delivered without delay to the purchaser, all the vexatious delays of the coast custom houses being avoided. The Louisville and Covington Railway has been completed within the year, which gives Cincinnati a more direct route to Louisville, and, indeed, all Southern markets, and already a large business is being done upon it; so that the highways to the South are being increased from year to year.

Fitchburg Railroad.

The receipts from operations of this road for the years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$447,610 83	$485,246 70
" freight	693,592 54	736.796 24
" mails	10,000 00	10,000 00
" rents	8,134 70	14,188 59
" interest	32,130 44	21,394 08
" expresses	17,790 81	22,968 21
	$1,155,259 32	$1,290,593 82
Expenses, viz:		
Repairs of road	$181,666 62	$187,322 40
" locomotives.	63,153 31	95,233 38
" structures	68,680 92	68,916 29
" bridges	22,644 84	32,803 83
" cars	87,984 75	102,542 88
Fuel	90,221 03	96,731 26
Oil and waste	9,254 26	11,892 55
Freight expenses	105,447 42	129,484 93
Passenger "	57,264 45	80,961 71
Switchmen, etc.	19,457 83	22,272 42
Removing ice and snow	4,166 30	3,354 60
Taxes and insurance	72,520 25	82,876 88
Gratuities and damages	6,636 70	16,865 81
Salaries and office exp.	21,910 02	17,455 17
	$810,958 70	$948,714 06
Net earnings	$344,300 62	$341,879 76

Compared with the previous year the gross earnings show an increase of $135,334 50, with an increase in expenses of $137,755 36, making the decrease in net earnings, $2,420 86.

The following statement will show the number of passengers carried, tons transported and miles run in 1869, as compared with the year 1868:

	1868.	1869.
Number of passengers carried in the cars	1,622,156	1,767,249
Do. carried one mile	20,619,491	22,134,414
Number of tons of merchandize carried	559,368	670,439
Do. carried one mile	15,659,371	16,941,140
Number of miles run	556,594	614,525

The increase in number of passengers carried is 145,093; in passengers carried one mile, 1,514,923; and in receipts from passengers, $37,635 87. The increase in tons carried is 111,071; in tons carried one mile, 1,281,269; and in receipts from freight, $97,203 70. Increase in miles run, 57,931.

The company have 32 locomotives, 40 passenger cars, 11 baggage cars, 355 eight-wheel and 331 four-wheel merchandise cars, and 36 gravel cars.

The assets of the corporation on the 30th of November last were as follows:

Notes receivable		$184,825 54
Cash and cash funds		153,407 45
United States for mail service		1,188 45
		$339,421 44
And the liabilities were:		
Balances due connecting railroads	$82,700 16	
Unclaimed dividends	3,612 00	
Unclaimed State tax	2 81	
		86,314 97
Excess of assets Nov. 30, 1869		$253,106 47

This sum less $149,052 65, the amount of the present January dividend and the United States tax thereon, will leave $104,053 82 in cash or funds equivalent thereto. The company has also real estate purchased during the past year at a cost of $190,219 09, and other real estate valued at $10,344; likewise fuel, iron, lumber and other materials necessary for renewals and repairs which are worth $109,130 88.

The road and its equipment have been maintained in excellent condition; many additions and improvements have been made during the year; and, taking, the whole property together, it was never in better order than at the present time.

The trunk road was but little effected by the freshet of last fall; but the repairs to the Peterboro' and Shirley Railroad made necessary from this cause, have cost several thousand dollars. The principal loss of the company, however, was from the interruption of business from some of the upper connecting roads, which business for nearly a month was almost entirely lost.

A considerable portion of the extensive freight yard wharves in Charlestown have been rebuilt. A section of the railroad bridge over Charles river, including the draw, has been renewed. The improvements in the locomotive and car shops, and in the engine house at Charlestown, have been completed. A new passenger depot has been erected at Cambridge station; and wide and convenient passenger platforms have also been built. A connecting track has been built between the trunk road and the Watertown Branch in Waltham. Over 2½ miles of new side tracks have been laid down, requiring 217 tons of iron rails in their construction. Large expenditures have been made for renewals and additional facilities for passenger and freight business, and, a portion of such expenses as were not applicable to the past year have been taken from the renewal and reserved fund. The property in Charlestown, known as Caswell's Wharves, containing about 140,000 square feet has been bought for $120,000. Other parcels of land have also been purchased in Boston, Charlestown, Belmont, Watertown, Waltham, Mason and Fitchburg, which have unitedly cost $65,219 09.

Trial Balance, Nov. 30, 1869.

Construction		$3,540,000 00
Cash and cash funds		153,407 45
Notes receivable		184,825 54
Fuel		30,747 50
Stock materials		62,633 38
Real estate		200,563 09
United States, for mail service		1,188 45
		$4,173,365 41
Capital stock		$3,540,000 00
Profit and loss		547,050 44
Receipts from passengers		1,537 94
Receipts from freight		81,162 22
Unclaimed dividends		3,612 00
Unclaimed State tax		2 81
		$4,173,365 41

President.—Wm. B. Stearns.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. Benson.

Superintendent.—C. L. Heywood.

Mexican Railway.

The half-yearly meeting of this company was held in London on the 30th of December. From the report which was presented we learn that the line to Puebla was formally opened for traffic on the 16th of September last. The gross receipts on the upper line from Mexico to Apixaco, 86 miles, from 1st January to May, its further extension of 10 miles to Santa Ana from June, and to Puebla, 19 miles more, in September, making together 115 miles from Mexico to Puebla open from 12th September last, amounted in the aggregate for the ten months ending on 31st October to 81,497*l*. On the lower line, from Vera Cruz to Paso del Macho, 47 miles, the receipts for the nine months ending 30th September amounted to 19,772*l*. The receipts on this portion of the line had not recovered the great falling off, as compared with former years, caused by the defective condition of the line, and the stagnation in the general trade of the country. In the meantime the line had been repaired and was again in fair working order. It was therefore hoped that a considerable improvement would be effected in the traffic receipts. But it was to the further extension of this part of the line through the difficult and often impassable country between Paso del Macho and Orizava, a distance of about 32 miles, that the company must look as a means of securing the traffic between the capital and the coast at Vera Cruz. Already a considerable portion of the earthworks on the line and some part of the masonry had been completed, and provision made in the form of iron-bridge work for passing the largest of the watercourses. Mr. Samuel, the company's consulting engineer, was of opinion that the lower line could be opened to Fortin by the end of the year 1870. The collection of the sums due to the company under the assignment upon the Customs duties, and the Mejoras Materiales subvention, proceeded with re-

gularity, having produced under the two heads, since the resumption of payments on 1st January last, the gross sums of 90,577*l.* and 46,390*l.* respectively to the end of September. The line to Puebla having been opened, the company was now at liberty to concentrate its available resources on the important work of carrying on the lower line to Fortin. The directors had entered upon preliminary arrangements for issuing class B mortgage bonds to be charged upon the profits of the lower line from Vera Cruz to Fortin, which they trusted would enable them to proceed with the works on the line in accordance with the contract. The Government of Mexico had the right to nominate four directors, two of whom would act in London, and two in Mexico. The report of Mr. Samuel, the consulting engineer, after describing various details respecting the works and shipment of materials for the bridge and permanent way, states that the total length of the line from Vera Cruz to Mexico, with branch to Puebla, was 290 miles. Of this, 47 of the lower section and 115 of the upper section were open for traffic and in working order, making together 162 miles, leaving 128 miles to be completed, in three sections. The first of those sections, from Paso del Macho to Orizava, 32 miles, included the 24 miles to Fortin, the works on which had been recommended, and he believed, if ample funds were provided, it might be opened for traffic in 12 months from this time. 30 per cent. of the earthworks and 17 per cent. of the masonry had been completed previous to the suspension of the works. A ravine beyond Fortin would have to be crossed by an iron viaduct more than 900 ft. in length, the *maximum* height of which from the bottom of the ravine to the level of the rails would be about 375 ft. This work would occupy two years in its execution, and be the key to the completion of the entire line. On the second section, from Orizava to Boca del Monte, 26 miles in length, 54 per cent. of the earthworks and 15 per cent. of the masonry were executed. On the third section, from the latter place to Apixaco, 70 miles in length, 90 per cent. of the earthworks and 15 per cent. of the masonry were executed. No ballasting had been laid or any work of importance executed on those sections.

From a San Francisco paper.

Chinese Labor on the Texas Railroad.

We have great pleasure in noticing the fact that Mr. B. JOHNSON DORSEY, Consul for the Republic of Salvador, and a well-known commission merchant of this city, succeeded last Saturday in dispatching some three hundred Chinaman by the Union Pacific Railroad. This pioneer gang of laborers is destined to work on a section of the Great Southern line in Texas, and a contract was made with them for a term of years, which was read over and fully explained to them by an interpreter chosen out of their body. Every precaution for their comfort *in transitu* was secured, a car being especially fitted up for their cooking and other conveniences. This is a move in the right direction, and Mr. Dorsey is just the man for the occasion, and enjoys peculiar facilities for carrying out such an undertaking, as he is extensively known both in San Francisco and China, as well as possessing the entire confidence of the Chinese in our midst by reason of extensive dealings with them for many years past.

We like this quiet, prompt way of doing business, and cannot but contrast it with the manner in which the same matter has been approached by another party. Mr. Koopmanschap may have a thorough knowledge of China and the Chinese, but after all his talk and contracts he has done absolutely nothing. Spite of Memphis demonstrations, and much going to and fro, and telegraphing north, east, south and west, with newspaper paragraphs detailing the movements of the man who was to bring a small army of workmen to the fields where they were so much needed, not a single pigtail has been forwarded as promised, whilst Mr. Dorsey has stolen a march on Koopmanschap, who rubs his eyes, and before he is quite awake three hundred Chinaman are being whirled over the Sierra Nevadas, supplying that which was so imperatively called for, and with a promptness that is most valuable. Our only regret is that the terms of the negotiation prevented Mr. Dorsey from forwarding the Chinese laborers by the steamers of the Pacific Mail Steamship Company, but that is of small importance to the fact of their departure by means of the energy and business-like character of the gentleman who undertook the expedition. Mr. Dorsey is, we are glad to state, now fully prepared to enter into contract for an unlimited supply of Celestials, either from the East or from China.

St. Louis—Its Commerce and Railroads.

The annual review of the commerce of St. Louis, published at great length in the columns of the *Missouri Republican*, shows that the trade of that city has nearly doubled during the year 1869; and, if figures and statistics are trustworthy, St. Louis may now claim to be the most prosperous city, relatively speaking, in the United States. Ordinarily, seasons characterized by a shrinkage of values show marks of retrogression, rather than of advancement. There are many reasons assigned, however, for the large increase in the commerce of St. Louis. During the year its railroad connections have opened up in the West and South new consuming and producing regions tributary in either capacity to its markets. As a consequence of this opening of new fields of enterprise, of produce and of consumption, the city has increased in population, in resources and in wealth, and its merchants now supply regions widely separated, embracing a sweep of country from Minnesota to Georgia, and including Utah, Colorado and Wyoming.

In attempting a summary of this vast trade which has grown up within the memory of the present generation of business men, it is impossible to do more than glance at a few of the principal items. From the statistics before us we learn that the direct imports of foreign goods at St. Louis during the year, were valued at $3,463,920 82, on which duties were collected to the amount of $1,822,894 21. The value of foreign goods withdrawn from bond during the year, was $3,268,348 63, on which $1,711,256 61 was paid in duties. Of the total imports, the most important items ran as follows: Sugars, $780,229; coffees, $307,168; earthenware, $45,429; tin, $62,775; railroad iron, $215,964; pig iron, $50,637; manufactured iron, $25,148; liquors, $46,411.

The most important feature of the trade of St. Louis, and certainly that possessing most interest for the general reader, is the grain trade of that city. The receipts of grain and flour at that point have largely increased during the past year, a large proportion of which increase may be attributed to the attention called to St. Louis as a grain market by the discussions preceding and accompanying the formation of the grain dealers' association; and it is creditable to its managers that, with a limited capital, their purchases have exceeded 500,000 bushels of wheat during the season. By sending an agent to Europe they have attracted attention to St. Louis and the Mississippi Valley as a source of supply, and have prepared the way for such a reduction of freights from the mouth of the river as will eventually turn a large portion of the exporting and importing trade of the West into the Mississippi Valley. The increase in the receipts of wheat alone during the year exceeded two and one quarter millions of bushels, on which the dealers and exporters have gained a profit of not far from a quarter of a million dollars. Many valuable public and private improvements have been made to facilitate the handling and movement of breadstuffs at this point, but much yet remains to be accomplished in this direction, especially in providing improved facilities of water transportation and inducing a closer identification of the interests of the shippers and consumers of the States bordering on the Upper Mississippi.

Of the general trade of the city, both local and with the sections of country which draw their supplies mainly, if not wholly, from St. Louis, it is impossible to give even a summary, so many and widely various are the items to be included. Some idea of its extent, however, may be gained from the total receipts of leading articles of commerce, exclusive of textile fabrics, of which no statistics are at hand. From a table of articles not already mentioned, we learn that the total receipts at St. Louis during 1869, were as follows: Flour, 1,119,044 bbls.; wheat, 6,298,717 bushels; corn, 2,320,711 bushels; oats, 3,109,702 bushels; rye, 257,056 bushels; barley, 748,847 bushels; hemp, 24,468 bales; cotton, 18,978 bales; tobacco, 10,128 hhds.; hay, 181,149 bales; whiskey, 48,603 bbls.; lard, 23,535 tcs. and bbls., and 6,327 kgs.; bacon, 5,929 casks; lead, 221,817 pigs; pork, 78,236 bbls.; cattle, 124,565 head; sheep, 96,626 head; hogs, 344,848 head. These figures show a large increase over those of 1868, and indicate that the trade of the city will expand from year to year in a ratio proportionate to the growth of the Northwest in population and material wealth. In reference to the Railroads centreing at St. Louis, the *Republican* says:

Not the least important advancement made during the past year has been in added length of the railroads centering at St. Louis, by the extension of main lines, the construction of branch feeders and forming of connections with lines traversing other States. The year, characterized by the completion of the Union Pacific road, and the connection of the Atlantic and Pacific coasts by iron bands of intercommunication, has also been noted by the practical connection of the Southeastern Atlantic cotton growing States with the food producing regions of the Southwest and practically by the construction of unbroken rail communication between the Gulf of Mexico and the headwaters of the Missouri; and it is no insignificant indication of the future prosperity of St. Louis, that occupying a midway position on these great lines extending from the extreme east to the extreme west, and from the farther north to the farther south, our merchants and our citizens will share alike in the prosperity of every section of the Union. Appropriate, therefore, to a review of the commerce of our city, we give place to the following resume of the business and extent of our railroads:

THE NORTH MISSOURI.

This road, which in the future will form the most important northern feeder of St. Louis trade, has an entire length, including branches, of, in

round numbers, 405 miles; 383 miles in this State, and 22 miles in Iowa. There have been 113 miles of new line of communication opened in the past year by connection with the Missouri Valley road from Harlem, opposite Kansas City, to Marysville, but the North Missouri Railroad Company has built only one mile of new track during the year, viz: from North Market street to the elevator in St. Louis. The track of the West Branch of the road was completed to Kansas City at the close of the year 1868, but not operated its whole length, 126 miles, until the present year.

Nothing remains of the North Missouri Railroad to be completed. In Iowa 20 miles remain to complete the Cedar Rapids road to Ottumwa, effecting connection there with the Des Moines Valley Railroad, the Burlington and Missouri River Railroad and other projected lines. Also (in Missouri and Iowa) the St. Louis, Chillicothe and Omaha Railroad about 209 miles, forming a direct route from St. Louis to Omaha. The Chillicothe and Des Moines road is being graded, and at Chillicothe will connect with the St. Louis, Chillicothe and Omaha road, and also with the Hannibal and St. Joseph Railroad. The Louisiana and Missouri River road is being graded, and will strike the North Missouri road at Mexico. Some work is being done between Salisbury (a station on the West Branch) and Glasgow, and this road when completed to Glasgow will be a feeder to the North Missouri road. The St. Louis and St. Joseph Railroad, which crosses the North Missouri Railroad near Lexington, on the north side of the river, is fast being constructed, and will soon be completed. The Hannibal and Moberly road is also being graded, and assurances are given that it will be completed within a year.

The relation of this road to the grain interests of St. Louis is shown by the fact that there have been built during the year, on the line of the railroad, twelve warehouses and elevators, and there will doubtless be many more erected during the coming year. The amount of grain transported over the North Missouri Railroad to St. Louis during the year, was 829,245 bushels in sacks, and 296,200 bushels in bulk.

There were transported, during the year, over the road to St. Louis, 38,574 head of cattle, 4,842 of which were Texas cattle; 42,988 sheep, and 3,130 horses and mules.

The total freight carried over the road during the year 1869, inclusive of the foregoing, amounts to 132,298,144 pounds, against 69,503,275 pounds during 1868. The total number of passengers carried during the year, was 403,608, against 252,008 in 1868. The estimated receipts of the company for freight and passenger traffic for the year 1869 show an increase of about 60 per cent. over 1868.

ST. LOUIS AND IRON MOUNTAIN RAILROAD.

Under the excellent management of Thos. Allen, Esq., of this city, who became the purchaser of the old road between St. Louis and Pilot Knob, a distance of 86½ miles from the city, this important road has been pushed to a successful completion at Belmont, Missouri, opposite Columbus, Kentucky. Mr. Allen became the purchaser of the road in January, 1867, and completed its extension of 120 miles to Belmont so as to open it for business throughout its entire length on the 19th of August last, at a cost of about five millions of dollars. But for the interference of the State Executive in January, 1868, the road would have been opened for business some six months sooner. As it is, however, we have the road in time for the winter business of our shippers. The total length of the main line from St. Louis is:

	Miles.
Belmont	196
Potosi Branch	4
Pilot Knob Branch	11
Total length main line and branch	210

The road has earned during the year 1869 about $900,000, a very flattering exhibit, considering that it has been opened through its entire length but little over four months.

The quantity of iron ore transported over this road from Pilot Knob and Iron Mountain is steadily increasing. During 1869 there was transported over the road from these vast deposits of iron ore the following amounts: Iron ore, 155,000 tons; pig iron, 32,000 tons. The extension of the road is opening up some fine beds of hematite ore, and developing new lead diggings, running, as it does, through some six miles of the famous lead tract known as Mine La Motte, and its opening has infused new life into these mines, as well as into the whole country traversed. About fifteen new saw mills have been erected on and near the line of the road, which will afford to our cabinet manufacturers and others large quantities of oak, poplar, walnut and cypress from the almost inexhaustible forests in the flats of Southeast Minnesota.

The entire road is laid with the five feet, or Southern gauge, to facilitate transportation over connecting roads. These connections at present are made through the Mobile and Ohio Railroad, that terminates at Columbus, Ky., the cars being ferried over the river between Belmont and Columbus on a boat built for that purpose, and without breaking bulk. The distances from St. Louis by the Iron Mountain road, by rail, over roads now in operation, are as follows:

	Miles.
To New Orleans	723
To Mobile	667
To Savannah	960
To Charleston	970
To Richmond	1,095
To Norfolk	1,175
To Washington City	1,150
To Nashville	376
To Memphis	345
To Atlanta, Ga	663

These distances to the seaboard cities of the South compare favorably with distances to more northern ports by the older traveled rail routes, as will be seen by the following rail distances from St. Louis to—

	Miles.
Baltimore	929
Philadelphia	1,007
New York	1,074
Boston	1,225
Washington City	969

It should be added in this connection that lines now being constructed in the Southern States will reduce the distance by the Iron Mountain Railroad from St. Louis to Southern ports over 100 miles, and that the whole route is exempt from dangers of frost and blockades from snow.

Thus far we have only considered the connections of this important road with the lower river and the railroads east of the Mississippi River. But there are connections west of the Mississippi and new lines yet to be built, projected, and of no less importance to St. Louis. The lines projected are the following: Cape Girardeau Branch 16 miles long, now under contract for construction, intersecting the Iron Mountain road about 148 miles from St. Louis. By this branch the ore of the Iron Mountain will be carried to Cape Girardeau on a rail distance of 92 miles. Second: A road down the west bank of the Mississippi River to Memphis. This line will leave the constructed road at the town of Morley, about 160 miles from St. Louis, and will be 140 miles in length, making the distance from St. Louis to Hopefield, on the west bank of the river, opposite Memphis, 300 miles, or 45 miles shorter than the present line, *via* Columbus and Humboldt. This line will be easy to construct, and cheap to operate, being practically straight line and level grades the whole distance. In fact it can be made in connection with the Iron Mountain road, to carry freights between St. Louis and Memphis at average river rates, and pay a fine dividend on its cost of construction and equipment. Mr. Allen had nearly perfected a plan for building this line when the late gold bubble burst in New York. It is the intention to so construct this line to Memphis as to make the road useful as a levee, and thus reclaim over a million of acres of land subject to overflow of the Mississippi in the high floods. A large portion of this land will be subscribed to the road, and, as the building of the road will reclaim it, the road will in a short time develop a large local business, proving not only a useful line to the commercial interests of St. Louis with the South, but a great gain to Arkansas, by reclaiming over a million of acres of fertile land now a waste.

Looking a few years to the future there is another projected line more desirable to be controlled in the interests of St. Louis than any other connection of the St. Louis and Iron Mountain Railroad—the Cairo and Fulton Railroad, of Arkansas. This line starts from the boundary line between the States of Missouri and Arkansas, about seven miles west of Chalk Bluffs, and pursues a very generally direct course to Fulton, on Red River, and thence to the boundary line between Arkansas and Texas, where it will connect with the railroads of the latter State. The distance on the line through Arkansas is 301 miles. The connection with this line would be best made by building a line from the town of Marquand to the State line, a distance of 74 miles. The route would pass by the old Indian ford, thence through Butler County.

Distances on this line are as follows:

	Miles.
St. Louis to Marquand	118
Marquand to State line	74
State line to Texas boundary	301
St. Louis to Texas boundary	493

The construction of this line in the interests of St. Louis would give our city a controlling influence in the railroads of Arkansas. It should be added that this line has a munificent donation of lands from the general Government which, with proper management, would nearly if not quite build the entire line. Let St. Louis grasp this trunk line of Arkansas through the Iron Mountain road before it is too late.

Through the old Cairo and Fulton Railroad of Missouri connection is given with Cairo. The Iron Mountain road crosses this old line in the town of Charleston, one hundred and seventy-eight miles from St. Louis; thence to Cairo is about ten miles. The old Cairo and Fulton road was abandoned during the war, and has not yet been repaired, but it is the intention of the Iron Mountain Railroad Company to place this ten miles in running order to give St. Louis a direct connection with Cairo.

MISSOURI PACIFIC.

This road, of great importance to St. Louis, has been so long in operation throughout its entire length, that it would be mere repetition to give extended notice of its connections beyond the State, destined ultimately to give St. Louis direct communication with Colorado on the west, and Indian Territory and Texas on the south; yet though less spoken of than others, this road has developed new interests in Missouri by the construction of branch feeders during the year. The most important of these is the Osage Valley and Southern Kansas road, running from Tipton to Boonville, a distance of twenty-five miles, which was finished in November, 1868, but virtually placed in active operation about the commencement of 1869, and which is leased to the Pacific Company for thirty years. The company is also constructing and has thirty years lease of the Lexington and St. Louis Railroad, from Sedalia to Lexington—a distance of 55 miles. This road will be completed and placed in active operation in August next, and, in connection with the St. Joseph and St. Louis Railroad also in course of construction on the north side of the Missouri river, will give a new and direct line of communication with St. Joseph and points beyond. There is also in course of construction, a road from Lawrence to Bergen Hill (the L. and P. H. R. R.), a distance of 58 miles, which will probably be completed before the 1st of January next. The Tebo and Neosho Railroad, to run southwest from Sedalia to Fort Scott, a

distance of 103 miles, will probably be commenced during the present year.

We are without full statistics of the freight and passenger business of the Pacific road; but owing to the change of gauge during the year, and consequent difficulty in obtaining cars, it is estimated there has been no material increase. In common, however, with the North Missouri Railroad, the Pacific has accommodated itself to the changed methods of handling grain, and has induced the erection of elevators at one or more points on its line, and has projected others to be constructed during the coming year. The amount of bulk grain transported last year over this line from points west of St. Louis was 843 cars or in round figures 280,000 bushels. During the year there was also brought to the city 4,800 cars of cattle of which 675 were Texan.

SOUTHWEST PACIFIC.

This road which is destined within the near future to become a most important feeder to St. Louis commerce, has been pushed vigorously forward during the past year. Within that time the road has been extended, and placed in active operation from "Little Piney," twelve miles beyond Rolla, Phelps county, to Lebanon, a distance of fifty-eight and a half miles, and there has been graded a further distance of 59 miles from Lebanon to Springfield, which will be ironed and in running order by the 1st of April. The road is also being rapidly graded beyond Springfield, and will be opened to a point within 41 miles of the State line, before the 1st of July. This latter extension will bring the vast lead deposits of "Granby" within ready communication of St. Louis. We have no statistics of the passenger or freight business of the road for the past year; but are informed by its officers that the former has doubled and the latter has been increased fully 50 per cent.

THE RAILROADS EAST OF THE MISSISSIPPI.

Turning to the eastern side of the Mississippi river we find similar proof of progress in the desire for connection with and a share in the commerce of St. Louis. But a few years since there was only one railroad terminating opposite our city, and communication in other directions inland from the Mississippi were made by stage, and produce grown one hundred miles eastward of St. Louis either sought other markets or was brought here at great expense of time and labor. Now there are five distinct roads centering there, to which have been added by leases new connections, etc. In order to give a correct idea of the magnitude of these connections and those contemplated we give the following resume of the roads now completed, and those projected as Eastern connections, and which within two years—when the bridge is completed—will run trains directly into this city.

Chicago and Alton Railroad, 281 miles of main line, with the Jacksonville division of 150 miles additional, from Bloomington to Monticello Junction, operated under a perpetual lease; also an extension of the Jacksonville division, from Hopedale to Dwight, by way of Lacon, a distance of 112 miles, in course of construction, thus giving the Chicago and Alton Railroad, a total length of about 550 miles. This road, as mentioned elsewhere, has not only lengthened its line and projected still further extensions to be completed during the present year, but has within the same period constructed approaches to the river on either side, and now crosses its cars with freight in bulk, delivering grain at the elevator, merchandise in the package warehouse, and forwarding cattle without transhipment.

The Illinois Central Railroad may now be considered a St. Louis Railroad, having effected direct connections with the city during the past year by means of the St. Louis, Terre Haute and Vandalia Railroad, over which it runs freight direct from St. Louis to Chicago, Cairo and Dubuque, without breaking bulk or changing cars. This road has a length of seven hundred and eight miles in Illinois, and in Iowa has leased in perpetuity the Dubuque and Sioux City Railroad to Waterloo, one hundred miles; the Iowa Falls and Sioux City Railroad, 191 miles; the Iowa Falls and Minnesota Valley Railroad to Austin, Minnesota, about 70 miles, and has placed in operation the past year from Dubuque to Fort Dodge, 193 miles, and from Waterloo to St. Augurs, on the Minnesota State line, 66 miles, thus opening to our commerce the rich and fertile country of upper Iowa and lower Minnesota.

The St. Louis, Vandalia and Terre Haute road is an entirely new line, of 163 miles in length, which will eventually form an important link in our Eastern connections. It has been completed within the past year to Effingham, the county-site of Effingham county, Illinois, 90 miles from St. Louis, forming at that point a junction with the Illinois Central Railroad. From Effingham eastward the grading is being pushed forward with considerable rapidity, and it is expected that the entire line will be completed to Terre Haute and in running order by July 1st of the present year. Ohio and Mississippi Railroad to Cincinnati, 340 miles. During the past year the Louisville division from North Vernon to Louisville, 40 miles, has been completed and trains are now run direct from St. Louis to Louisville without change of cars, thus giving a new and important through Southern connection.

Belleville and Illinoistown Railroad, 14 miles, with a projected extension southward and southeastward of over one hundred miles, called the Belleville and Southern Illinois Railroad, now finished to Athens, 16 miles from Belleville, and rapidly completed toward Du Quoin, Ill., which point it is expected to reach by June next, thus giving a new connection to Cairo, Columbus, Ky., and the South generally. This line will be 35 miles shorter than the Iron Mountain Railroad, but will lack the facility of unbroken gauge with roads south of the Ohio river, and consequent direct transfer of cars.

Cairo and East St. Louis Railroad organized and construction expected to be commenced in the interests of the Chicago and Alton Railroad early in 1870, and pushed to completion, about 145 miles. This road will pass through a country rich in farming and mining products, and beside, as forming a short and direct connection with Cairo, will be of great importance to St. Louis.

Indianapolis and St. Louis Railroad: From St. Louis to Terre Haute, 186 miles. This is the old Terre Haute and Alton road under its new name as leased to a company with above title. This company is now engaged in building a road from Terre Haute to Indianapolis (75 miles), hence its name. It is expected that this new line will be completed by July next.

Decatur and East St. Louis Railroad: In course of construction from Decatur southward, connecting at the last named city with the Toledo, Wabash and Western Railroad.

Depot grounds have been purchased at East St. Louis, and the road is being pushed rapidly toward completion. Distance from Decatur to St. Louis, about one hundred and thirty miles. Some twenty miles of the iron is already laid, and judging from the energy with which the work has been pushed hitherto, but few months will elapse before the line is ready for business.

Peoria, Pekin and Jacksonville Railroad: This road intersects St. Louis in the fact that it opens up Pekin, Peoria and the Illinois river towns to St. Louis by the way of the Jacksonville division of the Chicago and Alton Railroad. Length of line from Peoria to Jacksonville, 83 miles.

Rockford, Rock Island and St. Louis Railroad: This road is finished and cars running over the line from Rockford to Rock Island. From Rock Island towards St. Louis, several sections of several miles each are completed, and in one or two instances, cars are running over these isolated sections. It is now expected that this line will be through to St. Louis by January 1871, and will be of vast importance to St. Louis, as it will then open up a new route to the upper Mississippi river country, as well as to the Lake at Racine, Wis.

Taxes on Interest and Dividends.

Commissioner Delano decides that the tax imposed upon dividends, undistributed sums, &c., by section 120 of the Internal Revenue law, upon dividends, interest, coupons, amounts used for construction, &c., by section 122, and upon salaries by section 123, did not expire on the 31st ult., but should hereafter be withheld and paid as heretofore.

☞ The Pittsburgh Cast Steel Spring Company, on the first of January changed their firm name to A. FRENCH & Co. Mr. French, the senior pastner, has for some time been the superintendent of their works at Pittsburgh, and has built up an enviable reputation among railroad managers for their Elliptic Steel Springs for cars and locomotives.

☞ The Railway Commissioners have resolved shortly to call for tenders for four additional sections of the Intercolonial Railway, and for rolling stock. The present tenders have to be completed by July, 1871; the next ones a year later.

☞ The Superintendent of a wooden railway in operation in Clinton, N. Y., reports that a new style of wooden road can be constructed complete, ready for twenty ton engines, to run at the rate of eighteen miles per hour, at a cost of seventeen hundred and sixty dollars per mile. This is exclusive of grading. On these wooden railways but little grading is done. The roads do not need to be much more level than ordinary highways, especially in a country where the hills are only moderate.

☞ Trains on the Boston, Concord and Montreal Railroad are now running regularly to the Wing road, six miles north of Littleton, and iron is laid as far as the south line of Whitefield, one mile further on. The grading to Burns's Mill, nine and a half miles from Lancaster, is nearly completed, and the iron will be laid the present month to that point. The Directors have determined to push the road on to Lancaster, *via* Dalton, as fast as practicable, and grading to the Dalton line has been contracted for.

☞ The following gentlemen have been elected directors of the Sharpsburg, Butler and New Castle Railroad: S. M. Hartman, William Smith, Samuel Riddle, John Brown, Jr., William Tomlinson, B. W. Morgan, John Scott, Jr., George C. Reese, Andrew Lyons, H. L. Bollman, N. P. Sawyer, D. O'Niel, Jared M. Brush. President, Jared M. Brush; Secretary, Wm. Tomlinson, Treasurer, Samuel Riddle.

☞ The Wilmington and Manchester Railroad has been sold under foreclosure of mortgage, and purchased by W. T. Walters, of Baltimore, for $525,000—the sum of $250,000 being paid for the South Carolina end, and $265,000 for the North Carolina end. The sale was for cash, but certain preferred bonds will be received in payment. Of these preferred securities the purchaser holds $1,975,828 06.

☞ Ground was broken on the Frederick and Pennsylvania Line Railroad on the 12th inst., about midway between Littlestown, Pa., and Taneytown, Md. The contractors are pushing on their work with an energy that betokens an early completion of the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 3
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....100	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct.'69 4½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger Street	.....	J'n & J'ly	Jan.'68@2
Cin., Sand. & Clev. pref... 50	393,073	J. & J.	Jan.'68@2
Citizens' Passenger (Phil.) 50	192,750	M. & N.	Nov.'69 3
Clev., Col., Cin. & Ind.....100	10,450,000	J. @ J.	Jan. '70 7
Cleveland & Mahoning*... 50	2,058,400	F. & A.	Feb.'70 3½
Cleveland and Pittsburg... 50	5,958,775	M. & N	Nov'69 3½
Cleveland and Toledo* 50	5,000,000	J A J &O	Jan.'70 2½
Col., Chi. & Indiana Cen..100	11,420,000	F. & A.	Aug.'69 4
Columbus and Xenia*..... 50	1,786,200	.....	.....
Concord 50	1,500,000	J. & J.	Jul. '69 3½
Concord & Porte., guar....100	350,000	M. & N.	Nov.'69 5
Coney Island & Brooklyn.100	500,000	J. & D.	Dec'69 3½
Conn. & Passum'p Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	.....	.....
Connecticut River.....100	1,700,000	F. & A.	Feb. '70 3
Cumberland Valley 50	1,316,900	J. & J.	Jan. '70 5
Danbury and Norwalk ...100	400,000	A. & O.	Apl. '69 4
Dayton and Michigan*.....100	2,390,648	.....	.....
Delaware*.....50	694,260	.....	.....
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jul. '69 3
Des Moines Valley.....100	1,820,200	J. & J.	Jan. '70 5
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,900	F.M.A.N	Feb.'70–
Dubuque and Sioux City..100	1,678,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 2
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	1,290,087	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,630	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,330	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J. A. J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,656	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.....50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '62 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central 100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.....50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	823,375	J. & J.	July '69 6
Millville and Glassboro' ...100	405,000	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,436,600	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	.....	Oct. '69 4
" Certificates.100	21,491,450	.....	.....
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,798,900	F.M.A.N	Nov. '69 2
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania.....50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,368,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,850	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,685,000	J. A. J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	807,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia.....50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'70 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	3,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 0
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 25	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... —	.....	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,842	535,3?6	410,000	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,726	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	196,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297.513	444,024	566,403	599,549	442,275	377,053	4,388,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,895	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473.186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,580	879,900	11,632,787
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	160,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,829,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,161,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	127,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	103,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365.180	351,489	387,095	301,613	418.575	486.808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429.546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434.318	488.388	530.871	429,785	380,034	4,663,508
1868	362,021	338,335	378,735	452.429	399,300	365,117	308,502	437,600	521,326	543,886	436,309	437,503	4,981,103
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216.624	295,956	322,369	307,474	258 634	2,650,702
1863	242,073	245,858	236.432	238.495	236,453	206.221	193,328	215.449	308,168	375.488	339.794	306.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,761	408,445	410,802	405.510	376.470	3,970,946
1865	306,324	279,137	344.228	337,241	401,456	365,663	329,105	413.501	476.661	490.694	447,670	328.870	4.520.550
1866	282.430	265,796	337,158	343,737	365,196	335.083	324,986	359,646	429,161	493.640	414.604	305.669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284.977	313,021	398.993	464.778	506,296	412,934	339.373	4.371,073
1868	343,316	304,315	326,880	415,758	369.236	325,501	321.013	392.942	456.973	511,820	410,826	390.671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374.542	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	360,356	365,412	350.565	751.738	1,101,771	775,616	468,323	5.683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522.682	1,024.045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,486,356	1 117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332.400	278,006	346.243	275.950	3.311,077
1865	259,223	239,139	313,914	271.527	290,916	304,463	349,285	344.700	350,348	372,618	412.553	284.319	3,793,005
1866	267,541	246,109	326.236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	261,613	3.380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234.633	322.521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448.994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1.170.241	1,125.635	754,551	1,032.149	612.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121.205	1,351.579	1,419,232	1,196,955	702,685	10,033,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903.974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463.509	505,814	466.300	487,642	5,132,934
1864	290,676	457,227	611.297	588,066	525,751	532 911	506,641	625.547	675.360	701,352	691,556	914,062	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648.201	654,926	757,441	679.935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606.218	669,037	784,800	690.598	573,727	7,242,128
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220.209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	384,724	382,996	406,766	351,759	338,490	3,809,358
1868	278,712	265,137	267,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,203
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,559	617,585	755,084	678,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1870.					
Loan of June 14, 1858 ..registered	$20,000,000	5	Jan. & July.	1874	....
.. .. .. coupon		5	" "	1874	....
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	....
.. .. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	" "	1881	117¾
and March 3, 1863 coupon		6	" "	1881	117¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. .. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
(5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115½
(5-20s).....coupon		6	" "	1884	115½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115½
(5-20s).....coupon		6	" "	1884	115½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115½
(5-20s).....coupon		6	" "	1885	115½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
(5-20s).....coupon		6	" "	1886	113¾
.. .. 3d series (5-20s)...registered	379,591,250	6	" "	1887	114½
(5-20s).....coupon		6	" "	1887	114½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114½
(5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	111½
(10-40s).....coupon		5	" "	1904	112¾
Pacific R. R. Bonds.....(currency)	64,135,320	6	Jan. & July.	'95-'99	109⅝
Certificates of Mar. 2, 1867, and July 2, 1868	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	294,092	var	.....	Due.	....
Treasury Notes (7-30s)	774,600	7.3	.....	Due.	....
Certificates of Indebtedness	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864	2,453,820	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks)	356,113,093	*nil.*	.....	Dem.	....
Fractional Currency	39,762,685	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds	168,900	5	May & Nov.	1872	61
.. — .. .. (extended)	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling)	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)	732,800	5	" "	1886	....
.. — .. .. (new)	660,200	8	" "	'94-'95	94
Arkansas—*State Bonds (Real Estate Bank)	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank)	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867	3,066,500	7	Jan. & July.	1877	123
.. — .. 1860	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My. '61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	98
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99¾
.. — .. My'.64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
—		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.)	100,009	7	Jan. & July.	1870	90
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1860)	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.)	1,519,000	6	" "	'68-'74	91
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling)	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds	996,649	6	" "	1877	100½
.. —Liquidation Bonds	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal .....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock	2,322,925	5	Jan. & July.	1866	97¾
.. —War Loan Bonds	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds	100,000	6	July.	'83-'84	....
Kentucky—State Bonds	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.)	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	65½
.. — .. .. (" 1867)	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868)	3,000,000	8	" "	1908	80
.. — .. .. (Funding)	494,800	6	Various.	'86-'88	....
Maine—Civil Loans	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	5	Various.	'75-'78	97½
.. —War Loan of 1861	800,000	6	"	1871	98½
.. — 1863	525,000	6	Mar. & Sept.	1883	....
.. — 1864	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837	269,000	3	" "	1890	96
.. — .. 1827	24,000	5	" "	1880	....
.. — .. .. 1834-'35	1,438,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. South Relief Loan of 1867	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.)	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861	200,000	6	Jan. & July.	1871	117¾
.. —	650,000	6	" "	'72-'73	115
.. —	720,000	6	" "	'74-'75	111½
.. —	1,430,000	6	" "	1876	112
.. — .. 1862	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63	220,000	5	May & Nov.	1880	100½
.. —Bounty Fund Loan of 1863	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'07, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100½
.. —Coast Defense Loan of 1863	888,000	5	Jan. & July.	1883	100½
.. —War Fund 5-20 Loan	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'78-'83	93
.. —War Loan	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks)	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest)	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	88
.. —S. W. Pacific, guar	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account)	.....	.....	.....	.....	....
Nevada—(No Account)	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July.	'69-'78	99¾
.. — .. of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free)	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,409	6	" "	'97-'02	....
New York—General Fund Stocks	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old)	8,511,000	6	J.&J.or A.&O.	'69-'91	41½
.. — .. (new)	3,059,045	6	" "	'92-'98	24½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York)	2,026,171	6	Jan. & July.	1870	100
.. — .. (")	1,600,000	6	" "	1875	101¼
.. — .. (")	4,095,309	6	" "	1881	100
.. — .. (")	2,400,000	6	" "	1886	100
.. —Union Loan (Columbus)	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,707,910	6	Various.	Due.	....
.. —		5	" "	1870	100
.. —	1,642,128	5	Jan. & July.	Various.	92½
.. —Coupon Loans	4,724,000	5	Various.	'72-'82	....
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861	30,500	6	April & Oct.	1871	103½
.. — .. of 1862	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863	214,000	6	April & Oct.	1883	98½
.. — .. of 1863	776,000	6	Jan. & July.	1893	99
.. — .. of 1864	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	97
.. — .. (stg.)	484,445	5	" "	1868	....
.. —State House Loans	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,262,971	6	" "	'70-'90	76
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	54
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	47¾
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—State Bonds	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock	20,653,962	6	Jan. & July.	long.	56
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg	2,331,500	5	" "	"	....
.. —Funding Stock	2,880,801	6	" "	1870	61
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds	1,735,380	6	" "	Var.	....
West Virginia—No Debt	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
3d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	47½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1890	95
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	83
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	105½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1896	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	86
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1845	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	88
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1898	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	89
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	71½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	93
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	72½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	138,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	92
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	90
3d Mortgage	6,000,000	7	" "	" "	1883	86
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	78
5th Mortgage	926,500	7	June & Dec.	" "	1888	71
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "		18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1885	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	880,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,506	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	96
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	55
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	92½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1873	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	83,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,500	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	89½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	82
Mississippi Central:						
1st Mortgage	1,850,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	800,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1858	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Win:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)		8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	88½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	86½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1896	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'75	....
Extension Bonds	250,000	6	May & Nov.	" "	1882	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	203,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	86½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	103
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	57
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	8	Jan. & July.	Baltimore.	1878	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	125,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,030,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	£3,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	94
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	70½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	81
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	86
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	600,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	89½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	208,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	6,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	84½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-45 and 49	2,497,800	6	" "	"	1880	88½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						....
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1893	87
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,300,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1885	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	69
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	130½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 62 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	51½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95-'99	81½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	52
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	70
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	51½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1875	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$		$	$	$		M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	162	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jan. 31, 1869	132.0	—	12.0	48.0	12	15	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,850	4,000,000	1,801,543	—	132.0	.....	362,860	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,760	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,324	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶..... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,225	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	146½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	98,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.L,Cl. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	8½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	132
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	143½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,380,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,400	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	185.0	.....	.....	.....	7,830,525	2,527,458	10	100	120½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	66
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased to West Jersey.)					6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	492,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,069	98,502	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.8	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)				54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,066,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	99½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	23½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.. Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505.000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	291,322	261,600	.....	—	40.0	.....	.....	.....	61,513	14,145	—	100	....
Nov. 30, 1868	53.0	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	65.6	468,290	124,570	264,918	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,597,200	3,902,000	586,067	984,067	451.0	2,127,581	.....	.....	4,508,643	1,987,806	10	100	146
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,719	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	140,493,422	6,812,809	3,145,287	10	100	152
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,700	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	00	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,005	1,914,055	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	72½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,980,016	14,000,000	8,801,000	177,505	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	106½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees	—	of 8 an.	&	Cl	n.	—	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,122	12	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.				25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,232	120,458	700	9,973	374,109	540,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,969,361	1,500,000	.....	—	132.1	252,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 0	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	—	—	1,774,846	539,456	11,620,000	2,022,000	305,845	242,002	390.9	2,177,407	—	—	—	—	—
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning ..... Ohio.	3,320,327	—	—	—	296,500	—	2,056,560	1,662,160	—	—	—	—	—	—	—	—	—
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburgh.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Dec. 31, 1868	340 0	49.9	70.8	—	83	47	22	1,316	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	305,845	242,602	390.3	2,177,407	546,577	628,356	2,962,614	834,449	7	100	70½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,500		2,056,750	1,652,100				(Leased to	Atl. &	Gt. Weste	rn.)		8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,210	613,471	979,802	2,493,214	937,788	6	50	88½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	16	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(					7	100	92
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	16	867	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	9,184,000	*			11,620,000	17,764,000				(Leased to	Pittsburg	Cincinnati	and St. Louis.)			18
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Operated by	Little Mi	ami.)			8	50	
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	New Hampshire.	1,000,000	*			1,500,000			161,970	81.0	533,695	405,574	421,629	826,634	346,495	10	50	77½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	698,258	*			595,587	374,500			27.0	45,681	40,999	23,704	74,706	27,542		100	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	350,000	*			350,000					(Leased to	Concord.)				7	100	108½
									Concord and Portsmouth	N. Hampshire.	2,966,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,469	3 747,271	4,799,290	529,347	192,184	6	100	87
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	1,978,745	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecting (Phila.)	Pennsylvania.					200,000	30,000			14.6	21,716	15,047	8,826	39,337	14,823		50	
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	*			1,500,000	1,674,000			34.0	248,296	67,635	1,246,515	523,329	163,178		50	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	400,000	180,000		6,124	23.8	69,630			170,672	51,024	10	100	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	3,000,000	2,000,000				(Under cons	truction.)					100	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000				3,000,000	2,000,000			141.4				965,853	273,497		100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,425,500	660,700		31.8	76,128	72,188	60,571	118,420	17,479		100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		42.0				139,355	loss.		100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779				309,276	738,000			112.5				354,270	61,942	6	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,048	12	50	106½
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		168.0							100	
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Des Moines Valley	Iowa.					1,820,000	2,892,000			189.0	600,915	438,394	287,729	1,718,694	704,458		100	
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429		(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased to	Illinois Ce	ntral.)	973,186		4	100	108½
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124					176,217			100	
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312				680,372	550,000	377		79.0							100	
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In progress.)			(In progress.)			100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000										100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000			(Leased	to Pennsy	lvania.)				50	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	116
Nov. 30, 1868	44.1	58.4	39.5	—	42	78	24	666	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Bal	t.)			100	
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading	g.)		6	50	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033		50	82
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969		100	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709		100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, Henderson	& Nashv.)		82,923	8,095		100	
Oct. 31, 1868	47.0	—	...	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central	l.)	25,000	5	50	64
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Central	l.)	165,000	5	50	23½
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.5	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583		100	
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369		50	
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American ¶	Maine.								20,268	108.0	182,212	171,453	63,450	166,758	35,072		100	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			377,044	132.0	261,697			453,186	117,920		100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,384	1,144,010	1,240,000	52,365		64.0							100	
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville, Henderson and Nashville	Ky.									5.9	10,815	76,770		31,320	5,770		100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,759		36,631	150,000	200,000	38,450			(Leased	to Pittsbu	rg and Co	nnellsville.)		7.6	50	
Nov. 30, 1868	5.8	—	...	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400				93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	129
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000		23,615	56,476	23.0	36,955	115,847	48,956	91,945	16,661	6	100	
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000		248,000		21,663			(Leased	to Belvidere	Delaware	are.)			100	
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000				150,000	100,000	125,000		90.0		245,424	119,184	381,984	189,578		100	
Dec. 31, 1868	12.0	—	...	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			154.0							100	
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Florida.	3,000,000	*			3,000,000				12.5							100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	1,300,000	*							60.0							100	
Dec. 31, 1868	45.2	—	...	—	4	—	—	34	*Florida and Alabama*	Florida.																100	
Dec. 31, 1868	60.0	—	...	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.					1,000,000	1,500,000				(In progress.)						100	
Dec. 31, 1868	—	—	...	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					250,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361		100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305					575,000			52.0							100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.									233.0	657,607			1,003,724	491,889	6	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,320	308,897	4,156,000	389,500	194,688	1,130,529	20.0							100	
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			61.0							100	
Dec. 31, 1868	61.0	—	30.0	—	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572		100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada	92,708,500	*			14367.950	78,430,550			334.5	2,344,814	732,416		3,792,310	1,781,667	3	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	104.3	122,712	39,149		320,138	128,055		100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina	3,081,213	*	80,495		1,510,374	1,737,500	200,000		271.0				2,184,167			100	
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.					7,600,000	9,760,000				(Leased to Pennsy	lvania.)		133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	122.4	273,153	851,826	182,894	766,351	122,688		100	
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606		2,037,939	2,055,000			119.8				581,983	211,545		100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101.962	135.0				897,617	528,297		100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000				2,000,000	2,600,000	140,000		50.0							100	
									Houston Tap and Brazoria	Texas.									150.0	1,870,180	2,626,303	716,263	5,674,215	1,780 896	8	100	
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Hudson River	New York.	16,669 8 2	2,616,607	19,484		13,932,700	6,074,960	1,167		58.7	152,874	27,812	296,895	219,211	80,051		50	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt	Penn.	2,201,675	*			689,380	1,810,045			970.9	4,503,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	139½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110		St. Lo	uis R. R.)						100	
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.				(Is now operat	ing Terre	Haute,		Alton &	302.5							100	
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,597	8,232,807			75.0	267,250						100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.																100	
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.					132.411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944		100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*			400,000	150,000			11.0			129,013	37,322	2,107		50	
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000		515.465	1,895,000	143,166	131,393	116.0				391,849	212,727		100	
Oct. 31, 1868	11.0	—	2 6	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	2,000,000	3,120,000	732,190	1,432,644	225.0	695,819			1,063,524	264,955		100	67
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	1,500,000	500,000				(Leased to Chicag	o and Alt	on.)		152,927	7	100	92½
Dec. 31, 1868	108.0	52.0	13.1	—	57	28	15	521	Joliet and Chicago	Illinois.	2,000,000				300,000	800,000				(Leased to Michig	an Centra	l.)			8	100	
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,937		100	
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751					1,159,000			99.0							100	
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.									25.0	(Owned by Chicago Burlington & Quincy.)						100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			16.0							100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	60	Knoxville and Charleston ¶	Tennessee.									31.0							100	
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	—	Knoxville and Kentucky ¶	Tennessee.																	
Dec. 31, 1868	31 0	—	113	34.0	3	3	1	29																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	.....	.....	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	842,567	302,838	—	50	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)....Pa. and Ohio	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,035	Lake Shore and Michigan Southern.....	O. M. I. &	Ill. Lake	Shore	& Mich	Southern	consolidated.)			619.3	.....	.....	.....	.....	.....	—	100	85
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	1,132	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,095,509	(See Le	high Coal	and Na	vigation.)			153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	106
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	157	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,000	—	(Operated by Louisv. Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			74,079	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	*	.....	.....	2,646,100	807,500	.....	.....	9.0	(Leased to Phila. and Read.)			.....	.....	4	50	83
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	—	.....	.....	223,440	.....	.....	.....	—	.....	.....	.....	55,462	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,563	401,311	.....	.....	3,000,000	325,000	75,000	.....	125.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	60,700	.....	.....	—	(Leased to Boston and Lowell.)			21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	30
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	(In progress 66 miles.)			.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138,055	.....	—	(In hands of receiver.)			.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	50	....
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	127
Mar. 31, 1868	19.0	—	....	—	....	....	....	....	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,634	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	118
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	—	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	74
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	302,048	8	50	103½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶...Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,468	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,458	.....	116.9	172,918	.....	(9 mos.)	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	86
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322.136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,228	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75.083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Phg. F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	119
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,408	New York Central.....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,300	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	139
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	137
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			.....	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,000	*	294,611	67 652	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-E...	...South Carolina.	2,148,131	*		26,175	23,701	1,055,950	845,000	276,987	23,120	102.0					254,164	108,725	—	100	....				
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	...La.					(In pro	gress.)											—	100	....				
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	...Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779	—	—	85				
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	...Pennsylvania.	5,895,759	799,232	721,132	.....	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	.....	1 015,394	388,240	5s	50	74				
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	...Canada.										96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....				
Dec. 31, 1868	138.0	4.0	101.5	—	111	63	43	4,817	Northern Central ¶	...Md. and Penn.	9,890,924	2,120,837	1,043,324	717,277	4,798,900	6,875 000	1.310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87				
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111				
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	82	Northern New Jersey	....N. J. and N. Y.	624.226	*				159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	80,692	—	100	....				
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	..Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,600	93,061	475,143		66.4	391,464	7,060,924	10.246,170	684,877	221,975	8	100	108½				
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	.....	6,435,167	*		(Owned	by Nova Scotia.)					145.0	279.621	.....	3,345,141	253.994	.....	—	—	....				
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	...N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63				
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	....Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,364,125	4,964,000	.....	.....		340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	25				
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	....Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	.....	173,897		101.5	248,880	.....	.....	1,197,090	655,185	—	50	77				
May 31, 1869	72.5	68 5	32.3	—	35	64	18	469	Old Colony and Newport	..Massachusetts.	7,786,298	*	.....	.....	4,943,420	2,888,000	308,013	227,855		141.0	869,867	40.214,034	11,028,842	1,464,295	551,078	6	100	95½				
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	....Va.	8,500,000	620,000	1,590,145	82,187	2,104,057	3,940 187	976,444	.....		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72				
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	....	Orange and Newark	....New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....		9.0	.....	.....	.....	147,327	24,479	—	100	....				
Sept. 30, 1868	28.6	—	3.2	—	.....	.....	.....	....	Oswego and Rome	....New York.	925.799	*	.....	.....	222,987	717,000	2,387	.....			.....	.....	.....	111,196	56,811	—	100	....				
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	....New York.	1,356,568	142,186	.....	.....	482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269.031	91,161	8	100	....				
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	....Missouri.	11,646,888	2,260,241	.....	.....	3,340,024	7,550,375	.....	1.560,756		285.0	1,594,535	.....	.....	3,086,692	1,064,338	—	100	....				
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	....New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....		47.6	.....	.....	.....	.....	.....	24	100	160				
Dec. 31, 1868	14.5	—	14.5	—	.....	.....	.....	....	Paterson and Hudson	....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....		—	(Leased	to Erie.)	.....	.....	53,400	8	100	....				
Dec. 31, 1868	12.0	—	....	—	.....	.....	.....	....	Paterson and Newark	....New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....		—	(Leased	to Erie)	.....	.....	.....	—	100	....				
Dec. 31, 1868	15.1	—	....	—	.....	.....	.....	....	Paterson and Ramapo	....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....		—	(Leased	to Erie.)	.....	.....	26,500	5	100	....				
Dec. 31, 1868	22.0	—	....	—	.....	.....	.....	....	Pemberton and Hightstown	..... Penn.	583,786	.....	.....	.....	339,650	160,000	.....	.....		—	(Leased	to Camden and Amboy.)	.....	.....	.....	—	100	....				
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,709	70,830,225	17,233,497	5,372,513	6	50	111				
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	..... Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....		47.0	.....	.....	.....	.....	.....	20	50	225				
Dec. 31, 1868	46.0	—	....	—	.....	.....	.....	....	Peoria and Bureau Valley	..... Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....		—	(Leased	to Chic. R. I. and Pac	ific.)	.....	125,000	8	100	....				
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	...Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....			.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	..... Virginia.	1,550,337	*	.....	.....	1,323.200	67,926	154,299	.....		82.3	.....	.....	.....	212,892	93,883	—	100	....				
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,396,551	*	.....	.....	218,000	800,000	212,500	.....		39.0	87,111	.....	.....	156,746	16,424	—	50	....				
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	.... Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....		287.5	.....	.....	.....	2,804,250	.....	—	50	56½				
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	..Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....		24.3	342,775	.....	.....	642,639	205,901	10	50	144½				
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	..Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976		806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	94½				
Oct. 31, 1868	26.5	—	32.2	—	.....	.....	.....	....	Philadelphia and Trenton	..Pennsylvania.	1,379,164	.....	322,063	.....	1,259,120	.....	.....	.....		26.5	.....	.....	.....	995,196	200,585	10	100	118				
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	.Penn.	10,311,197	*	1,803,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200	.....	.....	2,393,897	905,891	8	50	105½				
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	.Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....		222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....				
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	..... Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,620	181,065	—	50	....				
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,946,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....				
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	..... Mass.	443,678	*	6,322	782	450,000	.....	.....	782		—	.....	50,080	1,217,879	670,258	108,894	27,450	6	100	80½				
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	..... New York.			(In hands of R	eceiver.)						23.0	34,971	.....	.....	.....	60,642	5,313	—	100	....				
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	..... Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,501	7,127,219	.....	605,643	214,214	6	100	....				
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	....Maine.	1,360,184	*	445,282	100,923	1,500,000	.....	390,709	6,680		51.3	258,977	.....	.....	518,592	130,420	6	100	110				
Mar. 31, 1868	50.0	—	....	—	.....	.....	.....	....	Portsmouth and Concord	.N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....		—	(Leased	to Concord.)	.....	.....	24,500	7	100	....				
Mar. 31, 1868	26.0	—	....	—	.....	.....	.....	....	Portsmouth, Gt. Falls and Conway	.N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....		—	(Leased	to Eastern.)	.....	77,755	24,737	—	100	....				
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	.R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....		14.5	50,896	.....	.....	112,672	21,541	—	100	....				
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	..R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	.....	129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....				
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	....	Raleigh and Gaston ¶	.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....		—	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1868	73 8	8.5	....	—	.....	.....	.....	....	Raritan and Delaware Bay	...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....		92.3	.....	.....	.....	254,899	30,667	—	100	....				
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	.....Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....		—	159,744	.....	.....	178,456	26,995	—	50	....				
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	.....N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....		175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93				
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	281	Richmond and Danville ¶	.....Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....				
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	206,726	101,742	—	100	....				
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	..... Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....				
Sept. 30, 1868	38.3	—	....	—	.....	.....	.....	....	Richmond and York River ¶	..... Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....		—	(Not in o	peration.)	.....	.....	.....	—	100	....				
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	....	Roanoke Valley	.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....		22.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	....	Rock Island and Peoria	..... Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....		12.0	(Under c	onstruction.)	.....	.....	.....	—	100	....				
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	.N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2	.....	.....	.....	1,208,941	429,856	10	100	108				
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	..... Vermont.	6,500,000	*	.....	.....	.....	.....	.....	.....		166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	25				
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	....	St. Joseph and Council Bluffs	...Missouri.	4,150,000	*	.....	.....	2,100,000	2,050.000	.....	.....		—	(About $5	0,000 a mo	nth.)	.....	.....	—	100	70½				
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	....	St. Louis, Alton and Terre Haute	.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....		132.0	(Leased to	Ind. & St.	Louis.)	.....	517.941	—	100	26				
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	...Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....		120.0	.....	.....	.....	612,000	171,000	—	100	40				
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	....	St. Louis, Jacksonville and Chicago	...Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....		—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....				
Dec. 31, 1868	63 7	8.2	....	—	.....	.....	.....	....	St. Louis and St Joseph	..... Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....		—	(Under co	nstruction.)	.....	.....	.....	—	100	....				
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	.... Ill.	.....	.....	.....	.....	.....	.....	.....	.....		—	(Under co	nstruction.)	.....	.....	.....	—	100	....				
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	.Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....		80.0	.....	.....	.....	209,534	87,404	—	100	....				
Dec. 31, 1868	86.0	—	....	200	7	4	5	111	St. Paul and Sioux City	..... Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,966	5,791		86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....				
Nov. 30, 1867	16.0	—	....	—	.....	.....	.....	....	Salem	..... New Jersey.	278,328	.....	.....	.....	180,550	100,000	.....	.....		—	(Leased	to West J	ersey.)	.....	16,533	6	50	....				
Dec. 31, 1867	10.9	—	....	—	.....	.....	.....	....	Salem and Lowell	..... Massachusetts.	381,471	82,542	.....	6,679	243,305	226,000	487	.....		—	(Operated	by Bos	ton & L.)	17,500	16,788	—	100	....				
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	..Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....		116.3	240,299	.....	.....	416,916	106,052	—	100	....				
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	..... Penn.	1,299,84	*	.....	.....	1,269 150	97,000	148,578	.....		54.0	152,360	.....	.....	167.518	344	—	50	....				
Oct. 31, 1868	9.2	20.7	3.2	—	.....	.....	.....	....	Schuylkill Valley	..... Pennsylvania.	576,050	.....	.....	.....	576 050	.....	.....	.....		—	(Leased	to Phila.	and Readin	g.)	.....	.....	5	50	....				
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	.Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....		.....	.....	.....	.....	.....	.....	—	100	....				
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	..... Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....		119.5	.....	.....	.....	312,577	12,909	—	100	....				
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,105	.....	.....		160.0	.....	.....	.....	218,441	.....	—	100	....				
Oct. 31, 1868	28.0	—	6.0	—	.....	.....	.....	....	Shamokin Valley and Pottsville	.....Penn.	1,560,450	.....	.....	.....	869,450	700,000	.....	.....		28.0	178,705	.....	.....	277,763	83,511	5	50	....				
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	..Wisconsin.	985,000	*	.....	.....	745.100	264,000	121,000	.....		25.0	.....	265,000	155,000	32,260	11,145	—	100	....				
Dec. 31, 1868	20.0	—	....	—	.....	.....	.....	....	Shelby and Ruzn	..... Indiana.	187,666	*	.....	.....	100,000	87,800	.....	.....		20.0	(Operated	by Jeff. Mad. and	Louisville.)	.....	.....	—	100	....				
May 31, 186	50.0	—	2 5	—	10	15	8	35	Shore Line	.....Connecticut.	691,200	*	.....	.....	656,200	55,000	.....	.....		50.0	167,376	.....	.....	289,288	68,539	—	100	....				
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	.....Iowa.	.....	.....	.....	.....	1,330,000	2,200,000	.....	.....		75.0	.....	.....	.....	127,000	.....	—	100	....				
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	..... Maine.	2,020,570	*	.....	.....	783,500	1,232,760	4 61	.....		109.0	373,510	7,127,219	.....	605,643	214,124	—	100	....				
Dec. 31, 1868	18.0	—	....	—	.....	.....	.....	....	South Branch	..... New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....		—	(Leased	to Central of	New J ersey.)	.....	.....	6	100	....				
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	..... South Carolina.	7,597 4 4	*	.....	1,026,466	5,819,275	3,860,741	514,388	1,295,067		243.0	756,431	.....	.....	1,264,962	590,766	—	100	....				
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	..... Ala.	.....	.....	.....	.....	600,000	.....	.....	.....		—	.....	.....	(In progress.)	.....	.....	—	100	....				
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	..... Massachusetts.	501,592	*	.....	.....	259,685	150,000	17,614	15,039		22.0	45,512	2,002,440	.....	77,017	15,961	3	100	....				
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	..... New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....			.....	(Not in full	operation.)	.....	.....	—	100	....				
Sept. 30, 1868	123 0	7 5	12.0	—	15	7	4	173	South Side (Petersbg & Lynchbg) ¶	.Va.	3,790.159	*	36,570	57,876	1,365,000	1,708,900	475,160	9,401		133.5	255,714	1,914,588	8,066,425	389,360	63,560	—	100	....				
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	..... New York.	.....	.....	.....	.....	880,000	.....	.....	.....		(Und	er const	ruction.)	.....	.....	.....	—	100	....				
Dec. 31 1868	80.0	—	...	23.5	9	4	2	119	Southern Minnesota	..... Minnesota.	1,500 000	*	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	260,000	.....	—	100	....				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	—	236.0	...	...	...	...	*Southwest Pacific* †.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	...	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.8	—	—	—	3	4	2	26	Spartanburg and Union †.South Carolina.																	
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.									68.0						—	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	356,301	*	598,699	.....	660,000	200,000	85,000	.....	15.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Nov. 30, 1868	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—					Stony Brook.....Massachusetts.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15 970	6½	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Sept. 30 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific †.....Tennessee.			3,274,000	.....	654,000	2,620,000	.....	.....					559,627	211,737	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	230.0	—	...	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	2,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	750,625	199,917	—	100	....
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased	to Hudson River.)		4,013,207	1,123,588	—	100	53½
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....		(Leased	to Vt. & Mass.,		517,000	244,944	—	100	....
Oct. 31, 1868	57.5	5.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....		(Leased	to Pennsylvania.)		.....	.....	7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....					.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....					*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	5,066,650	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766.201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170.273	49.538	4	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....		(Leased	to Vermont Central.)				8	100	100
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4				Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	55½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....		(Leased	to Rutland.)				—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—					Virginia and Tennessee †.....Virginia.	7,570,627	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	206.4	300,405	4,936.004	5,225,008	554.511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—					Warren.....New Jersey.	2,059,050	*	.....	.....	3.506.300	2,452,552	461,649	.....	113.5	.....	7,281,382	15.554.017	863.212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—					Warwick Valley .....New York.	172,577	*	.....	.....	1,547.650	511,400	.....	.....	18.3	(Leased	to Del. La. & W'tn.)		410,371	166,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—					Washington, Alex. & George†.D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Chester and Philadelphia.....Penn.	1,408.267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	.....	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943.607	266.320	—	.....	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—					Western North Carolina..North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsylvania.)		42,834	6,820	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	...	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,735	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....		.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....		.....	(Not in operation.)		.....	.....	—	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wicomico and Pokomoke .....Maryland	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....		(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123.653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....		.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....		(Leased	to Nashua and Lowell.)		.....	13,845	6½	100	....
Dec 31 1868	13.0	—	1.0	—					Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
									Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997.300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	121
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cum. & Amb.R.R.)											
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64.000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455.000	—	13,570,597	.....	8,739.800	14,004.387	—	—	108.0	—	—	—	79.247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3.362,221	—	11,426	57,235	2,2?0,000	1,049.260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	65½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	108.0	—	—	—	456,135	162.972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842.179	—	221,600	.....	4,797,185	7,762.720	536.411	.....	178.0	—	—	—	258.300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2.002,746	2,628.310	149,296	.....	108.3	—	—	—	1,026.580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	45.0	—	—	—	166.589	86.081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	00

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	——	100	100	....
Nov. 30,'68	——	——	——	Albany st. Freight (B'ton).Mass.	——	150,000	——	——	——	——	——	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	——	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.	——	——	——	——	——	——	——	100	100	18¼
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	——	100	100	....
Nov. 30,'68	3.53	——	——	Boston and Chelsea.....Mass.	110,000	110,000	——	——	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	102	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	——	664,652	184,914	——	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	——	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	——	1,197,309	283,935	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	——	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	——	——	——	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	——	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	180,000	109,500	99,734	17,427	——	50	50	....
Sept. 30,'68	7.85	——	——	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	——	100	100	....
Nov. 30,'68	28.52	——	——	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	——	89,058	9.0	100	100	....
Sept. 30,'68	1.76	——	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	——	18,645	4,097	——	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	——	100	100	....
Dec. 31,'68	9.20	——	——	Cincinnati street.....O.	——	——	——	——	——	——	——	100	100	100¼
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	——	——	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	——	——	City Passenger (Cin.).....O.	——	——	——	——	——	——	——	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)...N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	——	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	——	669,174	135,905	——	100	100	....
Sept. 30,'68	3.50	——	——	Dunkirk and Fredonia.....N.Y.	42,605	34,815	——	2,448	8,721	3,443	——	——	——	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	——	10,444	3,732	——	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	——	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	——	——	——	——	——	100	100	....
Sept. 30,'68	1.74	——	——	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	——	——	6,761	2,468	——	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	——	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	——	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	——	——	——	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	——	322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	——	——	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	——	72,870	5,321	——	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	——	187,103	22,887	7.5	50	15	38½
Sept. 30,'68	——	——	——	Greenpoint & Wmbg.(Bkn)N.Y.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	——	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	——	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	——	——	——	——	——	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	——	50	50	12
Dec. 31,'68	——	——	——	Hoboken and Hudson City..N.J.	——	——	——	——	——	——	——	——	——	....
Dec. 31,'68	——	——	——	Hoboken and Weehawken .N.J.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	2.50	——	——	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	——	——	——	100	100	....
Dec. 31,'68	10.47	——	——	Jersey City & Bergen Point.N.J.	——	——	——	——	——	——	——	——	——	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	——	——	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,027	90,000	62,500	10,560	70,353	9,702	——	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	——	2,080	29,240	3,411	——	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	——	100	100	....
Nov. 30,'68	3.60	——	——	Malden and Melrose (Btn).Mass.	60,246	——	52,600	——	24,472	——	——	——	——	....
Nov. 30,'68	1.00	——	——	Marginal Freight (Boston).Mass.	177,624	177,700	——	——	——	——	——	100	100	30½
Nov. 30,'68	3.08	——	——	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	——	——	2,240	——	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	——	12,810	18,014	2,249	——	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	——	100	100	....
Nov. 30,'68	42.80	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	——	177,164	765,981	135,284	10.0	100	100	66⅔
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	——	100	109	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000	——	95,848	595	——	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	——	——	13,884	562	——	100	100	....
Nov. 30,'68	2.16	8	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	——	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	——	——	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	——	50	50	....
Dec. 31,'68	3.81	——	——	Passenger (Cin.).....O.	100,000	100,000	——	——	——	——	——	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028	——	——	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	——	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	——	87,643	16,274	7.	50	25	....
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham...Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	——	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	——	——	——	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	——	36,111	Loss.	——	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	——	31,490	11,290	——	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	——	100	100	....
Oct. 31,'68	3.96	——	——	Schuylkill River (Phila.) ....Pa.	47,464	50,000	——	——	——	——	——	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	——	100	100	....
Oct. 31,'68	33.09	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	——	524,611	177,857	11½	50	30	40½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.).Pa.	116,918	130,000	——	37,408	79,754	11,569	——	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	——	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	——	——	Somerville (Boston).....Mass.	75,000	75,000	——	——	——	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	——	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	——	1,500	10,201	Loss.	——	100	100	....
Nov. 30,'68	6.74	——	——	Sub-Urban (Boston).....Mass.	95,000	5,000	——	——	——	——	——	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	——	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	——	——	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	——	——	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	——	——	——	13th and 15th streets (Phila.).Pa.	——	——	——	——	——	——	——	——	——	19
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	——	13,978	16,844	Loss.	——	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	——	100	100	....
Sept. 30,'68	4.50	——	——	Troy and Cohoes.....N.Y.	70,000	70,000	——	——	——	——	——	100	100	....
Nov. 30,'68	——	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	——	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,826	121,400	200,000	1,200	80,268	14.148	——	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	——	——	West Hoboken.....N.J.	100,000	40,000	60,000	——	——	——	——	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	——	8,500	13,883	5,882	——	50	50	....
Oct 31,'67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	——	25	25	....
Nov. 30,'68	2.76	——	——	Winnisimmet (Boston)....Mass.	62,152	57,250	——	——	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	——	Worcester.....Mass.	89,573	75 800	72,000	26,000	——	——	——	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1879	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm. 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	102 000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	86
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st, (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1875	....
West Philadelphia: 1st Mortgage	100,000	7	J & J.	1869	....
Worcester: 1st Mortgage	72 000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	74
Camden and Atlantic, pref....	600,000	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	70
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	84½
Chicago and Alton, pref....	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	86½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	87½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred....	8,536,910	7	7	37
Hannibal and St. Joseph, pref....	5,253,836	...	...	111½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	21
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref....	3,500,000	7	7	70
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	....	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	....	7	7	50
St. Louis, Alton and T. H., pref....	2,040,000	7	7	56
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	6	6	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	62½
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	30½
Mariposa Mining, pref....	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 —	@ 34 —
Pig, American, No. 1		34 50	@ 35 —
Pig, American, No. 2		— —	@ 34 —
Pig, American, Forge		— —	@ 33 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold).	85 —	@ 87 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 —	@130 —
Bar, Refined	" "	85 —	@ —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	110 —	@135 —
Band	" "	110 —	@ — —
Horse Shoe	" "	110 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	115 —	@160 —
Nail Rod	Less 5 per ct.	per lb. —	8 @ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold)	per ton. 56 50	@ 57 —
Rails, American, at Works in Penna.		c'y. 76	@ 77 —
Anvils, Eagle		per lb. —	9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 13
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 62½@ 4 75
Clinch		6 12½@ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 26 @ — 30
Copper		— 38 @ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32½@ — 32½
Straits	(gold).	— 31½@ — 31½
English	(gold).	— 29½@ — 29½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	7 50 @ 8 —
Charcoal Terne	7 25 @ 8 —	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— — @ — 17	
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22	
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 29 @ — —	
Refined, Standard White (in ship'g order)	— 31½@ — 32	
Refined, prime White (in shipping order)	— — @ — 32	
Refined, S. W. (in merchantable order)	— 33½ @ — 34½	
Naptha, Refined, (60 @ 63 gravity)	— 10½@ — 11	
Residuum...per bbl.	— 5 @ 5 25	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Canton Co.	53½	53	52½	53	53	54
Central Pacific 6s	90½	....	91	90¾	91½	91½
Central of N. Jersey	98½	98¾	100	101	101	100½
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	98	....	....	97	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	88	....	....	....
Chicago, Burl. & Q.	....	151	....	152	....	....
" 8s, 1883	....	108	....	108	108	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	74½	73¾	73½	73½	73¾	73½
" pref.	86½	....	86	86½	86¾	86¾
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	95
" Consol.	90	....	....	....	....	....
Chic., Rock Isl. & Pac.	105½	105	104¼	105½	107⅜	107⅜
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	90	....
Clev., Col., C. and Ind.	77⅜	78	....	....	75½x	....
Clev. and Pittsburg	92¾	91½	92½	92	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	89	....	....	....	....	....
" 4 M.	71½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	18⅜	18½	18½	18½
" 1 M.	72	72½	72⅛	72⅝	72⅝	72⅝
" 2 M.	....	....	....	65	....	....
Cumberland Coal pref.	27	28	28½	30½	32	31
Del. & Hudson Canal	....	122½	124¼	125	....	....
Del., Lack. & Western	107	106¾	106½	107	....	106¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	22¼	....	22⅜	23	24
" pref.	40	....	....	....	37	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	89½	....	....	....	89½	....
" 3 M. 7s, 1883	87	....	....	....	86	....
" 4 M. 7s, 1880	78½	....	....	78½	....	78
" 5 M. 7s, 1888	....	....	....	....	74	....
Great Western 2d mort.	77	77	....	....	....	....
Hannibal & St. Joseph.	114½	113	112	112	111½	112
" pref.	113	113	....	111¾	111½	111½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	102	102½	....	....
" 3 M. 7s, 1875	98	....	....	....	....	96
Illinois Central	140	141	142½	138x	139½	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88½	88½	88½	84½x	85½	85½
Lake Shore Div. bonds	....	....	....	89½	90	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	117¾	118	118	118½	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F.	....	....	....	....	....	97½
"	2 M.	92	....	....	93½	....	93½
Mariposa Mining Co.	....	....	....	....	....	....	....
" pref.	16½	16	....	....	17⅜	....	....
" Tr. 10s ctfs.	....	....	....	....	45	....	....
Milw. and St. Paul	73½	73⅜	73¾	74½	74¾	74⅜
" pref.	86½	86½	86½	87	87⅜	87⅜
" 1st mort.	90	90	....	....	90	....
" 2d mort.	....	....	....	....	....	....
" 8s	104	104½	....	105	....	....
" 7 3-10s con.	....	....	....	....	....	92
Missouri 6s	87½	87½	87	87½	87½	87⅝
" H. & St. J. iss.	90	89½	90	....	....	....
Morris and Essex	85	84½	85	85½	86	86
" 1st mort.	99	....	100	100	100	100
" 2d mort.	....	....	....	....	96	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	100	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	88	....	....
" 6s, S.F. 1887	....	....	....	....	....	87½
N. Y. Cen. & Hud. Riv.	91½	91½	91½	92½	93½	93
" certificates	87	87½	87½	88	88	88½
N. York and Harlem	136	....	....	....	....	139
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	40	....	42½	41	....	41½
" new	23	23½	26	24½	25½	24
" special tax	....	....	....	....	....	....
Ohio and Miss.	25½	25⅜	25½	26½	....	26½
" pref.	70	....	....	....	....	....
" 1st M.	....	91½	....	92	....	....
Pacific Mail S. S. Co.	39⅞	40⅜	41½	41½	42⅜	41½
Panama	....	....	....	....	170	160
Phila. and Reading	....	94¾	94½	94	....	94½
Pitts., Ft. W. & Chi. gtd.	88½	88½	88	88½	87⅝	88
" 1 M.	101½	....	....	....	....	101
" 2 M.	....	....	....	....	....	....
" 3 M.	....	91	....	....	....	....
Quicksilver Mining Co.	15	....	....	....	14½	13½
St. L., Alton & T. H.	....	....	....	....	....	26
" pref.	....	....	56	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	80½	80½	80¾	81	81½	81½
" Income bds.	....	....	....	....	72⅜	73
Tennessee 6s	....	53½	53⅜	53⅜	54½	54
" new	49½	47½	48	47	48	48
Tol., Wab. & Western	52	52	51½	52	54	55½
" pref.	73	....	73	....	....	72
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	81	....	80½	....	80½	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81½	81½	81½	....	81½	....
Virginia 6s, ex-coupon	53	53	53½	54	....	56½
" new	60½	60½	....	....	....	62

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112⅜	112⅝	112⅝	111⅝	112⅜	112⅜
U. S. 5s, 10-40s, reg	....	....	....	111¼	111¼	....
U. S. 6s, 1881, reg	....	....	....	117⅜	....	117⅜
U. S. 6s, 1881, coup	117¼	118⅛	117⅜	117⅛	118⅛	118
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115⅛	....	114¾	115⅛	....	....
U. S. 6s, 5-20s, c. 1862	115¾	115¼	115⅛	113⅜	115⅛	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	115⅛	....
U. S. 6s, 5-20s, c. 1864	115⅜	115¼	114¼	115	115⅜	....
U. S. 6s, 5-20s, reg. '65	....	113⅜	....	....	115¼	....
U. S. 6s, 5-20s, c. 1865	115⅜	115¼	114	114⅛	115⅛	....
U. S. 6s, 5-20s, r. n. '65	113¾	....	....	....	114¼	....
U. S. 6s, 5-20s, c. n. '65	114⅛	115¼	113¾	113⅜	114⅜	114¼
U. S. 6s, 5-20s, reg. '67	114⅜	....	....	113⅞	114⅜	....
U. S. 6s, 5-20s, c. 1867	114⅛	114	114	114	114⅜	114⅜
U. S. 6s, 5-20s, reg. '68	114⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	113¾	....	114¼	114⅜
U. S. 6s, Pac.R.R.issue	109⅛	109¼	109⅜	109⅛	109⅜	109⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	....	....	....	....	....	....
.. preferred	35	35¼	35	....	....	....
Camden and Amboy	120	121	120	120½	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	85¼	....	85¼	86	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	92¾	....	92¾	92¾	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	88
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33½	34½	....	33	....	32¾
.. 6s, 1884	....	....	....	83	83	83
.. Gold L	92	92½	91½	92	92	92½
.. R. R. L	88	....	....	....	....	89
Lehigh Valley R. R	53	52¾	52	52¼	53	53
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	95	....	....	....
Little Schuylkill R.R	41¾	....	....	41¾	....	41¾
.. 7s	....	....	....	....	....	....
Minehill	52	52	52	....	51¼	51¼
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	62½	62½
.. 6s, 1876	....	....	....	....	....	70
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	86½	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	43½	43¼	....	43¾
Pennsylvania R. R	55¼	54¼	54¼	54¼	55	55¼
.. 1st M	97	....	....	....	97½	97¾
.. 2d M	....	96½	....	96½	....	96¼
Penn. State, 6s, 1st series	....	....	....	102	102½	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	107¼	....
.. 6s, W. L	....	....	....	....	103½	....
Philadelphia City, 6s	97	97½	97½	97½	97½	97⅝
.. new	100½	100½	100½	100½	100½	100⅝
Philad., Germ. & Nor	....	....	....	....	....	72½
Phila. & Reading	47½	47¼	47½	47½	47	47½
.. 7s, 1893	103¾	....	....	....	....	....
Philadelphia and Erie	28¾	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	84¾	84¾	84¾	85	85
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	54	....	52	51¼	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	44	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	41
13th and 15th sts.	19	19	19	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	....	....	....	92½	....
.. 1886	91	....	....	....	....	....
.. 1890	92	91½	91½	....	92	92
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	123½	123½	....	....	....
.. bonds, 1875	....	....	92	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	92½
Marietta & Cin. 1st M	88½	....	....	....	....	89½
.. 2d M	64	....	64½	....	66	66
Northern Central	....	....	....	....	....	43½
.. bonds, 1885	....	....	....	....	87	....
.. .. 1900	....	....	....	....	83¾	83¾
N. W. Va. 1st mort	....	....	....	....	....	92
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	143	143½	144	144½	145	146½
Boston and Lowell	131	....	....	....	132	....
Boston and Maine	141½	....	142½	....	141	143¾
Boston and Providence	134¾	135	135½	136	....	136½
Boston, Hartford & Erie	8⅜	8½	8¼	....	8⅜	8⅜
.. 7s, new	47⅛	47	47	47½	47⅛	47⅛
Cheshire, pref	84½	....	....	....	87½	....
Concord	....	....	77⅛	....	....	....
Connecticut River	....	....	....	....	....	130
Eastern	113¾	114	114½	....	115	115
Fitchburg	....	129	128¾	....	129	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	117⅞	117⅞	117⅞	117⅞	118
Northern, N. H	....	....	....	110	111	....
Ogdens. & Lake Champ	....	....	63	63	63½	63
.. pref	....	....	106	....	....	....
Old Colony & Newport	95½	95¾	96	96	96	95⅝
Pb., Wil. & Baltimore	52¼	52½	52½	52½	52½	52⅝
Portl'd, Saco & Ports	110	....	....	....	....	....
Union Pacific 6s	....	....	81¾	....	81⅜	81½
" Land Grant 7s	56	56	....	....	56	56⅜
Vermont & Canada	100	100	100	100	100	100
Vermont & Mass	....	55½	55½	....	....	....
South Boston (Horse)	....	....	....	....	....	64½
Cambridge	....	....	....	....	....	100
Metropolitan	65¾	66	65¾	....	....	66½
Middlesex	70	....	....	70	....	73
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	7⅛	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 31.	Dec. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s	65 — 67	64 — 66
Do. 2d mort. 8 p. c	65 — 67	64 — 66
Erie shares 100 dol. all paid	17 — 17⅛	16⅞ — 17⅛
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	101½—102⅛	99½—100⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	88 — 90	89 — 91
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, January 22, 1870.

Stock Exchange and Money Market.

Money has been in much better supply, since our last. National bank currency has been particularly abundant, and complaint has been made in banking circles of the heavy recumulation in this line, for which it has been difficult to find employment, even at exceptionally low rates. Call loans have been quoted at 5@6 per cent. to the Government houses, and 6@7 per cent. to the Stock Exchange firms. At these rates the offerings to prominent street borrowers have been unusually liberal. There has been more inquiry for prime grades of business paper, and the prevailing rates have been from 8@10 per cent. per annum. Some further mercantile failures have been reported, but they have been of little importance. The city banks, in their last week's report, show a further addition of about 12¼ millions to their deposit item, 3¾ millions to their legal tender reserve, and 1⅞ millions to their specie average. They added about 5⅝ millions to their loan and discount item. The specie and legal tender reserves now exceed, by over 30½ millions, the 25 per cent. of the liabilities of the banks, on account of circulation and deposits, required by the national banking act. On the preceding weekly statement, the excess was about 28½ millions. The U. S. Sub Treasury, last week, reduced its coin balance about a quarter of a million, while it increased its currency balance, nearly ⅞ths of a million. Its currency balance on Wednesday morning was nearly 4⅜ millions, and its coin balance, nearly 75 millions. Washington advices made the currency balance of the Treasury, on that day, about seven millions; and the aggregate coin reserve, about 105 millions. At the close of business Wednesday, Money was reported unusually plenty at 5@6 per cent. on call, with a very moderate inquiry for accommodation.

The specie reserve of the city banks according to the latest return is $37,510,467, against $29,258,536 same time last year. The city bank deposits are now $202,396,331, against $195,484,843 week ending Jan. 16, 1869. The legal tender reserve amounts to $52,248,475, against $52,927,083 same time last year. The circulation now stands at $33,966,823, against $34,279,153 same time last year. The loans are now $259,101,106, against $262,238,831 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $99,455,614 a day, against a daily average of $98,861,686 the preceding week, and $79,871,075 the week ending with Jan. 2, 1870. The current week's exchanges average about $95,643,244 a day. The city banks, last week, reported a gain of $1,845,687 of specie, $12,227,069 of deposits, and $3,710,741 of legal tender notes. They increased their loans, $5,625,653; and reduced their circulation, $165,457.

The city bank exchanges on Wednesday were $86,548,821.

National Bank notes to the amount of $216,110 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,918,781 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,167,944, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,750,837. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,425,050; and for the public deposits, $18,991,000—making a total of $361,416,050. The Treasury Department last week redeemed and destroyed $631,000 of worn and mutilated fractional currency, and issued $588,435 of new. The outstanding amount of fractional currency on the 1st of Jan., 1870, was $39,762,665, against $38,885,565 on the 1st of December, 1869.

The U. S. Sub-Treasury receipts, week ending with Jan. 16, were $7,454,862 in coin, (including $2,003,000 from customs duties,) and $4,366,541 in currency; payments, $7,697,744 in coin, (including $3,533,831 of coin interest,) and $3,515,298 in currency; balance at the close of the week, $83,893,435 (including $74,822,846, of coin, and $4,727,267 of currency,) against $93,703,872 at the close of the preceding week, showing a decrease of $9,810,437. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $748,245 in coin, (including $517,155 from customs,) and $1,275,745 in cur-

rency; payments, $428,894 in coin, (including $410,269 of coin interest,) and $669,958 in currency. On Tuesday, receipts, $1,275,745 in coin, (including $546,742 from customs,) and $151,778 in currency; and payments $1,420,730 in coin, (including $406,231 of coin interest,) and $330,839 in currency. The balance at the close of business on Tuesday stood at $80,547,078, (including $4 317,156 of currency, and $74,997,213 of coin,) against $83,820,053 a week previous; and $92,206,272 on Jan. 4, 1870. The aggregate receipts of the office in Dec. were $51,554,741, including $6,969,667 from customs; aggregate payments, $48.729,064, including $2,430,597 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan. 1870 was $40,170,380, against $36,862,940 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,819,249 of coin certificates through the receipts for customs.

Government revenues have been more liberal in the customs line, but quite moderate in the excise form, since our last. The customs are yielding very satisfactorily at this port, the current week, the daily average being over half a million. The excises yielded about three millions; customs at the port of New York, $1,917,250, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $6,080,700 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 92½ millions.

Gold has been moving more steadily as to price, since our last, on a lighter business, especially on speculative account. The range has been from 121⅛@121⅞ and the closing quotation on Wednesday was 121½. The customs drain is increasing, and is now in excess of half a million a day. The export call is on a limited scale, notwithstanding the increasing firmness in foreign exchange. The latest dealings on Wednesday indicated a steady, but quiet market.

The aggregate export of silver from Southampton, to India, China, and the Straits, last year, was £2,362,943, against £1,635,642 in 1868.

The customs revenue of the port on Wednesday was $304,129.

The coin balances of the Government at this port on Wednesday morning, amounted to about 75 millions.

The coin interest disbursements on Wednesday were $419,354.

The customs demand for Gold last week, averaged $333,833 a day; thus far, this week, it has averaged $540,734 a day, or equal to a weekly aggregate of $3,244,404. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $200,286; and since Jan. 1 1870, $263,782, against $58,972 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $68,925,986, against $64,541,040 in 1868–'69. At San Francisco, from Jan. 1, to Dec. 31, 1869, $8,832,806, against $8,546,543 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Jan. were about 91 millions.

The exports of specie, from this port, last week, were $282,923, against $405,700 same week last year; total, since July 1, 1869, $17,401,058, against $22,741,124 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,533,831, and since July 1, 1869, $57,477,806, against $57,130,477 in 1868–'69. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1869, were $37,285,118, against $35,444,395 same time in 1868.

Foreign Exchange has been in reduced supply and fair request at advanced and buoyant prices, especially for sterling bills. Bankers' prime sixty day bills on London closed firmly on Wednesday at 108⅞@109, and on Paris to 5.22½@5.17½; sight bills on London to 109½@109⅝, and on Paris to 5.16¾c.@5.15. The offering of produce bills has been on a restricted scale this week. The week's exports of domestic produce have been to the currency value of $2,462,778, making the total since July 1, 1869, $114,401,875, against $86,918,020 same time preceding fiscal year.

Government securities have been more freely sought after, since our last, particularly by home buyers for investment purposes, and, though there has been considerable irregularity in prices, the market has been, in the main, strong and buoyant. The offerings of all issues of the funded obligations have been on a reduced scale, and the leading local holders have not been eager to realize at the going rate, as an early and notable rise has been quite confidently looked for. The business in the 1867 Five Twenties has been unusually extensive, the issue having become the prominent feature and the governing loan of the market. On Wednesday, Government bought in two millions of Five Twenties at from 113.97@114.12, out of an aggregate offering of $6,710,000.

U. S. sixes of 1881 closed here firmly at 117¾@117⅞; U. S. Five-twenties of 1862, 115⅛@115¾; U. S. Five twenties of 1864 at 115¼@115½; U.S. Five-twenties of 1865 at 115¼@115½; U. S. Five-twenties of 1865, consolidated, 114¼@114½; U. S. Five-twenties of 1867, 114⅜@114½; U. S. Five-twenties of 1868, 114¼@114½; U. S. Ten-forties at 112⅜@112⅝; U. S. Six per cent. currency bonds, 109⅞@110.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 5.	Jan. 12.	Jan. 19.
Consols	92⅝	92⅝	92⅝
U.S. 5-20's of 1862	87¼	87	86⅞
U. S. 5-20s, 1865	86¼	86½	86¾
" 1867	85¾	85⅞	85¾
" 10-40s	84¾	84¾	84¾
Erie	18	17½	18
Ill. Central	....	103	104¾
At. and Gt. West	....	25	25¼

A more general call has been reported for State and Railway bonds at, on the whole, buoyant prices. Central Pacific six per cents have been quite freely purchased, and close strong at 91⅝@91¾; Western Pacific sixes at 90 and interest; Union Pacific at 81½@81¾. Of the Western Pacific First Mortgage Bonds, less than $350,000 now remain to be disposed of, out of an aggregate offering of nearly $2,800,000.

Railway and miscellaneous stocks have been more confidently dealt in, and prices show a substantial improvement nearly all through the list. The later transactions indicated a tamer movement.

On Tuesday, it was reported that terms of consolidation had been agreed on, between the representative Committee of the Cumberland Coal, and the Consolidation Coal Companies. The share capital of each of these companies was given at $5,000,000. Each company was to put into the common stock all its property (railroads, &c.) and privileges, with the exception of the iron furnaces of each. The consolidation was to take effect the first of March next.

General business shows rather more activity, with more steadiness in values. Breadstuffs, Petroleum, Provisions, and Naval Stores have been most saleable. Middling upland cotton closed steadily on Wednesday at 25⅜ cts. per lb. The stock of cotton now here is given at about 61,000 bales. The receipts at the port this week, have averaged about 3,450 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,501,800 bales, against 1,184,150 bales in 1868–'9; exports, same time 792,250 bales, against 629,500 bales same time in 1868–'9; stock on hand at latest dates, 437,000 bales, against 304,250 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 246 pkgs., against 342 pkgs., same time in 1869. From Boston, 102 pkgs., in 1870, against 795 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in less demand, at from 9@17c., per lb.; week's receipts, 6,303. Milch cows have been very dull, at $40@$100 each, receipts, 103. Veal calves in moderate request at from 8@12½c. per lb.; receipts, 569. Sheep and lambs in limited demand at from 4½@8c., and 6½@8½c. per lb.; receipts, 34,035. Swine in limited request at 9½@10c. per lb., all live weight; receipts, 118,115.

Foreign goods have been in moderate demand, and irregular in price. The week's imports reached a specie value of $4,357,518 against $5,748,838 same week last year.

Ocean freights have been rather brisker and generally firmer. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 5½d. by sail, and 5½d.@6d. by steamer, per bushel; cotton at 3/16d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 554.

The balance in the Sub-Treasury on Wednesday was $80,508,235 38.

The New York exports, exclusive of specie, for the week ending Jan. 18, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$2,688,096	$2,462,778
Previously reported	5,302,920	5,693,272
Since Jan. 1	$7,991,016	$8,156,050

The imports for the week ending January 15, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,869,336	$1,571,194
Gen. merchandise	4,379,002	2,786,324
Total for the week	$5,748,338	$4,357.518
Previously reported	3,537,513	4,552,895
Since January 1	$9,285,851	$8,910,413

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, 99¾; do., 6s. W. L., 98; Louisiana 6s, 70; do., 6s, Levee bonds, 65½; do., 8s, Levee bonds, 80; New York State 7s, Bounty Loan, reg., 109½; do., coupon, 109¼; Alabama 8s, 94; South Carolina 6s, new, 76; Toledo, Peoria and Warsaw 1st mort., W. D., 79½, do., E. D., 79½; Toledo, Wabash and Western consol. bonds, 79¼; Morris and Essex con. bonds, 85; do., const. bonds, 87; N. Y. and New Haven R. R., 137; do., 6s, 96; Long Dock bonds, 80; Peninsular R. R., 1st mort., 90; Central of New Jersey new bonds, 98½; Am. Dock and Imp. 7s, 91; Chicago and Milwaukee 1st mort., 86; Dubuque and Sioux City R. R., 108¾; St. Louis and Iron Mt. R. R., 40; Rome, Watertown and Ogdensburg R. R., 108; Western Union Telegraph, 83⅜; do., 7s, 86; Adams' Exp. Co., 61¾; Am. Mer. Union Exp., 36; Wells-Fargo Exp., 21; U.S. Exp., 54; Brooklyn 6s, W. L., 90; Benton gold, 0.10; Consolidated Gregory gold, 1.90; Central gold, 0.16; Grass Valley gold, 0.20; Liberty gold, 0.02; Quartz Hill gold, 0 73; Smith and Parmalee gold, 2.10.

Philadelphia.—Pennsylvania and New York Canal 7s, 89½; Huntingdon and Broad Top Mt. 1st mort, 80; Belvidere Delaware 2d mort., 82; Phila. and Reading 6s, 1886, 94¼; do., 6s, 1844–'80, 88½; Steubenville and Indiana 1st mort., 75; West Jersey 6s, 89; Camden and Burlington County 6s, 88; Harrisburg and Lancaster R. R. bonds, 89; Oil Creek and Allegheny River R. R., 38½; West Jersey R. R., 65½; 5th and 6th streets R. R., 37; 10th and 11th streets R. R., 68½; Camden and Amboy scrip, 64; Chesapeake and Delaware Canal 42; do., 6s, 95; Penna. State coupon 5s, 96; N. Y. and Middle Coal Fields, 4⅞; Big Mountain Coal, 6⅛; Feeder Dam oil, ¼. The latest quotations are: City 6s, 97@97½; do., free of tax, 100¾@100⅜; State 5s, coupon, 95@—; do., 6s, W. L., 103½@—; do., 1st series, 103@103½; do., 2d series, 104½@106; do., 3d series, 107½@108; Reading, 47¼@47⅜; do., 7s, 1893, 103@104; do., mort. 6s, 1880, 88@88½; Camden and Amboy, 114¾@115¼; do., mort. 6s, 1889, 92⅝@92¾; do., 1883, 85@—; do., 1889, 82@83; Penn. R.R., 55⅜@55⅝; do., 1st mort., 97¾@98; do., 2d mort., 96⅛@96¼; Little Schuylkill R. R., 41@42; Morris Canal, 29@31; do., pref., 62¼@63; do., bonds, 73@75; Susquehanna Canal, 10@10; do., 6s, 53@57; Schuylkill Nav., 5½@7; do., pref., 14@15½; do., 6s, 1882, 53@54; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 87¾@88; do., 5s, 58@58; Lehigh Coal and Navigation, 32½@33; do., 6s, 1884, 82½@83½; do., R. R. Loan, 89@89; do., Gold Loan, 92@92¼; North Pennsylvania, 36½@37; do., 6s, 86½@86½; do., Chattle 10s, 107@108; Philadelphia and Erie, 28@28¼; do., 6s, 86@88; Minehill, 51⅞@52; Catawissa, 14@15; do., pref., 34¾@35; Lehigh Valley, 53@53⅛; do., 6s, 95¾@96; do., 6s, reg., 95½@95¾; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 40@41; Thirteenth and Fifteenth, 18¾@19¼; Spruce and Pine, 20@20; Green and Coates, 35@40; Chestnut and Walnut, 44@46; Hestonville, 11⅞@12; Union, 40@41.

Boston.—Indianapolis, Cincinnati and Lafayette R.R. 7s, 1890, 70; Vermont Central and Vermont and Canada 8s, 1889, 100; Vermont Central 1st mort., 82; Cheshire R. R. 6s, 90; Eastern R.R. 6s, 1889, 96; Lake Superior and Mississippi R. R. 7s, 1896, gold, 92¾; Stanstead, Shefford and Chambly 7s, 75; Cedar Rapids and Missouri 7s, 1894, 85; Central Pacific 7s, 1883, gold, 105¾; Vermont and Massachusetts R. R. 6s, 90; Chillicothe and Brunswick 8s, guar., 82½; Summit Branch R. R., 26¼; Burlington and Missouri River R. R. pref., 80; do., Land Grant 7s, 85; do., 8s, 95; Connecticut and Passumpsic Rivers pref., 87½; do., 7s, 1876, 100; Boston Water Power Co., 15¼; Cary Imp., 7; Waverly Land, 1½; Maine 6s, 1889, 98; Massachusetts 5s, 1893, gold, 100⅞; do., 1894, gold, reg, 100¼; do., 6s, 5-20s, currency, 100¾; do., 6s, 1873, gold, 115; do., 6s, 1870, gold, 121; Chicago 7s, sewerage, 94½; do., 7s, River Imp., 95¾; Cambridge 6s, W. L., 98⅛; Portland 6s, 1876, 96; do., 1877, 92¼; St. Louis 6s, 1877, 86; do., 1879, 82¼; do., 1882, 82; Cincinnati 7 3-10s, 1878, 102¾; do., 7s, 6-15s, 99; Bath 6s, 1891, 84¾; Salem 6s, W. L., 98; Cook Co., Ills., 10s, 102½; Boston 5s, 1887, gold, 100¾.

Baltimore.—Pittsburg and Connellsville bonds, 87; Central Ohio, 23¼; do., 1st mort., 82; Orange, Alexandria and Manassas 7s, 1882, 69; Orange and Alexandria 2d mort., 6s, 70¾; do., 3d mort., 8s, 81; do., 4th mort., 8s, 68; York and Cumberland R. R. bonds, guar., 88; Western Maryland R. R. 1st mort., 65; Parkersburg R.R., 23; Maryland 6s, 1870, 94⅛; do., Defense Loan, 1883, 100; Virginia 6s, old, reg., 49¾; do., 1867, 54½; do., 1866, 57; Memphis City 6s, 48¼; Am. Gas Coal, 0.25. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 86½@87; Balt. and Ohio, 124⅛@—; do., 6s, 1875, 91½@92½; do., 1880. 91¼@92; do., 1885, 92@93; Northern Central, 43¼@43½; do., 6s, 1885, 86@87; do., 1900, 83⅝@83¾; do.,6s, 1900, gold, 97@98; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 91⅞@—; do., 2d mort., 90@—; do., 3d mort., 1885, 82@—; Marietta and Cincinnati 7s, 1892, 89¾@90; do., 2d mort., 66@67⅝; Central Ohio, 23@25; do., 1st mort., 80@84; Western Md. 6s, 1890, 65@65; do., guar., by Baltimore City, 90@90; do., 2d mort., guar., 89½@91; do., 6s, pref., 30@—; do., 6s, guar., by Washington Co., 65@75; Richmond and Danville bonds, 70@70½; Orange and Alexandria 1st mort., 6s, 81@82½; do., 2d mort., 6s, 70½@—; do, 3d mort., 8s, 81@81½; do., 4th mort., 8s, 68@68¼; Orange, Alexandria and Manassas 7s, 68@69; Virginia and Tennessee 8s, 72¼@73; Baltimore 6s, 1875, 92¼@94; do., 1886, 90@92; do., 1890, 91¾@92; do., 1893, 91@—; do., 5s, 1938–'70, 70@75; Memphis City 6s, 48@48¼; Maryland Defense Loan, 99@100; City Passenger R. R., 18½@18⅞; George's Creek Coal, 60@68; Atlantic Coal, 2.25@3.00; Bare Hill, 0.05@0.50.

☞ Railroad Contractors and Bridge Builders will find notices of interest to them in our Advertising columns.

☞ Washington County (Md.) has assumed the payment of the January interest on the *endorsed bonds* of the Western Maryland Railroad. Payments of this interest commenced on the 17th inst.

☞ The stock in Pacific Railroad of Missouri, owned by the city of St. Louis has been sold to Joseph Brown and William Tanssig, of St. Louis, for $356,000, equal to 60¾, the highest price ever paid for Pacific stock.

Western Pacific Railroad.

OUR SALES OF THE FIRST MORTGAGE BONDS OF THE WESTERN PACIFIC RAILROAD COMPANY having been more rapid than the preparation of the Bonds for issue, owing to the temporary illness of Mr. William E. Barron, one of the Trustees of the Mortgage, the supply of Bonds for delivery was exhausted about Jan. 1, since which time we have been unable to fill orders except by subscription for subsequent delivery.

The Bonds for the remainder of the Loan, amounting to $765,000, have now come to hand.

Of this amount, $270,000 have already been sold by subscription, leaving but $495,000 of the entire Loan of $2,735,000 now to be disposed of.

The rapidity with which nearly $2,500,000 of the Loan have been taken, during the short period since it was first introduced on the market, affords gratifying evidence of the favor with which it has been received, and the rank which it has assumed among first-class investments.

The balance of the Loan will be sold upon the orders first received, at the original price, viz., 90 and accrued interest from Jan. 1, in currency.

Remittances reaching us after the closing of the Loan, or in excess of the amount of Bonds for sale, will be promptly returned, or otherwise invested, as the parties may direct.

The full market rates will be allowed for Government Securities, in exchange, as heretofore.

FISK & HATCH,
Bankers, &c.

No. 5 Nassau st., New York, Jan., 1870.

☞ FIRST CLASS SECURITIES. TANNER & CO., BANKERS, No. 49 Wall st., New York, have for sale a line of investment securities of the highest order. Among them,

6 Per Cent. First Mortgage Gold Bonds St. Louis and St. Joseph R. R. Co., May and November.

8 Per Cent. First Mortgage Gold Bonds St. Joseph and Denver City R. R. Co., February and August.

10 Per Cent. Bonds of Marion County, Missouri, May and November.

10 Per Cent. Bonds of Monroe County, Missouri, January and July.

All of which we can recommend with the utmost confidence.

TANNER & CO.,
No. 49 Wall street, New York.

Atlantic and Great Western Railway.

We learn that an arrangement has been concluded between the Atlantic and Great Western and Erie Railway Companies which places the former road, by the direct sanction of the Courts of three States, (New York, Pennsylvania and Ohio,) under the control of the Erie Company, thereby giving the latter an unbroken line between Cincinnati, Cleveland and New York. The Erie Company pay as rent thirty per cent. of the gross earnings. In other respects the lease is similar to that of last Spring, with the exception that the thirty per cent. shall be applied for the benefit of the bondholders.

☞ A resolution suspending the payment of the interest on the special tax bonds passed both branches of the North Carolina Legislature on the 18th inst.

Portland, Rutland, Oswego and Chicago Railroad.

The Executive Committee of the Corporators of the Portland and Rutland Railroad Company, of Maine, have deemed it expedient to lay before the public a brief statement of the present condition and prospects of the enterprise, and the grounds of their belief, in the early completion of a connected line of railway from the deep waters of Portland harbor to the city of Chicago.

The arrangements for the organization of a railroad company across northern New York, recently made at the Saratoga Convention, and the success which has attended the labors of Mr. Thompson and his friends, in securing the charter for the Canada Southern Railroad between the Niagara and St. Clair rivers, have relieved the friends of the Portland, Rutland, Oswego and Chicago Railroad, from the uncertainty which in the minds of many had hung over the enterprise, and the friends of this direct route, from Chicago to Portland, are now diligently at work, to carry out every section of the line.

At Portland, arrangements are all but consummated, for the extension of Commercial street, from the line of the Grand Trunk railway, at the Eastern end of Munjoy Hill around into Back Cove, along side the Harbor Commissioner's line to Deering's Bridge, thence north of Deering's Oaks, west, as far as Congress street, for the use of its line with other companies, the owners of lands and flats having mostly agreed to charge no damages for lands or flats so taken, for the width of 100 feet—and it only awaits the action of the City Council, to have this important improvement established.

From Portland west, as far as desired, by agreement with the Portland and Rochester Railroad Company, their track is to be used for both companies. The line will pass in convenient proximity to villages and water power, the people along the route having signified their readiness to do their share of the work of raising the money to construct it to the State line. The route is so level and favorable, that Mr. George Leonard, a reliable and accomplished engineer, estimated the line from Conway to Meredith at $13,151 per mile in 1848, and recent surveys tend to confirm the correctness of his judgment. Mr. Leonard's survey was from Meredith to Conway, keeping south of Chocorua pond, in Tamworth, from which point to the State line the route is comparatively level, and less expensive than the section from Chocorua pond to Meredith. From Meredith to Bristol there is a rise of 109 feet from Lake Winnipisiogee which is 501 feet above tide water to an elevation of 610 feet at Bristol, above the level of the sea. From Bristol to Danbury on the line of the Northern Railroad, there is a rise of 200 feet more, following up by easy grades the valley of Smith's river. From Danbury to White River Junction is 31 miles over the line of the Northern Railroad connecting with the Woodstock Railroad, 14 miles in Vermont, now in process of construction. The distance from Woodstock to Rutland takes the line across the Green Mountains, the means for doing which are now reasonably assured.

From Rutland, west, 32 miles of the Rensselaer and Saratoga Railroad are to be used to reach Fort Ann, between which point and Richland surveys will be made the present winter, by the recently formed New England and Oswego Railroad company, estimated at 150 miles by railway, although the exact distance is but 120 miles. The information laid before the Committee at Saratoga was calculated to lead to the belief that the line would not exceed at most 140 miles from Richland station to Fort Ann. Richland is 29 miles east of Oswego, by the line of the Oswego and Rome Railroad, under lease to the Rome, Watertown and Ogdensburg Railroad Company, with the right of purchase, and they have recently given notice of their intention to take it in fee. The Rome, Watertown and Ogdensburg Railroad is the one upon which the friends of the Portland and Ogdensburg Railroad relied as their means of outlet from the West. The distance from Richland station to Ogdensburg being 100 miles, it was desirable on the part of the Oswego people to secure the good will of this prosperous company, in favor of the route from Oswego to Portland, the line from Richland to Portland by way of Fort Ann being 100 miles shorter in point of distance, with vastly more favorable grades.

Mr. Pierpont, President, and Mr. Massey, Vice President of the company, both signed the call for the Oswego Convention in October last, and Mr. Massey took active part in its proceedings and made an elaborate speech in the convention.

Some attempts have been made to raise a presumption that Mr. Massey still favored the Ogdensburg route, as by this line it would give them 100 miles more of transportation than by turning east at Richland for Rutland and Portland. But we are now authorized to say that the fact is otherwise. Mr. Massey was at Portland in 1867, before the Portland and Oswego line was developed, and recent correspondence shows his sympathy with the Oswego and Portland line, in which he says "that when the surveys are completed, and the point of connection with our line decided upon, we will be quite ready to conclude an agreement," &c., with the New England and Oswego Railway Co.

The Oswego Committee at Saratoga expressed their entire confidence that the section from Richland to Oswego would form a portion of the through, or Trans continental line.

Intelligent railroad men, therefore, will perceive that all difficulties in the way of a railroad from Portland to Oswego are now overcome, except the mere question of money. On this point the way is clear, also.

The State of New York, by general statute, has authorized every city, village and town corporation to subscribe twenty per cent. of its valuation for the building of railroads. A population and a valuation larger than the State of Vermont is found in the several counties on this line from Fort Ann to Oswego in New York, including the county of Oswego. Municipalities in Vermont are allowed to subscribe 8 per cent., and in New Hampshire and Maine 5 per cent. of their valuation.

From Oswego west, the line is comparatively level and very straight to Chicago. The Lake Ontario Shore Railroad, 145 miles from Oswego to the Niagara River, is secured; for the building of it means have been raised, mainly by municipal subscriptions. The sections across Canada, and from the St. Clair River to Chicago, will no doubt be completed in due time.

The papers of Buffalo, speak with entire confidence of ability to extend this line to Buffalo, across the Peninsula of Canada since the passage of the act, incorporating the Canada Southern Railroad Company, which can run its line to a point opposite Buffalo, and cross the Niagara River at that city, at the head of the rapids, under a charter already obtained, to aid the building of which, the city of Buffalo has voted a large sum of money.

A line from Buffalo to Oswego passing through a rich and thriving country, including the prosperous city of Rochester, will be as direct as by way of the suspension bridge, or the proposed crossing at the whirlpool.

The city of Buffalo has only to favor this line, so essential to her prosperity, to become established in her position, not only as a great city but forever retain her place as the greatest on Lake Erie now being strongly contested for, by the rising cities of Cleveland and Toledo.

The Board of Trade of Buffalo in May last, adopted resolutions favoring the building of a direct line from the navigable waters of Lake Erie at Buffalo to the head of Lake Champlain and to the shipping docks of Portland harbor.

The Michigan Air Line company has ensured the success of their railroad from Chicago, to the St. Clair River by the wisdom of its location, over the most direct practicable route from Chicago to Portland, Boston, New York and other Atlantic ports.

The agreement of union, or of co-operate action agreed upon at the Oswego convention, has been faithfully adhered to, so that our labors can now be devoted to the construction of that portion of the line that has been assigned to us, in New Hampshire and in Maine, the completion of the section from Portland to Meredith, a distance of 75 miles by the way of Buxton, of which 60 miles remain to be completed.

The friends of this section in New Hampshire and Maine, work in complete sympathy and harmony, and we have every assurance that the completion of this section will ensure the early construction and cotemporaneously in point of time, the various sections of the great line to Chicago; and it is now publicly announced that the construction of the Northern Pacific Railway will be immediately entered upon—from the head of Lake Superior to the west, and east to the Straits of Mackinaw, connecting with the line proposed if not already in progress, from the Straits of Mackinaw through the northern peninsula of Michigan to East Saginaw city, and thence to a point of junction and connection at the St. Clair River, with the line of the Canada Southern Railway—so that that portion of the Transcontinental Railway lying between St. Clair River and Portland, will form a common trunk for both the Northern and Central line, from the Pacific.

The Committee therefore have determined to enter at once upon the work of raising subscriptions for commencing the work in Maine—having been delayed until they could ascertain what route and what line of policy the Portland and Ogdensburg Railroad Company would take, that company having priority of charter, and right of location over any route from Portland to the western line of the State. Having determined upon their location and entered upon the construction of their line, without availing themselves of any portion of the Portland and Rochester road, but crossing the same on a route to the Notch of the White Mountains without approaching the valley of the great Ossipee River by a direct line, or the most direct route, the committee of the Portland and Rutland Railroad Company have deemed it prudent to make use as far as possible of the Portland and Rochester road, as built, in order to avoid that waste of capital which comes of disregard of the rights and interests of railroad companies already existing.

The friends of the Portland and Rutland Railroad accept the only alternative measure which is open to them, of uniting with the friends of the Portland and Rochester Railroad in building a line by the most direct route from some point on the line of the Portland and Rochester Railroad to Meredith, to a point of junction and connection with the line of the Boston, Concord and Montreal, giving a direct route to St. Johnsbury and to Montpelier by the line of the Montpelier and Wells River Railroad recently entered upon, which, when completed, will form a direct line from Portland to Rouse's Point to Montreal and to Ogdensburg, while its extension west, from Meredith to Rutland as its main trunk line, ensures for it a volume of business that will justify the investment of capital for its construction.

JOHN A. POOR, JOHN NEAL,
N. C. RICE, WM. H. FESSENDEN,
JAS. L. FARMER, JOHN M. ADAMS,
LEWIS CLARK, CALEB R. AYER,
R. M. RICHARDSON, MOSES GOULD,
SAMUEL HANSON, JOHN B. COYLE.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLECT IN MAINTAINING AND KEEPING IN REPAIR FENCES—WHEN NOT LIABLE FOR NEGLIGENTLY LEAVING OPEN A GATE.

The facts in the late case of The Illinios Central Railroad Company *vs.* McKee (43 Ill. 119) are clearly and fully stated in the following opinion by

Breese, J.—This was an action on the case in the Coles Circuit Court, brought by Thomas Mc Kee against The Illinois Central Railroad Company, for killing a horse, the property of the plaintiff, by the defendant's locomotive, the horse having got upon the track by means of a gate at a farm crossing being negligently left open, as alleged.

The court gave to the jury this instruction for the plaintiff:

"If the jury believe from the evidence, that the horse of the plaintiff got upon the defendant's railroad at a gate erected at a farm crossing by the defendant, and while so on said road was killed by the locomotive and train of the defendant, and such gate through which said horse entered, at the time and for a long time previously thereto, was left open continuously, or so large a portion of the time that the employees of the road whose duty it was to keep up and maintain the fence must have known the fact, that at the time the gate was not left open without the fault or negligence of the defendant, and that the place where said horse got upon said road was not within the limits of any city, town or village, nor at the crossing of any public highway, and was within five miles of a settlement and at a place where the proprietors of adjoining lands to the defendant's right of way had not fenced or agreed to fence, and that said road had been open and the defendant had run upon it locomotives and trains more than six months previous to the killing of said horse, then the jury will find for the plaintiff and assess his damages at the value of said horse."

The defendant asked these instructions which were refused:

"When the railroad makes and maintains a gate at a farm crossing for the accommodation of the owner of a farm, the duty devolves on the owner or proprietor of the farm, and not on the railroad company, to keep the gate closed, and if the death of the horse in controversy was occasioned by the negligence of such proprietor, the company is not liable.

"As there is no allegation in the declaration that defendant has failed or neglected to keep the gates closed at the farm crossing near where the horse was killed, all evidence touching that question is excluded from the jury."

The only questions made here arise out of these instructions, and involve the point, whose duty it is to see that gates so placed at farm crossings are kept closed, and upon the admission of certain testimony.

There was no count in the declaration that this gate, at this farm crossing, was not kept closed, the only averments are as to the duty of the company to erect, maintain and keep in repair the fences on their roadway, and that, by reason of neglect in keeping them in repair, the horse strayed upon the track and was killed.

When proof was offered by the plaintiff that the gate was left open, the defendant objected, on the ground of the want of such an allegation n the declaration.

Was the testimony on this point properly admitted? We think not. The plaintiff in every case must state the facts in his declaration so plainly that the defendant may meet them. Neglect in maintaining and keeping in repair a fence, in general terms is one ground of action, that a gate on the line of the fence was carelessly left open is another. A fence of which a gate is part, may be in perfect repair, and therefore the allegation that a gate was left open is necessary to give notice to the defendant of what he is to defend against. There being no allegation of negligence in this respect, the testimony should not have been received, and this is in accordance with the familiar principle that a plaintiff can only be permitted to prove what he alleges. The gravamen of the action was, neglecting to keep the fence in repair, and it is not maintained by proof that a gate was carelessly left open. Gates are made to be opened, and opening them, and carelessly leaving them so, is a good cause of action, entirely different from that of neglecting the duty of erecting and keeping in repair the fence, and of which a defendant should be apprised by the pleading. A fence is not out of repair, nor can it be so alleged, merely because the gate is carelessly left open. The plaintiff should have stated his case according to the facts he intended to prove. On this point we are with the appellants.

We would have no difficulty about the instructions, had the declaration been in proper shape. As it is, there being no allegation in the declaration embracing this matter, any instruction in relation to it was out of place. On the abstract question presented, it is as much the duty of the owner of the farm at the crossing to keep the gates closed as it is that of the company, for, as this court said in the case of the Illinois Central R. R. Co., *vs.* Dickerson 27, Ill. 55, it is not the duty of the company to keep a patrol the whole length of their road to see that the fence is not broken down by breachy cattle, by men, or by a whirlwind, and by the same reasoning it would follow they are not obliged to patrol the line of their road to see if the gates at farm crossings are left open. Still they are liable, if their employees, seeing such a gate open, neglect to close it, and an injury results, unless the same be left open by the carelessness of the former. If the gate is left open by the owner of the land, the company would not be responsible, if by the company's agents it would be, and a neglect to shut it when it should be closed, by the agents or employees of the company, would be negligence for which the company would be liable.

The evidence, therefore, offered on this point, and admitted by the court, should have been rejected, there being no allegation in the delaration to which it was applicable.

The judgment of the circuit court is reversed, and the cause remanded with leave to planitiff to amend his declaration.

Judgment reversed.

☞ The Belfast and Moosehead Lake Railroad Company have voted unanimously to issue first mortgage bonds for $150,000 on a road bed costing $850,000, and second mortgage bonds for the remainder.

THE

First Mortgage Bonds

OF THE

CHICAGO, DANVILLE & VINCENNES RAILROAD.

Total amount to be issued	$2,500,000
Capital stock paid in	2,100,000
Estimated cost of road (140 miles)	4,500,000
Estimated earnings per annum	2,639,306
Net earnings per annum	879,768
Interest on the loan per annum	175,000
Amount of bonds per mile of road	18,000
Amount of interest per mile	1,260
Amount of net earnings per mile	6,284

The Bonds follow the completion of the Road—have the Union Trust Company of N. Y., as their Official Register and Transfer Agent—and are sold at present at 95 and accrued interest.

They bear examination and comparison, better, it is believed, than any other now before the public, in the fixed and unchangeable elements of *Safety, Security and Profit.*

They bear good interest—Seven per cent. Gold for forty years—and are secured by a *Sinking Fund*, and First Mortgage upon the road, its outfit, and net income, the Franchises, and all present and future acquired property of the Company.

They depend upon no new or half-settled territory for business to pay their interest, but upon an old, well settled, and productive country;—assuming that a railroad *built* through the heart of such a region offers better security for both *Interest* and *Principal* than a road *to be built* through the most highly extolled wilderness or sparsely settled territory.

This Railroad possesses special advantages, in running into and out of the City of Chicago, an important Railroad and Commercial Center; in running through a line of villages and old farming settlements in the richest portion of the State of Illinois: in running near to deposits of Iron Ore of great extent and value, and over broad fields of the best coal in the State—which mining interests are its monopoly. And besides the local and other business thus assured, there will be attracted to this road the considerable traffic already springing up "From the Lakes to the Gulf;" as with its Southern Connections it forms a Trunk line 45 miles shorter than any other route from Chicago to Nashville.

These Bonds are therefore based upon a Realty and a Business that a few years must inevitably double—and competent judges say treble—in value.

Governments selling while the price is high pay well if put into these Bonds, and Trust or Estate Funds can be put into NOTHING BETTER.

Pamphlets, with Maps, &c., on hand for distribution.

Bonds may be had directly of us, or of our Agents.

W. BAILEY LANG & CO., Merchants,
54 Cliff Street, New York,
Agents for the sale of the Bonds.

☞ The Baton Rouge and Vicksburg Railroad Company was organized at New Orleans on the 6th inst., by electing a board of directors, with Thomas C. Bates as President, and Geo. W. Cochrane as General Superintendent. This road is regarded as very important, passing, as it will, through a rich agricultural section almost its entire length.

☞ The length of the Penobscot Bay and River Railroad, from Rockford to Winterport, is fifty miles.

Notice to Contractors.

CHESAPEAKE AND OHIO RAILROAD

SEALED PROPOSALS will be received at the Engineer's office at Charleston, W. Va., until 12 M. March 1, 1870, for the GRADUATION, MASONRY and the SUPERSTRUCTURE OF BRIDGES on the Chesapeake and Ohio Railroad between the Falls of Kanawha and the Ohio River, including THREE MILLIONS CUBIC YARDS OF EXCAVATION, and SEVENTY THOUSAND CUBIC YARDS OF MASONRY.

Also, at the Engineer's office at Richmond, Va., until 12 M. March 10, 1870, for several heavy sections east of the Falls of Kanawha, including the unfinished work near Millboro', and that eight miles east of the White Sulphur Springs, the Great Bend tunnel, 6,400 feet; Lewis tunnel, 3,800 feet; five other tunnels from 500 to 1,700 feet long; several sections in rock cutting; and about 70,000 cubic yards of masonry.

Profiles and specifications can be found at the office of the company, 54 William street, New York, on and after February 1; at Richmond, Va., and at Charleston, W. Va., on and after January 15, 1870. The company reserves the right to reject any or all the bids offered, and to make private contracts for the work.

Information as to time, etc., will be given at the letting. For further information apply to H. D. Whitcomb, Chief Engineer, Richmond, Va., or to W. A. Kuper, Principal Assistant Engineer, Charleston, West Virginia.

C. P. HUNTINGTON,
President.

4t4

TO BRIDGE BUILDERS.

OFFICE OF SOUTH STREET BRIDGE COMMISSION, No. 224 South FIFTH Street.
PHILADELPHIA, Jan. 17, 1870.

SEALED PROPOSALS for erecting a bridge over the River Schuylkill at South street will be received at the office of the Commission, in the Department of Surveys, No. 224 South FIFTH Street, until 12 o'clock M. of the FIRST DAY OF MARCH, 1870, for the construction of a wrought iron drawbridge, with Murphy's modification of the Pratt truss. To have cast iron piers in river, and stone abutments, with approaches of retaining walls; arches of brick, and iron I girders, as described in the specification. The entire length of structure to be 2,419 feet, the truss spans to be 185 feet each, with pivot draw, giving an opening of 77 feet on each side.

The proposal to be for an aggregate bid, to be accompanied by a bond with two approved sureties to an amount of $50,000. Fifteen per cent. to be retained as the work proceeds until the same, inclusive of the $50,000 noted in bond, shall amount to fifteen per cent. of the contract price, after which the current estimates will be paid in full.

Plans may be seen and specifications obtained at the office of the Commission on and after the 29th instant.

MOSES A. DROPSIE,
President of the Commission.

4t4

ENVELOPES.

SAMUEL RAYNOR & CO.,

115 & 117 William street,
New York.

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

Notice to Railroad Companies and Contractors

WANTED A SITUATION BY A CIVIL ENGINEER having practiced for the last 10 years in France, Germany and New York State. Address A. R., at this office.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

B. J. DORSEY,

COMMISSION MERCHANT,

(China & Japan.)

Asiatic Laborers Furnished,

41 & 42 Merchants' Exchange,
California Street, San Francisco.

REFERENCES.

ALLAN McLANE, Esq., Pres't Pacific Mail Steamship Company, (New York), China and San Francisco Line of Steamers.
LOUIS McLANE, Esq., Baltimore.
MESSRS. BARRON & CO., San Francisco.
MESSRS. C. ADOLPHE LOWE & CO., San Francisco.
CHAS. E. McLANE, Esq., Manager Wells, Fargo & Co., Bankers, San Francisco.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

EDWARD W. SERRELL,

CIVIL ENGINEER,

64 & 66 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

STAINED GLASS.

HENRY E. SHARP,

GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

147 & 149 E. 23d St., N. Y.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the Corporation of the City of New York, due February 1st, 1870, will be paid on that day, by PETER B. SWEENY, Esq., Chamberlain of the City, at his office, in the New Court House.

The transfer books will be closed TUESDAY, January 4, 1870.

RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NEW YORK, Dec. 30, 1869. 4t2

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, January 4, 1870. A dividend of FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the seventeenth day of January instant, after which date and until the fifth day of February next, the transfer books will be closed.

THOMAS E. WALKER,
Treasurer.

4t2

THE WHARTON Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

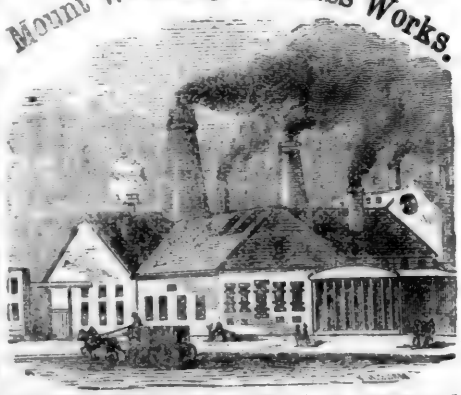
This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,
61 Milk-St., Boston, Mass.

IRON RAILS.

IRON RAILS OF SUPERIOR QUALITY FROM THE CELEBRATED PARK GATE IRON COMPANY, OF ROTHERHAM, ENGLAND. For sale by

WM. BAILEY LANG & CO.,
No. 54 Cliff Street.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
New York.

4t49

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UTICA HEAD LIGHT WORKS,

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Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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MANUFACTURERS OF

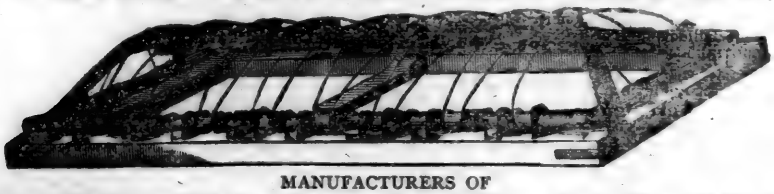
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STEAM PACKING, &C.

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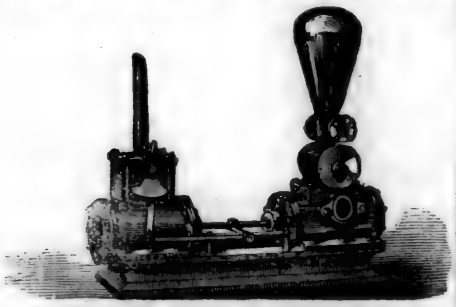
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Hardick's Patent Double-Acting

Steam Pump and Fire Engine.

Patented in England, Belgium and France. Send for Circular.

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10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by

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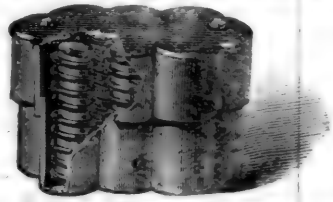
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The Original Standard Volute Buffer Spring.

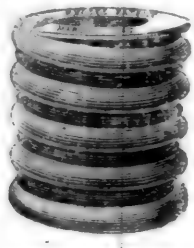
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.



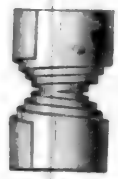
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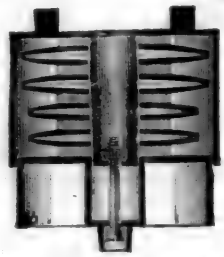
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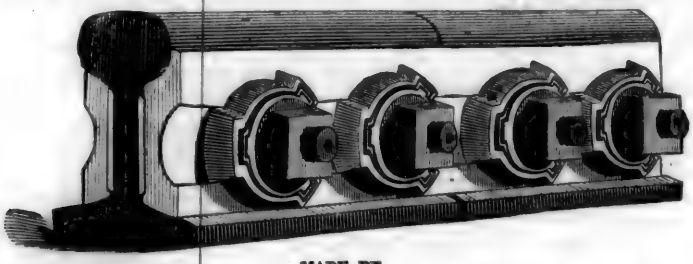
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All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Exclusive Manufacturers, 73 Beekman St., N. Y.

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THROUGH LINE TO
California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

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First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 21, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on THURSDAY, Jan. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

NEW YORK
Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 23, 1858,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. THEEVER, Treasurer.

Warehouse, 37 & 38 Park Row, N. Y.

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COMMISSION MERCHANTS,

70 and 71 West St., New York,

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BORDEN MINING COMPANY'S

CUMBERLAND COALS.

ROPER CALORIC ENGINE CO.,

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New style Hot Air Engines. Send for Circular.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 5.] SATURDAY, JANUARY 29, 1870. [WHOLE No. 1,763. VOL. XLIII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 29, 1870.

From the Milwaukee Wisconsin, Jan. 15.

West Wisconsin Railroad.

The opening of the Second Division of the West Wisconsin Railroad, from Black River Falls to Augusta, took place last week, and adds another link to the great railway system of Milwaukee. There are few roads in the country that are being built more quietly, yet at the same time more surely and more substantially, than the West Wisconsin. The road is to run from Tomah on the La Crosse Division of the St. Paul Road, to St. Paul, giving us an air line route to the latter city, and there connecting with the great chain of railroads being built from St. Paul in all directions. What is also of great importance to our city, the West Wisconsin is opening up to us a large portion of the Northwestern section of the state heretofore untouched by railroads, and will be the means of bringing to our door a large amount of business that we have never had before. This is plainly seen already. The road is built and running to Augusta a distance of sixty-six miles from Tomah and the business which comes over it is already large, exceeding the estimates made by, as well as the anticipations of those even well posted in the section. The road is now completed to within twenty-five miles of Eau Claire, one of the most important towns in Northwestern Wisconsin, and the contract for this division has been let through, with assurances that by the first day of July next the cars will run to Eau Claire, when it will give an all-rail outlet to Milwaukee for the immense lumber and general business resources of the Northwest.

Our business men and our Chamber of Commerce have felt a deep interest in the welfare of the West Wisconsin Railroad, for they have seen in it one of our most important feeders, and they have watched with no little interest the progress made and the energy displayed by President BALDWIN and his assistants in crowding it through as they have.

The West Wisconsin Railroad has heretofore received attention in the columns of the *Wisconsin*, and on the occasion of the opening of the second division of the road, we may be excused for referring to so important an enterprise once more. The road, leaving Tomah, where it connects with the St. Paul road, runs in a northwesterly—air line—direction to St. Paul, a distance of one hundred and fifty miles. Already it has opened up the flourishing places of Snow's Mills, Warren's Mills, Rudd's Mills, Black River Falls, Wright's Station, Humbird and Augusta, and by July next will bring Eau Claire to us.

Black River Falls is thirty miles north of Tomah, sixty miles from Eau Claire and one hundred and ninety miles from Milwaukee. Four years ago it was incorporated a village and now it has a population of over 3,000. At this place are to be found the most extensive iron ore beds in the West, with ore of the best quality. There is every prospect that within a year or two there will be many blast furnaces in full operation. With the development of these iron mines added to the immense lumbering interests of the Black River country, there is nothing that can prevent the place from becoming one of the largest and most prosperous cities in Northwestern Wisconsin, and giving to the road a vast amount of business yearly. The immediate stations referred to are new towns that have grown up since railroad facilities have been afforded them, and all of them give promise of being lively towns.

Augusta is located on Bridge Creek, twenty-five miles from Eau Claire, thirty-five miles from Black River Falls, and is at present the terminus of the West Wisconsin Railroad, over which the first train passed on Monday morning last. It is a town of over two thousand inhabitants, and in the midst of a fine lumbering and agricultural region is enjoying a healthy growth. From Augusta stages now run daily on the arrival of the trains to Eau Claire, a distance of twenty-five miles, and these stages are carrying large numbers of passengers.

The managers of the West Wisconsin Railroad have done what no other line in the country, we believe, has. They have built and own and run their telegraph line along the road. Like everything they own, it is the best, with all the improvements, and in every detail substantial. Aside from the running of their own trains they do a private business which yields them a handsome income from the line.

The Land Grant of the road embraces 1,004,000 acres of the finest agricultural and timber lands on each side of the road through its entire length. These lands are very valuable and there is little doubt that now they will be taken up rapidly. In addition to this grant the counties through which the road runs have donated $50,000 each to the road.

The bonds of the road have thus an excellent security. Aside from the large sums invested of the private means of the projectors, there is the road, sixty-six miles already completed, the land grant, the telegraph line, and all the property upon which this is a first mortgage to the bondholders. These bonds are sold at par in currency and pay an interest of seven per cent. in gold. The bonds are free from United States taxation, and are receivable at par for lands bought of the company and for shares taken in the stock of the Black River Iron Co.

The Chamber of Commerce of Milwaukee, have, as we have stated, ever felt a deep interest in the West Wisconsin Railroad, and looking upon it as one our most important feeders, have extended to it on every occasion their countenance and support. On the occasion of the opening of the second division a delegation from the Chamber

made a trip over the road and to-day submitted the following report to the body.

To the President of the Milwaukee Chamber of Commerce:

Your committee having visited the West Wisconsin Railroad and passed over it from Tomah to Augusta, and thence by stage to Eau Claire, take great pleasure in saying that they found everything progressing satisfactorily. The project was inaugurated a few months since by Mr. D. A. BALDWIN and his associates, and before any appeal was made to the public they invested in it largely of their private means, not only making the entire surveys, but building the first division of the road from Tomah to Black River Falls, ironing and equipping it. They were thus enabled to show that they had the fullest confidence in the enterprise—that it would be one of profit, as well as of importance to the country and to our city. After reaching Black River Falls it was found that the business of the road was larger even than the most sanguine had anticipated, and the road has been built to Augusta almost entirely by private enterprise, and without soliciting city or town aid to any extent, and also without throwing upon the market any notable amount of the company's bonds. We were glad to note that the road is substantially built.

Of JACOB HUMBIRD, who has had the building of the road in charge, it is sufficient to say that he is evidently an experienced railroad man. Extensively engaged in the construction of roads in South America, he brought to this a practical experience of great benefit, and he seems to have taken pride in making this work thorough in every detail. The road bed is level, and while economically constructed is strong and smooth, and the iron the well known Fish joint rail. Although a new road, we have never seen a smoother one, and the care taken in building is such that no ordinary circumstances will cause breaks. In the culverts and bridges the engineering shows the practical good sense as well as the established skill of the builder. We examined somewhat at length the cost of building the road, and were certainly pleased at the economical manner in which it has been done, when compared with the work accomplished. In addition to the road, the company have built a substantial telegraph line along its way, which they own and run, and which will add materially to their receipts, from private business.

The statistics of the counties of Monroe, Jackson, Eau Claire, Dunn, Pierce, Buffalo, and St. Croix, through which the road runs, with their business, have been before presented to this body, and the figures are not unfamiliar to you. In this report we shall only call your attention to the immense iron resources of Black River Falls, and to the lumbering interests of the Northwest, which this road is opening up to us. It is a section which has long needed an outlet to Milwaukee, and through the efforts of President BALDWIN and his associates we are glad that we are so soon to have it. There are few sections of our state that show a more healthy growth and prosperity than the Northwest, and particularly is this the case on the line of and in the vicinity of this road. New towns are springing up, and agricultural lands, of which there are an abundance, are being rapidly settled. Our immigration statistics show that adopted citizens who are seeking a home in the new world, find lands in this section of our state that are admirably suited to their tastes, and which, under their energy and skill, will ere long make Northwestern Wisconsin as noted for her agricultural as she has been for her lumbering resources.

The West Wisconsin Road is not dependent solely upon the country through which it passes for its business. Great as this business must be, we have only to look forward to the few months when the road shall reach St. Paul, its northern terminus, to find that important connections await it. Among the roads waiting for such connections are the St. Paul and Pacific, now being rapidly built to the Pacific coast, and in the hands of capitalists who will not let it linger. As soon as this connection is made much of the business of the Pacific road will naturally seek this air line route to Milwaukee and the East. The Lake Superior, and Mississippi road now being built from St. Paul to Lake Superior, will also make a most important connection, and so with the Valley, and other important roads, of which St. Paul is the centre, and all of which will give the West Wisconsin a share of their Milwaukee and Eastern business.

The West Wisconsin Road has a most extensive land grant which adds to its importance. This grant embraces much of the valuable agricultural and timber land of the Northwest. The company have wisely determined not to throw these lands into the market until they can realize a fair sum for them; but it appears to us that they must soon be taken up. Already arrangements have been made for settling a colony of some five thousand Swedes upon the lands, and this will form a nucleus which will be the means of bringing the lands into market, and realizing for the company a handsome sum for them. When properly managed, land grants are deemed sufficient to build a road, and in this case there seems the best of management.

To finish this road from Eau Claire to St. Paul, the company will throw upon the foreign market bonds to raise the necessary money. They do this in the fullest confidence that those investing will be fully secured. Aside from the valuable and well managed land grant, all of the private means invested, with so much of the road as is already built and to be built, is mortgaged, and upon this the bonds will have the first choice. It appears to us that this investment is one of the best that any railroad can offer, and is one that should meet a willing response from those who are looking for a good investment. Our State Legislature have been most liberal in their legislation for the road, and have given it all the aid and assistance in their power. Its business, already large, is rapidly increasing, and as the line penetrates the almost boundless wealth of the northwest, it cannot fail to open up a traffic that will be profitable to the road, and of great benefit to our city and state.

Signed: T. MOWER,
Chairman of Com.

The report after being read was unanimously adopted as well as the following resolutions:

WHEREAS, This body has official information of the opening of the second division of the West Wisconsin Railroad, from Black River Falls to Augusta, and that the road is now opened and running trains regularly from Tomah to Augusta, a distance of sixty-six miles; and

WHEREAS, We have watched with no little interest the progress of a road which is opening to our city a section of the state heretofore not reached by our railroad system; therefore be it

Resolved, That the energy of President D. A. BALDWIN of the West Wisconsin Railroad, and his associates in carrying forward so important an enterprise for our state and city, entitles them to our confidence and respect.

Resolved, That the economical manner in which Mr. BALDWIN and his associates have built this road, and managed it and its large land grant, investing their private means until a solid and substantial basis has been gained, assures us that in appealing to capitalists for aid in the further construction they do so with every assurance that the investment will be a safe and profitable one.

Resolved, That the managers of the West Wisconsin Road in this enterprise of so great importance to our State and city, have the confidence of this body, and that we will extend to them all the aid in our power.

Resolved, That this report, with the resolutions attached, be entered upon our record, and that the newspapers of our city and the section of country interested be respectfully requested to publish the same.

Elkton and Massey's Railroad.

It is said that the Legislature of Maryland, now in session, will have before them a bill to incorporate the Elkton and Massey's Railroad, which will connect by a link of less than twenty miles the Philadelphia, Wilmington and Baltimore Railroad at Elkton, with the Kent Railroad and the Queen Anne's Railroad, at their junction at Massey's. From this place, running down the Queen Anne's Road, a point may be reached from which a branch road of seven miles will connect with the Maryland and Delaware Railroad—thus connecting Clayton, Delaware, and Easton and Oxford. Another short road will connect with the Dorchester Railroad. A strong effort is now being made through Cecil and Upper Kent county, in behalf of this project.

Providence and Worcester Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$287,473 25	$324,224 40
" merchandise	419,537 98	451,852 23
" mails	5,157 50	8,745 68
" rents	4,793 71	3,188 87
" express	6,425 57	10,295 74
	$723,388 01	$793,301 42
Expenses, viz:		
Maintenance of way	$190,993 85	$159,270 89
Repairs of locomotives.	37,800 00	43,800 00
" cars	50,800 00	39,300 00
Fuel	73,688 28	75,923 71
Oil	7,126 83	7,895 41
Passenger department.	43,215 02	47,580 24
Freight "	82,188 68	97,398 17
Local taxes	26,497 69	26,779 26
U. S. revenue taxes	18,224 19	19,061 26
Interest	2,273 25	1,452 89
Rent to Milford and Woonsocket R. R. Co. (15 months)	.....	6,250 00
All other expenses	51,533 44	63,522 09
	$564,391 23	$588,183 42
Net earnings	$168,996 78	$205,118 00

Compared with the previous year the gross earnings of 1869 show an increase of $69,913 41; with an increase in expenses of $23,792 19—making the increase in net earnings, $46,121 22.

The roadbed, superstructure and equipment are all now in such excellent condition that but a moderate sum will be required to keep them in repair for the next few years, compared with the last few. The double track has been extended to Blackstone, and has been in use for several months. Grading is now being done from Worcester towards Providence, and it is expected that some eight or ten miles will be in readiness for the superstructure in the course of the coming spring. The road will then have a double track about two-thirds its length, and will be operated with much greater facility and economy. The abutments of the bridges, and other masonry, are now being rebuilt throughout the entire line. About $35,000 have been expended in the construction of passenger and freight stations, car house, etc. Three new locomotives have been added to the equipment, to re-place three old ones sold; also sixty freight and two passenger cars. Two passenger, one box and thirteen coal cars have been rebuilt. Two dividends of five per cent. each, have been declared. One thousand shares of the capital stock have been sold, carrying the capital up to $2,000,000, its authorized limit, and the proceeds

applied to building the second track and additional equipment.

The items to be accounted for since last report are as follows

Net earnings as above	$205,118 00
Cash received for sales of 1,000 shares of the stock of the company	128,898 00
Materials on hand Nov. 30, 1868	144,639 36
Cash on hand Nov. 30, 1868	21,945 82
Dividends unpaid	1,029 00
Total	$501,625 18

Accounted for as follows:

Materials and labor for second track		$101,126 45
New depot at Waterford		8,900 00
New freight house at Lonesdale		1,841 86
New engine house at Woonsocket		944 91
Land purchased		3,805 62
Locomotives and cars		57,550 00
Dividend paid Jan. 1, 1869		76,000 00
" July 1, 1869		100,000 00
Materials on hand Nov. 30, 1869		104,439 80
Cash in bank	$116,043 19	
Note on hand	280 00	
	$116,323 19	
Less due connecting lines	69,306 15	
		47,017 04
Total, as above		$501,625 18

The company have 21 locomotives, 24 first-class, and 5 second-class passenger cars, 175 eight-wheel, and 76 four-wheel merchandise cars, 101 eight-wheel lumber cars, and 460 four-wheel coal cars.

Miles run by passenger trains, 166,710; by freight trains, 208,845; by other trains, 32,610—total, 408,165. Number of passengers carried, 1,379,960; do., carried one mile, 12,258,435. Tons of merchandise carried, 393,558; do., carried one mile, 12,300,450. Length of road in Massachusetts, 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of single track, 26 miles; do., double track, 17.41 miles. Length of branch, 1 mile. Length of sidings, 12 miles. Length of roads belonging to other companies operated by this company, 3.877 miles. Total miles of road operated by this company, 47.287 miles.

BALANCE SHEET, Nov. 30, 1869.

Construction	$1,558,297 20
Equipment	476,474 98
Materials on hand	104,439 80
Cash, etc., on hand	47,017 04
	$2,185,229 02
Capital stock	$2,000,000 00
Notes payable	55,000 00
Dividends unclaimed	1,685 00
Dividend due Jan. 1, 1870, 5 per ct.	100,000 00
Income—surplus earnings	28,544 02
	$2,185,229 02

President.—EARL P. MASON.

Directors.—Earl P. Mason, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Isaac Davis, Isaac H. Southwick, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Horatio N. Slater, Jr., Lyman A. Cook, Estus Lamb.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

☞ Thomas K. Proctor of Barnstead has been chosen President of the Suncook Valley Railroad Company. The proposed road will be about 15 miles in length, extending from Pittsfield, *via* Barnstead and Gilmanton, to Alton. The work of construction will soon be commenced.

Erie Railway.

REPORT OF THE PRESIDENT.

To the Stockholders of the Erie Railway Company:

So much has been written and said, both for and against the present management of the Erie Railway, that I deem it proper, in presenting a summary of the business of the last fiscal year, to take the opportunity of giving to the stockholders the following account of what has been accomplished in the way of improvement to their property and the establishment of a reliable and profitable business for the future.

It is something over a year since the present management came into power.

The condition of the road at that time was not such as to attract the confidence of the traveling public, nor of the shippers of the products of Eastern manufactories and of importers to the Western States, and of the products of the West to the Eastern markets. The iron used in the track had been of an inferior quality, and was much of it worn out and unsafe: this, coupled with the accident at Carr's Rock the previous Spring, was injuring the business of the road, both passenger and freight, to such an extent that I felt it my duty to adopt the most effective measures at once.

By careful inquiry into the experience of European railways in the use of steel rails, and of the operations of the few tons that had been laid on this railway the previous year, I fully satisfied myself as to their great durability and strength, and of the necessity of our using them on the eastern portion of the road, where the very heavy traffic and the nature of the road bed operates so disastrously to the iron rails. We have laid on the Eastern and Delaware Divisions nearly 100 miles of solid steel rails—ten miles of American manufacture, and the remainder procured from the best experienced manufacturers of England. The very great first cost of these solid steel rails—being more than twice the cost of iron rails—constrained me to inves igate whether a middle course could not be adopted with advantage and economy: and while on this subject I was brought in communication with Abram S. Hewitt of the firm of Cooper & Hewitt, who had just returned from Europe, where he went as one of the U. S. Commissioners to the "Exposition Universelle," and was then preparing to manufacture at the Trenton Mill

STEEL-HEADED RAILS.

While in Europe Mr. Hewett had superior facilities for the investigation of the subject of steel-headed rails at the various places of manufacture as regards the process, and at the places where they were used as regards their service, and their relative value as compared with iron and with solid steel rails, and I availed myself of the favorable opportunity to secure the advantages to be derived from his valuable information and experience, by making a contract with his firm, by which we became joint owners with them in the Trenton Mill, where, during the past year, they have been rolling these rails for us, in all about 12,000 tons, or 120 miles, and so far the results of the wear are eminently satisfactory. We have laid in all during the past year, including the steel and steel-headed rails, about 400 miles of new track. The present condition of our track is equal, if not superior, to any in the country, and the reputation of the road in this respect is fully established, as is fully demonstrated by our large and constantly increasing passenger traffic. By Dec. 31, 1870, we hope to get the Eastern and Delaware Divisions, which have the heavy coal traffic of the Pennsylvania Coal Company and the Delaware and Hudson Canal Company entirely relaid with steel, which, though of greater cost in the first instance, is safest, and cheapest in the end, and will enable us to largely reduce the expenses of keeping up our track.

IRON BRIDGES.

My attention at the same time has been called to the matter of the bridges which, being of wood, require frequent renewals, and the increasing scarcity of suitable timber along our line enhances their cost from year to year, and we have concluded to adopt iron bridges for all future renewals, where the proper foundations for permanent piers and abutments can be obtained.

During the past season, in addition to several small bridges, we have had built an iron bridge 650 feet long—four spans—for the crossing of the Susquehanna River, just west of Susquehanna Depot, which is now being placed in position.

With steel rails and iron bridges for a permanent way, we can safely predict large reduction of expenses, even with an increasing business.

LOCOMOTIVES.

The present management found the locomotive equipment in a very worn and unserviceable condition, many of the engines having been run for years and maintained by patching, so that a large proportion required new boilers and fire boxes, and many, entire rebuilding—the old machines being worth only the old scrap, but standing on the books and records of the company as so many engines. These old engines have received the necessary attention as fast as possible for our shops to take them in, and they have been overhauled, and entire new engines in many cases turned out, with the same designating number, the whole expense being charged to repairs.

As additional equipment we have purchased from Paterson locomotive manufactories fifty new engines, ten of which have yet to be delivered on present contracts, and they are coming along at the rate of about four per week.

PASSENGER TRAFFIC.

During the fiscal year ending Sept. 30:

	1869.	1868.
Number of passengers carried in cars	2,497,113	2,194,348
Number of passengers carried one mile	128,445,158	124,312,884
Earnings from passengers	$4,043,048 82	$3,531,503 88

To accommodate the increasing passenger business of the road, and also to keep pace with our competitors, we are rapidly replacing our old passenger equipment by new coaches of the best approved style of construction. We are also adding palace or drawing room coaches to our day trains, and have found them to be a popular feature of the road:

FREIGHT TRAFFIC.

	1869.	1868.
Number of tons of freight carried in cars	4,312,209	3,906,243
Total number of tons carried one mile	817,829,190	595,699,225
Revenue fr. freight	$12,583,793 73	$10,780,975 66

To accommodate this large business we have made extensive additions to our equipment, and endeavored to keep up to the wants and requirements of our local business as well as the through business. A very important feature of our freight business is the

COAL TRAFFIC.

The Erie Railway will, I hope, in a short time, become one of the most important coal-carrying roads in the country. This business is very desirable—it is given to us in full trains, and the rates are good.

During the year we have renewed the contract with the Pennsylvania Coal Company, and increased the quantity to be transported for them annually from 900,000 to 1,200,000 tons, commencing Dec. 1, 1869.

We have also concluded a contract with the Lehigh and Susquehanna Coal Company for a period of twenty years, with a gradually increasing tonnage, commencing at 150,000 and running up to 500,000 tons annually, from Honesdale to New York.

Under the present management this company has obtained control, by a perpetual lease, of the

Jefferson Railroad, extending from Hawley to Honesdale, where it connects the Erie system of roads with those of the Delaware and Hudson Canal Company. This road was completed and opened for coal traffic in January last, since which time we have received from that company a large and constantly increasing business. We are now loading at Honesdale from 200 to 300 cars per day. I estimate that in the year 1870 we ought to take from 2,000,000 to 2,500,000 tons of anthracite coal from Hawley and Honesdale to tide water. We certainly can do so if we can provide the cars and engines, and I hope not to default on that account.

Early in my connection with this company I became convinced, that from the geographical position of our road and the many advantages offered by it to that end, it should do the carrying of the largest part of the anthracite coal consumed in the western part of this State, as well as that sent to the Western States by the Lakes. On assuming the Presidency of the company, I at once commenced action to secure that trade, which I considered so very desirable, as it would be reliable, constant and increasing, and the haul would be long and the revenue large. Negotiations were opened with the Delaware, Lackawanna and Western Railroad Company, whose road connects with ours at Great Bend, and the terms of a contract to run a number of years, for the transportation of a large amount of coal to Buffalo, a distance of 222 miles, were all agreed upon. And, though the agreement was not executed, negotiations had proceeded so far that shipments were commenced, and we had constructed more than one hundred cars of the large number we were to build and mark "D., L. & W.," for that line, when that company concluded an arrangement with the Syracuse and Binghamton Railroad, and the agreement with us was not executed nor carried out.

It then became necessary for us, in order to secure any of this trade, and assume the position to which we are entitled by reason of our line, to form some other connection, and to tap the very heart of the coal region. Negotiations were accordingly opened with the Delaware and Hudson Canal Company, which, for the magnificence of its coal estate and the magnitude of its annual production, stands first among all the anthracite coal companies of the country, and an arrangement was made with them by which we agreed to construct a railroad from Carbondale to Susquehanna, a distance of 40 miles, over which, and thence 231 miles further on our main line to Buffalo, they are to ship annually a large amount of coal, commencing at 150,000 and running up to at least 500,000 tons by 1873, at favorable and remunerative rates. To make up for the time lost in the fruitless negotiations with the Delaware, Lackawanna and Western Railroad, the construction of this road has been pushed forward with all possible dispatch, and will be completed before the next Summer months. By this Carbondale road we have the shortest line from the anthracite coal fields to Central and Western New York and the Lakes.

The Lehigh Valley Railroad having been extended to form a connection with us at Waverly, gives us another coal traffic feeder from which we are already receiving an average of about 75 car loads of coal per day. The coal from this road, at present, is loaded in our returning freight cars which would otherwise go through to Buffalo, 167 miles, empty. The time is but short when this Waverly connection will be of very great importance to us as a connection for coal and other freight.

PAVONIA FERRY.

We found the Pavonia Ferry running from the foot of Chamber street, New York, to the passenger depot at Long Dock, Jersey City, for the accommodation of the passengers by our trains and the few people living near Pavonia avenue, in Jersey City. We constructed the ferry houses and slips at Twenty-third street, New York, and built two large fine boats to run on that line. By this new line of ferry we have established a new depot in New York convenient to all the up-town hotels and residences.

To increase the travel over our ferry beyond the train passengers, we have loaned our substantial aid to the construction of a horse railroad through the streets of Jersey City to Hudson City. This street road already promises to be a very profitable investment—it has assisted in building up that part of Jersey City and Hudson City through which it runs, and has brought larger increase to the revenue of our ferry as it connects with other street roads in Jersey City, running thence to Hoboken and Bergen; and it has been of further advantage to this company, as it runs through our property on the hill, at Hudson City over the tunnel, and has enhanced its value by making it more marketable and desirable.

To further increase the ferry revenue we made an equitable contract with the Northern Railroad Railroad of New Jersey, then running their trains over the New Jersey Railroad to the Cortlandt street Ferry, for operating their road, by which we brought their trains to our ferry. So far under that contract we have averaged for that road about 800 car loads of passengers per month each way over the ferry, all of which is new business, and the contract for operating the road, which has so far paid its way, must eventually be profitable of itself.

We have also made the same kind of an operating contract with the Hackensack and New York Railroad, which has averaged about 500 car loads of passengers each way per month for the ferry.

The quantity and character of our freighting business has been expanded to such an extent as to prove the comparatively large property at Long Dock altogether inadequate for the purposes of the company, and we have deemed it absolutely necessary to procure more property fronting Hudson River.

We have purchased, at a cost of $1,600,000, the property of the Weehawken Docks Company, situated just north of Hoboken, of about 60 acres, giving a river frontage of 2,000 feet, where we have constructed a large pier for the handling of coal in transferring it from cars to boats. This pier has the best working arrangements, and is one of the largest on the river—capable of handling about 400 cars per day.

This property is also used as the depot for handling refined oil in barrels, and crude oil in bulk. We have also concluded arrangements for the construction here of a large and commodious grain elevator, which will be the means of very largely increasing our transportation of bulk grain, and facilitate the unloading and prompt return of grain cars, thus enabling us to get much more service out of them.

We have also purchased the "Gregory Farm," situated about two miles north of the Weehawken Docks, of 80 acres, giving a river frontage of 1,600 feet. Here we have established our depot for the unloading of live stock, and built large and commodious barns and pens, affording all the facilities for making it a Live Stock Market. It is already very popular with the stock men, and will undoubtedly become the Live Stock Market of this city. The river frontage of this property we have improved by the construction of a strong and substantial bulkhead the whole length, making it available and desirable for the erection of warehouses, abattoirs, or other similar structures and for a lumber depot.

Between the Weehawken Docks and the Stock Yards is the property of the Delaware and Hudson Canal Company, where they have large facilities for unloading and storing coal transported over our road.

Access is had to this property over the road of the Hoboken Land and Improvement Company, running north from the east end of Bergen Tunnel to the Canal Company's property, thence over the Fort Lee Railroad. With both of these companies we have fair and equitable arrangements for use of their tracks. So much of the Fort Lee Railroad as is completed was built by us, which enabled us to obtain much more favorable terms for its use to our stock yards.

At Long Dock we have built two new piers, for the accommodation of our freight business, and added to and improved the old piers. We have also built a new passenger depot on an enlarged plan, to enable us to provide accommodation for the trains of the Northern Railroad of New Jersey, and the Hackensack Railroad, and we are now rebuilding and adding to the number of the ferry slips.

JERSEY CITY SHOPS.

We have commenced the construction of a large machine shop which we found to be necessary on account of large additions to our motive power—the walls, of brick, were all up when Winter set in and stopped the work—soon as the Spring weather will admit we shall resume work, and hope to shortly after complete it, when we shall have one of the largest and best appointed shops in the country. We have also built an extensive car shop, where, in addition to our repairs of coaches and freight cars, we are now turning out twenty new coal cars per day. We are also building several new coaches, with all the modern improvements, at this shop.

At Pen Horn we have made extensive purchases of real estate for the handling of crude oil in bulk, as we found the hauling of tank oil cars east of the tunnel was considered as endangering property and increasing rates of insurance, while it was too valuable a traffic for us not to work for, and give it all necessary accommodations. The oil is conveyed from here in pipes to Weehawken, and is only pumped through as vessels may be there to take it. All of this property will be in demand in a few years for refineries and warehouses of various kinds, as it is accessible by vessels *via* the Hackensack River. Already one refinery has been established there with a capacity of 1,200 barrels per week, all the oil for which is transported over our road.

The Paterson and Newark Railroad, which connects with us at Paterson, was built with our aid, and we have entered into a contract with that company for operating the road.

We found this railroad being constructed with a narrow gauge, and intended to connect at Newark with the narrow gauge roads running thence in connection with the Pennsylvania roads for the West, and they were also promising to make such connections as would enable them to compete with us for passengers and freight between Newark and Paterson. Rather than allow a rival to reach the carrying business of our line we concluded it would be better to control the instrument, and by making it of the Erie broad gauge, enable us to tap the business of the extensive manufactories of the City of Newark, and compete with the other roads for Western trade from that point, and also extend the market for coal and lumber from our main line. By the charter of that company they will construct their road from Newark to make another connection with us at the West end of the tunnel, and such extension will make the road a profitable one and bring a large business to our ferry.

The Newburgh and New York Railroad was constructed by us from the Junction near Greenwood to a point on the Newburgh Branch, five miles from Newburgh, a distance of 13 miles, thus giving us a direct line between New York and Newburgh (sixty-two miles), and enabling us to compete with the River, and with the Hudson River Railroad for the Newburgh and Cornwall travel.

The double track has been extended by us by the construction of the second track on the Delaware Division from Turnout to Middaugh, nine miles, and from Hancock to Deposit, thirteen miles; and on the Susquehanna Division from Painted Post to Erwin, four miles, and from Canisteo to Hornellsville, four miles. In all we have completed and opened 80 miles of double track, beside which we have done a large amount of work for the second track on other parts of the Delaware Division, and have done the grading and

masonry for second track on Buffalo Division from Lancaster to Buffalo, 10 miles, which is now all ready for the ties and iron.

Additional side tracks have been put in on all parts of the road as rendered necessary by the increased number of trains. At Buffalo, alone, within the past year, more than two miles have been laid; Jersey City, two miles; Millville, Waverley, Hornellsville, and Castile, about one mile each, and other stations in proportion.

At Buffalo we have also erected a large and well-appointed car-shop for the construction and repairs of coaches and freight cars at that end of the road. We have also erected an engine-house and machine-shop at Rochester.

The improvements at other stations, in the way of new freight depots, &c., as at Binghamton and Hornellsville, have been commensurate with the business requirements.

The increase in the tonnage and mileage of trains has made a corresponding increase in the quantity of fuel consumed, which is one of the very important items of operating expenses. Considering that the use of wood as locomotive fuel, besides being more expensive in the first cost per mile run, requires a very large amount of capital invested all the time, to keep a year's supply of properly seasoned wood ahead, we concluded to change our locomotives to coal-burners as fast as possible, and but a comparative small number are now burning wood. We are now using about 85,000 tons of anthracite coal and 150,000 tons of bituminous coal per year; and in order that this large amount shall be procured at the lowest possible price, we have for the bituminous coal secured Barclay Railroad and Towanda coal mines.

The railroad runs from Towanda, Bradford Co., Penn., 20 miles from Waverly by the extension of the Lehigh Valley Railroad, to the coal mines, a distance of 16 miles, and the coal is delivered on our road at Waverly to the transportation department at cost—at the present writing this coal is costing us about four cents per mile run less than in former years for the same kind of fuel. We have also made a proportionately good arrangement for our supply of anthracite coal, and we confidently expect that future statements will show a large reduction in this item of our operating expenses.

GENERAL OFFICES, TWENTY-THIRD ST.

The old offices of the company, in Erie Buildings, West street, were constructed nearly 20 years ago, when the requirements of the road for office room for the accommodation of the officers and clerks were not one-fourth of what they now are, and this old building had been so enlarged and altered over to meet the increased wants from time to time, that by many it was considered unsafe to make any more alterations to it. It had also arrived at that condition on account of its various changes, as to be incapable of being properly heated in Winter, and the ventilation was so bad as to be destructive to the health of the many persons employed in it. We, therefore, considered it necessary to make a change, inasmuch as we required more room, and as there was no necessity of the offices being on the dock, we thought best to move up town, where it would be more convenient for all persons connected with the company in going to and from their homes. The building where we now are was the only one large enough for the purpose that we could secure, and here we have arranged offices to suit the wants of the several departments; and in fitting them up it was considered the best economy to make them not only comfortable and convenient, but attractive for the many persons necessarily employed on the premises, as well as for the large number of officers of other railroads, and the business public, whom we have to receive from time to time.

The foregoing is a brief statement of the principal operations of the present management on the line of the road; the object in all cases, as will clearly appear, has been for the permanent improvement and lasting benefit of the company; if mistakes have been made in any, time alone will show them. In my judgment they were all entered into on correct principles, and on reviewing the work at this time I am clearly of the opinion that it is but a few months before that fact will be clearly demonstrated to all.

FOREIGN RELATIONS.

Having treated so far of our domestic arrangements and policy, I have a few words to say in regard to our foreign relations.

When we assumed the management we found combinations being formed all around us by the New York Central and the Pennsylvania Central Railroad Companies, which threatened to cut us off from all connections controlling any of the through business of the West, and so leave us merely a local institution. Believing the capacity of this road to be such as to enable it to take care of its full share of the through traffic, and that it was the intention of the originators of this enterprise that it should be a National Institution, and one of the main (if not the very principal) channels of commerce between the East and the far West, we considered that the good of the whole country as well as the interests of our stockholders demanded of us that these combinations should be defeated. We therefore entered into the spirit of this contest, determined, if possible, that the Erie Railway should take its true position in the carrying trade of the country. Our first attention was called to the Atlantic and Great Western Railway, which was built with a six-feet gauge from Salamanca, N. Y., to Dayton, O., where it connects with the Cincinnati, Hamilton and Dayton Railroad, over which there is a track of the same gauge to Cincinnati, connecting with the Ohio and Mississippi Railroad to St. Louis, making a road of continuous six-feet gauge from New York to the Mississippi River, with a branch to Cleveland and another to the oil regions of Pennsylvania. The Atlantic and Great Western Railway had been built under the influences of the Erie Railway Company, who had for a term of years paid tribute to it in the way of extra allowances or commissions for the through freight and passengers brought to Salamanca, which extra allowances had amounted to more than half a million of dollars, and had been the means of enabling it to get through, but was then in the hands of a Receiver. It was in contemplation to take that road into the narrow gauge system, and in the interest of the Pennsylvania Central Railroad, which would leave us only the necessary traffic between their local stations and the local stations of our road, when, in December, 1868, we took possession under the terms of a lease to operate it for a per centage of the gross earnings. After we took possession and had advanced the necessary money to pay the obligations of the Receiver, which was a condition of the Court, it was found that under the then existing laws of the State of Ohio, the lease, so far as related to the operations of the road, was of no validity. We then had a bill placed before the Ohio Legislature amending the statutes so as to remove the difficulties of the questions raised, which was passed, when Mr. Mc Henry, who had a scheme for funding the past due interest on the bonds, and which he found likely to fall through, interposed objections and prevented ratification of the lease under the amended law. The road then, necessarily, went again into the hands of Receivers. That lease was entered into by us in good faith, but we were unwilling to be a party to the payment of any money on it for the benefit of any one until the bondholders were satisfied, otherwise there would be no permanency to the arrangement, as any unsatisfied bondholder could break it and remove us from possession by obtaining the appointment of another Receiver.

Uncertainty and litigation brought on by disappointed parties followed; but the matter has now all been adjusted, and we are again in possession and operating the road on substantially the same terms as of the original lease.

The Cincinnati, Hamilton and Dayton Railroad Company have made a contract with us, giving us the use of the broad-gauge track over their road to Cincinnati, and of their depots and station accommodations at all their stations, on very favorable terms, the expenses of the road being prorated according to the amount of business done on the broad and narrow tracks. We thus have control of a road to Cincinnati and to Cleveland, and by an arrangement with the Ohio and Mississippi Railroad for mutual exchange of business, have unbroken communication with St. Louis, and in a few weeks a broad gauge line will be open to Louisville.

We have also secured control of a majority of the Eastward business on Lake Erie, at Buffalo, by an arrangement with the Union Steamboat Company, who, in season of navigation, run a line of twenty-two steamboats from that port.

At the same time our relations with the Lake Shore and Michigan Southern Railroad, for exchange of business at Buffalo, Dunkirk and Cleveland are eminently satisfactory, and secured by mutual understanding and agreement, so that business connections and relations are secured with all Western roads, and we are placed on the same footing with them in that respect as other trunk lines.

Prior to my becoming the executive officer of the company, the Board of Directors had voted to give the Boston, Hartford and Erie Railroad Company substantial aid in the shape of a purchase of $5,000,000 of their first mortgage bonds. Since I have been President we have paid for and taken up the bonds. This road will be a very important connection, as it will open to us the heart of the manufacturing district of New England. It is expected that the line will be open for business during the year.

NARRAGANSETT STEAMSHIP COMPANY.

Our relations with New England have been further greatly improved and cemented during the past year by a close alliance with this popular line of finest inland steamers in the world, connecting us directly with Newport, Fall River, and Boston. Our business of cotton from Cincinnati and the Southwest to Fall River, which has more spindles than any other manufacturing town in this country, is large and rapidly increasing.

Before closing this report, I have a few words to say in regard to the so-called "Directors' bill," which was passed by the Legislature of this State last Winter, providing for the classification of the Directors of the several railway companies, and the election of but one-fifth of the whole board each year. This law was carefully considered in both branches of the State Legislature, and was passed with scarcely a dissenting vote. No action whatever was taken on it by the then existing Board of Directors of this Company—and they had a right to take advantage of it and extend their term of office—but it was left for the stockholders themselves to say whether they would accept the law or not. At the annual election, last October, it was accepted without a dissenting voice, and the present Board was elected by over 955,000 votes. In my judgment this is a wise law, and will secure to the property a responsible, experienced, and intelligent management, and be the means of preventing in the future the sudden changes in the policy of this magnificent railway peculiar to it in the past while it was a mere creature of Wall-st. speculation.

The litigation that has been forced on us from time to time has not been of our seeking. We have considered that we were put in charge of this great trust by the expressed choice and will of the stockholders, and we considered it to be our duty to them, after having accepted, to retain possession against any small minority until the stockholders themselves should express their pleasure for a change by the choice of another Board, and to manage the property as we might consider for the permanent good.

For the details of the operating expenses, &c., of the year, I refer to the annexed statement, made in the form required by the Legislature.

JAY GOULD, President.

Office Erie Railway Co., New York, Jan. 17, 1870.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ..50	25,879,923		
" " pref.50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ..100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	1,880,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....50	600,000	J.A.J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,700		
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A.J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec'69 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov.'69 3
Brooklyn City & New'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	777,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millville* ..50	447,000	J. & D.	Dec.'69 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.*.50	589,130	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	M'y'69 4
Central of Georgia.....100	4,666,900	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 8
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 3
" " pref...100	2 425,400	M. & S.	Sept.'69 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14 000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	194,750	J. @ J.	Jan. '70
Clev., Col., Cin. & Ind....100	10,460,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'k Rivers.100	139,00		
Do. do. pref.100	1,824,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,380,646		
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb.'70—
Dubuque and Sioux City..100	1,673,841	J. & J.	Jan.'70 5
Do do. pref.100	1,987,351	J. & J.	July'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	8,885,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,900		
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ..100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'69 2½
Do. do. pref. 50	600,000	J. & J.	Jul. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	2,143,445		
Fitchburg 100	3,440,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	114,245	J. & J.	Jan. '70 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	620,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'69 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	833,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne.....50	344,660	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,090		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 5
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jan '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehl l*. 50	323.375	J. & J.	July'69 .
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	----------		
" " " 1st pref 100	----------		
Milw. & St. Paul.....100	7,151,069	Feb. 1870	$3 & 7s
" " " pref.....100	8,158,272	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,764,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N	Nov.'69 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck.....100	1,438,000	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895 000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	42,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 4
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,793,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000		May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan.'69 4
Philadelphia and Reading 50	20,280 650	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'70 5
Phil., Germ'nt'n & Nort'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Feb '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams...100	650,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	879,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,240,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul '69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,460	F. & A.	Feb.'69 3
Shore Line.....100	836,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,9..9,900	F. & A.	A'g.'68 4
Staten Island.....100	960,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		....3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Binghm. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,925		
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	5,700 000		
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,400		
Virginia Central 100	2,353,674		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	----------	J. & J.	Jan. '70 3
Warren 100	1,547,650		
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson..... 100	10 000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Gr. of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300 000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	----------	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	2?6,562	342,743	2,500,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,042	535,3.6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224.257	312.165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409.251	401,280	357,956	307,919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,679,085
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,770	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	258,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292.047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	586,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,551 297
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,4.0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,960	11,632,797
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,456,. 65
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242.509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,966
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,417
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071 312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,644	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459.762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,286	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 982
1868	687,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418.575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365.117	308,502	437,600	521,326	543,886	436,399	437.503	4,991,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,745*	1,279,602*	1,124,745*	1,048,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,005
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493.640	414.604	306.669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,963	464.778	506,296	412,934	330.373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456.973	511,820	410,826	390.671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,104
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,356	365,412	350.565	751,738	1,101,771	775.616	438,523	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024.045	1,037,464	556,917	468,880	6,517.846
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	625,363	724,514	1,039,811	801,163	596,550	7,248,810
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278.701	310,762	302,426	281.613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	325,044	298,027	254,896	2,915,543
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258.674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,068,837
1863	336,685	361,834	396,771	429.929	505,517	464.509	451,884	574,486	714.302	815.902	746.955	526.009	6,324,088
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196.955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	833,742	887,793	874.974	436.990	10.637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277.380	297,525	401.299	364.334	370,983	3.745,310
1863	337,350	366,598	461,965	462,687	427,094	395,845	350,753	407,077	463.509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675.360	701.352	691,556	914,082	7,120,468
1865	690,144	678.504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654.926	757.441	679,935	555.222	7,467,217
1867	542,416	525,497	627.960	590,557	586,484	507,451	537,381	606.218	669.037	784,800	690,598	573,727	7.242.126
1868	505,505	604,316	689.317	770,198	615,600	601,239	556,823	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,2?5	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,899	162,532	166.015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219,160	230,340	205,095	180.971	2,218,403
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,008,206
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,984	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361.910	247.023	2.924.543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3.717.386
1867	237,674	200,796	270,630	317,052	329,078	304,810	309 591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,187	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,206
1869	284,192	265,187	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	1,857,332	837,338	716,829	5,909,18?

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	118½
.. .. coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,560	6	" "	1884	116
.. .. .. (5-20s).....coupon		6	" "	1884	115½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116
.. .. .. (5-20s).....coupon		6	" "	1884	115½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115½
.. .. .. (5-20s).....coupon		6	" "	1885	115½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
.. .. .. (5-20s).....coupon		6	" "	1886	114½
.. .. 3d series (5-20s)...registered	379,591,250	6	" "	1887	114½
.. .. .. (5-20s).....coupon		6	" "	1887	115
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114½
.. .. .. (5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s)....coupon		5	" "	1904	112½
Pacific R. R. Bonds.....(currency)	64,135,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 2, 1868...	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,585	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	294,092	var	.....	Due.	....
Treasury Notes (7-30s).....	774,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,455,820	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,098	*nil.*	.....	Dem.	....
Fractional Currency	39,762,665	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'75-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	117
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	98
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1860)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	92
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. ..	339,000	6	May & Nov.	1879	....
.. ..	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'96	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	63
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	78
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	115
.. —	720,000	6	" "	'74-'75	115½
.. —	1,430,000	6	" "	1876	112
.. —	600,000	6	" "	'77-'78	....
.. — .. .. 1862.....	220,000	5	May & Nov.	1880	100½
.. —Back Bay Loan of 1862-'63...	200,000	5	Jan. & July.	1883	106½
.. —Bounty Fund Loan of 1863...	4,000,744	5	May & Nov.	1894	....
.. — .. .. '64-'67, stg.	4,379,500	5	" "	1894	100½
.. — .. .. .. dol.	888,000	5	Jan. & July.	1883	100½
.. —Coast Defense Loan of 1863..	3,505,000	6	Mar. & Sept.	1886	100½
.. —War Fund 5-20 Loan.....	919,324	6	Var.	3 yrs.	....
.. —Three Years' Loan.....	86,000	6	Jan. & July.	1879	....
Michigan—Sault Canal Bonds.....	200,000	6	" "	1878	97½
.. —Renewal Loan.....	1,728,000	6	" "	'73-'83	93
.. —Two Million Loan	896,000	7	" "	1886	....
.. —War Loan.....	463,000	7	May & Nov.	1890	100½
.. —Bounty Loan	2,275,000	7	Jan. & July.	1883	....
Minnesota—*Railroad Loan.....	7,000,000	6	Jan. & July.	41-'71	....
Mississippi—*State Bonds (for banks).....	453,000	6	Jan. & July.	'62-'90	....
Missouri—State Bonds proper.....	2,830,000	6	" "	1887	....
.. —Consols, (interest).....	13,734,000	6	" "	'82-'90	89
.. —Railroad Loans	1,589,000	7	" "	'81-'87	....
.. —S. W. Pacific, guar.....	3,000,000	6	" "	'81-'85	91
.. —Han. and St. Jo. R. R. Loan.....	.....	...	.....	.....	....
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	1,089,800	6	Jan. & July.	'69-'78	97½
New Hampshire—War Loan of July 1, 1861..	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Sept. 1, 1864..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of Oct. 1, 1865..	500,000	8	Jan. & July.	1869	....
.. — .. of July 1, 1866..	1,599,800	6	Jan. & July.	'69-'84	102½
New Jersey—War Loan of 1861 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1863 (free).....	593,409	6	" "	'97-'02	....
.. — .. of 1864.....	700,000	7	J. A. J. & O.	1870	....
New York—General Fund Stocks.....	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	41
.. — .. (new).....	3,059,045	6	" "	'92-'98	25
.. — .. (Chatham R. R.)	2,439,900	6	Jan. & July.	1900	....
.. — .. (funding)	2,026,171	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	1,600,000	6	Jan. & July.	1870	100
.. — .. (")....	4,095,309	6	" "	1875	101½
.. — .. (")....	2,400,000	6	" "	1881	100
.. — .. (")....	400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	94,015	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	82,142	7	Jan. & July.	1884	....
.. —Relief Bonds	2,797,919	7	" "	1874	....
Pennsylvania—State Stocks	1,642,128	6	Various.	Due.	....
.. —	4,724,000	5	" "	"	....
.. —	112,000	5	Jan. & July.	1870	100
.. —Coupon Loans.....	400,000	5	Various.	'72-'82	95
.. —	4,907,150	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	7,909,600	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	9,273,050	6	Feb. & Aug.	1872	104½
.. —	910,200	6	" "	1877	105
.. —	2,820,750	6	" "	1882	107½
.. —Military Loan.....	30,500	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	1,157,000	6	" "	1871	108½
.. — .. of 1862.....	214,000	6	April & Oct.	1871	99
.. — .. of 1863.....	776,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	881,000	6	April & Oct.	1883	99
.. — .. of 1864.....	314,454	6	Jan. & July.	1893	99
South Carolina—Fire Loan, 1833	484,445	6	Feb. & Aug.	1894	97
.. — .. (stg.).....	2,386,000	6	J. A. J. & O.	1870	....
.. —State House Loans.....	1,000,000	5	" "	1868	....
.. —Blue Ridge R. R.....	1,282,971	6	Jan. & July.	'71-'90	....
.. —Funding Bonds	1,398,640	6	" "	'75-'79	....
Tennessee—State Bonds	2-9,160	6	" "	'70-'90	81
.. —	1,706,000	5½	April & Oct.	Var.	77
.. —Railroad Loans	25,903,000	6	" "	"	....
.. —Railroad Endorsements	2,172,000	6	" "	"	....
.. —Funding Bonds	4,677,950	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	57
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	902,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	5	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	758,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	91½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	47
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,808	7	April & Oct.	New York.	1893	85
1st Convertible bonds	600,900	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	95½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, sk'g fund £369,200	1,846,080	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	807,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1889	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1879	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	94½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1882	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1900	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1882	107
Trust Mortgage, convertible	150,000	8	" "	" "	1888	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	86
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	88
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	95
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	87
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'85–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,197,000	7	May & Nov.	" "	1875	89
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	71½
Consol. S. F. Mort. ($5,000,000)	276,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,013,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	71
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	876,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	126,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1879	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	138,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1899	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	735,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortgage, (Essex Railroad)	234,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	" "	1972	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	94
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	89½
3d Mortgage	6,000,000	7	" "	" "	1883	86
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	79
5th Mortgage	926,500	7	June & Dec.	" "	1888	71
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,620,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	6*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £815,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1895	77
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1880	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1886	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	90
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	897,045	7	April & Oct.	"	1896	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	997,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1886	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	300,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95½
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $2,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	67½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
2d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage ...s	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1883	62
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	10
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	35
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1867	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'82–'84	....
2d Mortgage	792,050	6	" "	" "	'71–'86	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	900,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1883	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1893	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	75
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'76	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1930	87½
Chattel Mortgage	380,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	57½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	97
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1875	93½
3d Mortgage (B. & O. R. R. Co.)	156,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	80
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	93½
Orange, Alexandria & Manassas:						102
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	67
Va. State Loan	249,962	6	" "	" "	1887	69
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						....
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91½
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $10,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	89½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	256,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	6,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1886, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1869 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	98
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	87
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Frederickburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	6	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,354,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	125½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	83½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	609,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	85½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	61½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	85½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	72
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	82,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	71
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	54
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	225,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	oss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,630	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley ..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	187	27	3,846	Baltimore and Ohio ¶. .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	129½
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	234,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	46	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.6	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	—	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,606	1,918,432	—	100	149½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.L.Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	6½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	295,139	8	100	132
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4,299,724	—	806,973	976,017	146 1	893,661	3,149,988	244,136	1,586,462	453,780	10	100	146
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	138
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	115½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*.... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,360,220	10	100	98
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	106,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	145
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,186,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	152
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	00	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	72½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	3,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867		Loss	ces	of S	an.	&	Ch	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,534	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,006,450	2,250,000	270,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1869	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	.....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	.....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	.....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	84½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	.....
Nov. 30, 1868	101.0	196.6	188.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,343,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,675	28,412,376	4,270,650	1,769,356	10	50	107½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	908,829	38,000	39,462	2,988	—	100	.....
Dec. 31, 1868	12.0	0.8	....	—	3	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,436	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,514	157,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	83
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	94.8	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	633,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,351,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,721	1,996,818	561.3	923,471	21,410,247	20,321,009	2,223,669	919,094	9	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	.....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	.....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,946	288	—	100	.....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	—	100	.....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.†..Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	.....	.....	.....	(In hs	nds of rec	eiver.)	.....	—	100	.....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,466	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	.....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	127
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Co | ncord.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	.....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	.....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,925,110	463,538	.....	1806	313 574	.....	.....	514.376	64,343	—	100	.....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	178
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,000	8,876,580	247,141	863,732	505.5	2,667,191	65,165,897	126,38 7,977	5,024,108	2,046,036	8	100	.....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos)	11,263	461	—	100	.....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	.....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	330.0	2,386,287	.....	.....	6,547,646	2,484,666	—	100	72½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	.....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,560,980	.....	.....	236.0	367,976	.....	.....	729,355	174,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,944	—	100	.....
May 31, 1868	63.5	—	4.0	104.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	.....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,079,496	.....	.....	1,850,601	600,049	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,228	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076 375	.....	89.0	.....	.....	.....	1,539,009	382,490	7	100	86
Nov. 30, 1868	14.6	—	17.3	●	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,884	5,280,978	430,649	118,736	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	.....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,366	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	.....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	.....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	826,488	933,063	4,304,936	103,348	40,232	—	100	.....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	—	12	100	.....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,529	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	.....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	88	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	936,293	852,775	99,709	19,300	—	100	.....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	—	10	100	119
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,508	.....	100.0	309,564	5,432,778	4,987,554	395,822	119 293	8	100	.....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	639,498	—	100	64
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,197	.....	80.2	137,698	2,909,182	.....	378,198	118,328	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,918	692.2	6,212,439	201,629,512	365,199,679	14,381,303	5,143,149	8	100	.....
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	2,963,000	.....	114,568	.....	—	100	.....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,066,325	34,500	.....	132.9	748,220	26,632,027	15,852,537	2,776,232	943,545	8	100	139
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	137
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,404	361,917	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60,000	6	100	.....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,393,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,638	61,130	—	100	80
May 31, 1869	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,954,698	* 2	294,611	167 653	4,000,000	433,000	147,045	732,825	—	.....	.....	.....	538,859	25,823	—	100	.....

eb. 28, 1868	102.6	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	945,000	276,937	23,120	102.0					254,164	108,725	—	100	....
															(In pro	gress.)													100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.		*																	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8									100	....
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,995,759	799,232	721,132			3,150,000	3,463,889			67.3	421,267				1 015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,758,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,810,066	788,406		330.0	2,212,358	26,849,806	131,812,913		4,151,352	897,857	8	50	87
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		52.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	112½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			524,226					35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	108½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621		3,345,141		253,994				....
Sept. 30, 1868	116.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	63½
Dec. 31, 1868	240.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534			2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880				1,197,090	653,165	—	50	76
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	151	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6							24	100	165
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)					55,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased	to Erie)							100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)					26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000							(Leased to Camden and Amboy.)						100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	111½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased	to Chic. R. I. and Pacific.)					125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000													100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3					212,892	93,483	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500			39.0	87,111				156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5					2,804,250		—	50	57½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775				642,639	295,901	10	50	144½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135				8,791,937	3,150,837	10	50	95½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		323,063		1,259,120					26.5					995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	905,891	8	50	105½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,756,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.0	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	8,322	782	450,000			782			50,080	1,217,879	670,258		108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,380,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977				518,592	130,420	6	100	110
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	*			350,000						(Leased	to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170.000	200,000					(Leased	to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426		54.4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	....	Raleigh and Gaston ¶	North Carolina.																		100	....
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390			92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000					159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6	50	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789		574,020	219,091			....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,876	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073		146,985	58,72	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	....	Richmond and York River	Virginia.	6,260,000	*			650,000	600,000						(Not in operation.)						100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0								100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under construction.)						100	....
Dec. 31, 1868	141.3	48.5	20.8	—	36	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2					1,208,941	429,856	10	100	108
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4 069,421	11,712,202		993,239			100	25
Dec. 31, 1868	175.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000						(About $5 0,000 a month.)						100	70½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to Ind. & St. Louis.)				517,941		100	22½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.6						612,000	171,000	—	100	40½
Dec. 31, 1868	151.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased	to Chi. & Alton.)				240,000		100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	....	St. Louis and St Joseph	Mo.					2,000,000	1,000,030						(Under construction.)						100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under construction.)						100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased	to West Jersey.)				16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	881,471	82,542		6,679	243,305	226,900	487				(Operated by Boston & L.)				17,500	16,788	—	100	....
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299				416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*			1,299,150	97,000	14:,578			54.0	152,360				167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	*			576,050						(Leased	to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000												100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,168,564	*			999,050	796,830				119.3					312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0					218,441			100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265,000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	*			100,000	87,800				20.0	(Operated by Jeff. Mad. and				Louisville.)			100	....
May 31, 186	50.0	—	2 5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,876				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000				75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109 0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	14.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased	to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	369	South Carolina ¶	South Carolina.	7,567 4.4	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala					900,000							(In progress.)						100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts	501.592	*			259.685	150,000	17,614	15,039		22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 186	55 0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150 000					(Not in full operation.)						100	....
Sept. 30, 1868	123 0	6 h	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,000	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,426			389,360	63,560	—	100	....
Sept. 30, 186	—	—	—	98.0	—	—	—	—	Southern Central	New York.		*			880,000				(Under construction.)									100	....
Dec. 31 1868	60.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	6	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,738	8	100	104
Dec. 31, 1868	66.0	—	....	—	2	4	2	29	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		1,470,130	1,720,000	.....	.....	81.0	342,166	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....			654,000	2,620,000	.....	.....								100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	677,235	425,977	1,988,150	.....	148,488	967,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. L & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	53½
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	607,111	1,575,000	443,289	—	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased	to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	...	...	...	....	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,291	6,752,750	29,251,545	1,910,162	563,668	—	100	....
May 31, 1868	67.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,351,594	—	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	.....	(Leased	to Vermo	nt Centra	l.)		8	100	100½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,806	—	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	57
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882 533	392,872	140.0	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c. & W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)		99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....			.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,865	186,075	30,547	684,046	959,000	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	80
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,287,693	4,000,000	1,596,447	.....	63.7	Leased	to Pennsy	lvania.	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,206,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not	in operati	on.)		—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	.....	(Not	in operati	on.)		—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by	Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	—	213,000	—	—	—	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	236,887	4,612,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	—	—	—	.....	.....	14	100	122
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	—	—	—
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	.....	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	65½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,000	.....	4,797,185	7,702,720	536,411	—	108.3	—	—	—	258,300	80,107	—	50	31¼
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,580	.....	—	50	13
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	87.6	—	—	—	166,589	86,061	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	—	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & ♂ Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.35			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	102
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,456,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.00	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	62,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31, '68				Hoboken and Hudson City..N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,249		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,000	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.)....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
				Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Sept. 30,'68	4.50			Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Nov. 30,'68		449	74	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	15.50	85	20	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	2.50	20	6	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Sept. 30,'68	15.50	162	29	West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Dec. 31, '68	5.80			West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	13.50	380	70	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '68	4.38	14	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Oct. 31, '67	1.02	10	4	Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'68	2.76			Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....
Nov. 30,'67	4.06	44												

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M. & N.	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	625,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J. & J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J. & J.	1878	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A. & O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J. & D.	18—	86
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J. & J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N.	1876	....
Quincy: Plank bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	7	J. & J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1872	....
Union (Boston): Real estate mortgage	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A. & O.	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	90½
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	40
Hannibal and St. Joseph, pref.	5,253,836	...	...	110½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	6	6	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	1142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	369,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	58
Schuylkill Navigation, pref.	2,888,997	6	6	42
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35
Mariposa Mining, pref.	5,774,400	7	7	18

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 —	@ 34 —
Pig, American, No. 1		34 50	@ 35 —
Pig, American, No. 2		— —	@ 34 —
Pig, American, Forge		— —	@ 33 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold).	85 —	@ 97 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 —	@130 —
Bar, Refined	" "	85 —	@ —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	110 —	@135 —
Band	" "	110 —	@ — —
Horse Shoe	" "	110 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	115 —	@160 —
Nail Rod	Less 5 per ct.	per lb. — 8	@ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold)	per ton. 56 50	@ 57 —
Rails, American, at Works in Penna.		c'y. 70 —	@ 77 —
Anvils, Eagle		per lb. — 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 16
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 18 @ — 15
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 62½@ 4 75
Clinch		6 12½@ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 26 @ — 30
Copper		— 38 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32 @ — 32½
Straits	(gold).	— — @ — 31
English	(gold).	— 29½@ — 29½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	7 50 @ 8 —
Charcoal Terne	7 50 @ 8 —	9 25 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 16½@ — 16½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 29 @ — —
Refined, Standard White (in ship'g order)	— — @ — 31½
Refined, prime White (in shipping order)	— — @ — 32
Refined, S. W. (in merchantable order)	— 33 @ — 33½
Naptha, Refined, (60 @ 63 gravity)	— 10 @ — 12
Residuum per bbl.	5 — @ 5 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	10 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
26 by 34 to 28 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Canton Co.	54	....	55	55½	....	55½
Central Pacific 6s	91½	....	....	91½	92½	94
Central of N. Jersey	99½	100	99½	98½	97½	97½
Chicago & Alton	146	145	146	....	....	145
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	88	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	107
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73	73½	73½	73½	73½	73½
" pref.	87	88½	91	90½	89½	88½
" 1st M.	....	92	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	105½	105½	....	....	....	....
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	90	95½	99½	....	95½
Clev., Col., C. and Ind.	....	....	....	75	....	....
Clev. and Pittsburg	92	91½	90½	91½	91	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	15½	17	17½	17½	17½
" 1 M.	72½	71½	70	71½	71½	71½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	30½	31½	33½	35	35½	35
Del. & Hudson Canal	121s	....	121	....	122	122
Del., Lack. & Western	106½	106½	106	106½	105½	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	22½	24	....	24	23½	23
" pref.	....	....	....	....	....	40
" 1 M. 7s, 1897	....	....	....	94	....	....
" 2 M. 7s, 1879	90	89½	89½	89½	....	....
" 3 M. 7s, 1883	....	....	....	....	....	86
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	77½	77½	....	77½	77½	77
Hannibal & St. Joseph	111½	....	....	113	112½	111½
" pref.	....	112	112	....	....	111½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	104
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	139	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	85	84½	85½	85½	85½	84½
Lake Shore Div. bonds	....	....	89½	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	....	117½	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	97½	96½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	8½	....	....	....	....	....
" pref.	17	....	17	17½	....	17½
" Tr. 10s ctfs.	44	44½	....	....	....	....
Milw. and St. Paul	73½	73	72½	73½	73½	72½
" pref.	86½	86½	86½	87	87	86½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	106	....
" 7 3-10s con.	92	....	91½	....	....	91½
Missouri 6s	88	....	87½	87½	88½	89
" H. & St. J. iss.	....	....	....	....	....	91
Morris and Essex	86½	86	86	86	86	85½
" 1st mort.	100	....	....	100	100	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	88½	....	89	89½	....	90
" 6s, S.F. 1887	....	87½	....	90	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	93½	95½	95½	95½
" certificates	....	88	89½	89½	90½	92
N. York and Harlem	139	139½	139½	140	139	140
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	41½	40½	....	....	41
" new	25	24½	24	24½	24½	24½
" special tax	....	....	....	....	....	....
Ohio and Miss.	26	26	26	26½	26½	26½
" pref.	....	....	....	....	....	....
" 1st M.	92	....	....	....	....	....
Pacific Mail S. S. Co.	42½	41½	41½	41½	41	39½
Panama	157	160	162	160	162½	165
Phila. and Reading	94½	94½	94½	95	94½	95½
Pitts., Ft. W. & Chi. gtd.	87½	87½	87½	88½	87½	88
" 1 M.	....	....	....	102	....	....
" 2 M.	....	....	....	94	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	14½	14½	14½	14½	14½
St. L., Alton & T. H.	....	22½	....	22½	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	81½	....	....	....	....	....
" Income bds.	....	73½	....	....	....	....
Tennessee 6s	....	54½	56	54	54	54½
" new	47½	49	49	48½	47	48½
Tol., Wab. & Western	53½	53	55	55½	55½	54½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	82	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81½	....	....	82½	82½	83½
Virginia 6s, ex-coupon	56	....	55	....	56	....
" new	61	61	61	62	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112½	112½	112	112½	112½	....
U. S. 5s, 10-40s, reg	111½	112	111½	112	112	112½
U. S. 6s, 1881, reg	....	....	117½	....	....	118½
U. S. 6s, 1881, coup	117½	117½	....	118½	118	118½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	114½	114½	....	115½	115½	115½
U. S. 6s, 5-20s, c. 1862	115½	115	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '64	115	....	113½	....	115½	116
U. S. 6s, 5-20s, c. 1864	115½	115	114½	115½	115½	....
U. S. 6s, 5-20s, reg. '65	....	115½	....	115½	115½	....
U. S. 6s, 5-20s, c. 1865	115½	115	....	115½	....	115½
U. S. 6s, 5-20s, r. n. '65	....	....	....	114½	114½	....
U. S. 6s, 5-20s, c. n. '65	114½	113½	114	114½	114½	114½
U. S. 6s, 5-20s, reg. '67	114½	....	113½	....	....	114½
U. S. 6s, 5-20s, c. 1867	114½	114½	114½	114½	114½	114½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	114½	114½	114½
U. S. 6s, Pac.R.R.issue	110	....	....	111½	....	111½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	....	....	....	....	....	....
.. preferred	....	35½	35	35½	....	....
Camden and Amboy	....	115½	....	....	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	92½	....	92½	92½	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	39½	40
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	32½	32½	....	....	....
.. 6s, 1884	....	83½	83½	83½	....	....
.. Gold L	92½	92	92	91½	91½	92½
.. R. R. L	....	89½	....	....	88	....
Lehigh Valley R. R	53	53½	52½	53½	53½	53½
.. 6s new coup	....	....	....	....	93½	....
.. 6s new reg	95½	....	95½	....	....	95½
Little Schuylkill R.R	....	....	41½	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	51½	....	....	51½	....
Morris Canal	....	....	....	....	....	....
.. pref	....	58	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	36	....	36	....	....
.. 6s, 1880	....	....	....	....	....	87½
.. 7s	....	....	....	....	....	87½
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	43½	....	....	43½	....
Pennsylvania R. R	....	55½	55½	55½	55½	55½
.. 1st M	....	....	....	....	....	....
.. 2d M	....	96½	....	....	96½	....
Penn. State, 6s, 1st series	....	....	104	104½	104½	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	107½	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	97½	97½	....	97½	....
.. new	100½	100½	100½	100½	100½	100½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	....	47½	47½	47½	47½	47½
.. 7s, 1893	....	104	....	....	....	104
Philadelphia and Erie	....	....	....	....	28½	....
.. 6s	....	....	....	87	....	....
.. 7s	....	84½	84½	85½	85½	85½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	50	50½	51	52	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	70	....	71	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	.. 12	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	40	40
Spruce and Pine ..	.. 20	20	20	....	....	20
13th and 15th sts. ..	....	....	....	....	....	19½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	92½	92½	92½	92½	92½	....
.. 1886	....	....	....	....	....	....
.. 1890	92	92	92	92½	92	92
.. 1893	....	92	....	....	....	....
Balt and Ohio	....	....	125½	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	91½	91½
.. .. 1885	92½	92½	....	93	....	93
Marietta & Cin. 1st M	89½	....	90	89	90½	....
.. 2d M	....	....	....	....	67½	67½
Northern Central	43½	....	43½	....	....	44
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	83½	....	83½	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	18½	....	....	....	....	18½

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	146½	148	149	149½	149½	149½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	140	....	145	....	146
Boston and Providence	138	....	....	....	....	....
Boston, Hartford & Erie	8½	8½	8½	8½	8	8½
.. 7s, new	47½	45½	45	46	46	47
Cheshire, pref	90	90	90	90	90	90½
Concord	....	77½	78	79	....	....
Connecticut River	....	130½	....	....	....	131
Eastern	115½	115½	115½	115½	....	116
Fitchburg	130	....	130	....	130½	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	118	118	118	....	119
Northern, N. H	....	112	....	112½	112½	....
Ogdens. & Lake Champ	63½	63½	63½	....	63½	....
.. pref	....	....	....	....	....	108
Old Colony & Newport	95½	96	95½	....	95½	95½
Ph., Wil. & Baltimore	52½	53	52½	....	....	52½
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific 6s	....	....	81½	....	....	83½
" Land Grant 7s	56½	57	57½	59	63	64
Vermont & Canada	....	....	100	100½	....	100½
Vermont & Mass	....	57	57	....	....	....
South Boston (Horse)	....	....	64	....	....	64½
Cambridge ..	....	....	....	....	102	....
Metropolitan ..	....	66	....	66½	....	66½
Middlesex ..	....	77	74	78	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	6	6
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	25½	....	....	27

London Stock Exchange.

	Closing Prices. Dec. 31.	Jan. 7.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	65 — 67	65 — 67
Erie shares 100 dol. all paid	17 — 17½	17½ — 17¾
Do. sterig. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	101½—102½	99½—100½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —107	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	88 — 90	86 — 88
Philadelphia and Erie 1st mort. 1881	86 — 88	88 — 90
Do. with option to be paid in Phila.	86 — 88	88 — 90

American Railroad Journal.

Saturday, January 29, 1870.

Stock Exchange and Money Market.

The accumulation of Money both at bank and in private hands has been steadily progressing since our last. The city banks have made a further gain on their averages of over five millions in deposits, 2⅜ millions of legal tender notes, and nearly two millions of specie. Their deposits are now up to 207⅛ millions, as against 179⅛ millions at the beginning of the year, showing an increase of 28⅜ millions. Their reserve of legal tender notes is now 54⅝ millions, against about 45 millions, Jan. 1st. Their specie average is up to 39⅛ millions, against 28⅛ millions the last week in December. The loan and discount averages of the banks, are now 259⅛ millions, in last week of 1869 they were 251 millions. The offerings of money to the street houses, and during the week under review, have been unusually liberal. Call loan rates have been quoted down to from 3@6 per cent. At even these figures, there has been a less urgent inquiry for accommodation. National bank currency has been very abundant. The city banks have been embarrassed by the unusually heavy amounts of this currency in their vaults, and have been offering to make advances of it for short specific periods to the prominent street borrowers at merely nominal rates of interest, chiefly with a view to its distribution. There has been more favor shown to mercantile credits, and prime business paper has been in good demand at from 7@8 per cent. per annum. The U. S. Sub Treasury at this port lost 1⅛ millions of currency, and $\frac{3}{16}$th of a million of specie, during the week. Washington advices to Tuesday evening report the coin balance of the Treasury Department at 105 millions, including 51 millions on private deposit, and the currency balance at five millions.

The specie reserve of the city banks according to the latest return is $39,454,003, against $28,864,198 same time last year. The city bank deposits are now $207,479,823, against $197,101,163 week ending Jan. 23, 1869. The legal tender reserve amounts to $54,619,433, against $54,022,119 same time last year. The circulation now stands at $33,806,721, against $24,265,946 same time last year. The loans are now $259,592,756, against $264,954,619 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $88,361,485 a day, against a daily average of $99,455,614 the preceding week, and $98,861,686 the week ending with Jan. 9, 1870. The current week's exchanges average about 87 millions a day. The city banks, last week, reported a gain of $1,948,536 of specie, $5,083,492 of deposits, and $2,370,958 of legal tender notes. They increased their loans, $491,650; and reduced their circulation, $160,102.

National Bank notes to the amount of $216,680 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $320,135,461, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,389,851, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,899,151,) an actual circulation at this date, of $299,745,610. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,303,350; and for the public deposits, $18,941,000—making a total of $361,244,350. The Treasury Department last week redeemed and destroyed $559,100 of worn and mutilated fractional currency, and issued $539,672 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 23, were $5,355,863 in coin, (including $2,733,000 from customs duties,) and $3,464,195 in currency; payments, $5,541,632 in coin, (including $2,346,770 of coin interest,) and $4,652,109 in currency; balance at the close of the week, $81,430,918 (including $74,637,076, of coin, and $3,539,353 of currency,) against $83,893,435 at the close of the preceding week, showing a decrease of $2,462,517. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $597,861 in coin, (including $393,855 from customs,) and $347,672 in currency; payments, $319,124 in coin, (including $298,710 of coin interest,) and $359,312 in currency. On Tuesday, receipts, $684,923 in coin, (including $418,086 from customs,) and $422,011 in currency; and payments $209,718 in coin, (including $189,332 of coin interest,) and $309,837

in currency. The balance at the close of business on Tuesday stood at $79,126,407, (including $3,639,886 of currency, and $75,391,019 of coin,) against $80,547,078 a week previous; and $83,820,053 on Jan. 11, 1870.

Government revenues have been yielding more liberally, since our last. The excises have yielded about four millions; customs at the port of New York, $2,660,515, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $8,218,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 95 millions.

Gold has been more active. The speculative demand has been on a more confident basis. There has been a partial revival of the export inquiry. The range of the price has been from 120¾@121⅞, and the closing quotation on Wednesday was 121⅝. On Tuesday, the *Holsatia*, from this port, took out $1,240,000, chiefly in Mexican dollars. On Wednesday, Government disposed of a million of gold at from 121.65@121.70, including $916,500 to Messrs. Fisk & Hatch, in a single lot, at 121.65. The bids for the million reached an aggregate of seven and a quarter millions. By the *Arizona*, which arrived on Wednesday, $31,672 of specie came to hand from California.

The customs demand for Gold last week, averaged $455,500 a day; thus far, this week, it has averaged $405,970 a day, or equal to a weekly aggregate of $2,435,820. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $6,595; and since Jan. 1 1870, $270,377, against $169,905 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $71,801,481, against $67,155,724 in 1868–'69.

The exports of specie, from this port, last week, were $600,088, against $1,100,144 same week last year; total, since July 1, 1869, $18,001,141, against $23,841,268 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,346,770, and since July 1, 1869, $59,824,576, against $59,515,687 in 1868–'69.

Foreign Exchange has been in reduced supply and more general request at a fractional improvement in prices, closing buoyantly. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109¼, and on Paris to 5.20@5.16¾; sight bills on London to 109¾@109⅞, and on Paris to 5.15⅝c.@5.14⅜. The offering of produce bills has been on a moderate scale this week. The week's exports of domestic produce have been to the currency value of $2,696,806, making the total since July 1, 1869, $117,098,681, against $89,998,923 same time preceding fiscal year.

Government securities have been in more request, especially for home investment purposes, and prices have been quoted firmer. The offerings of bonds have been on a limited scale, as a rule. The main call from home purchasers has been for the later issues of the Five-twenties, the Ten forties, and the Currency Six per cents. Government bought in a million of Five-twenties on Thursday at about the market rate.

U. S. sixes of 1881 closed here buoyantly at 118@118¼; U. S. Five-twenties of 1862, 115⅞@116; U. S. Five twenties of 1864 at 115¾@116; U. S. Five-twenties of 1865 at 115¾@116; U. S. Five-twenties of 1865, consolidated, 114⅛@114⅝; U. S. Five-twenties of 1867, 114⅛@114⅜; U. S. Five-twenties of 1868, 114¾@114⅞; U. S. Ten-forties at 112¾@113; U. S. Six per cent. currency bonds, 111@111⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 12.	Jan. 19.	Jan. 26.
Consols	92⅝	92⅝	92⅛
U. S. 5-20's of 1862	87	86⅞	86⅞
U. S. 5-20s, 1865	86⅛	86¾	86¾
" 1867	85⅞	85¾	85¾
" 10-40s	84¾	84¾	84¼
Erie	17½	18	17¾
Ill. Central	103	104¾	103¼
At. and Gt. West	25	25¼	25½

State bonds have been in less favor, especially the Tennessee and North Carolina new sixes, which have been depressed in price.

Railway bonds have been more sought after, and have been generally much stronger in price. Central Pacific First Mortgage Bonds have advanced to 93¾@94, on a decidedly more active inquiry, largely on foreign account, with very few bonds offering at the going rates. The Western Pacific First Mortgage Loan was closed out on Wednesday afternoon, by the financial agents of the company, Messrs. Fisk & Hatch, who on that day disposed of the balance of the loan, which amounted to $168,000, mainly to buyers for foreign markets. The loan, which reached $2,735,000 all told, and which was brought on the market, about the middle of November, has been successfully negotiated in about sixty working days. The loan was disposed of in 302 lots, which averaged a little over nine thousand dollars each. The Union Pacific First Mortgages closed firmly on Wednesday at 83¾@84.

Railway and miscellaneous stocks have been more freely offered, and have been more variable in price, on a less confident and speculative movement.

At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at materially reduced prices, ranging from $3.87½@5, per ton of 2240 lbs., deliverable at Elizabethport, N. J.

Business in produce has been moderately active, since our last. Breadstuffs and Provisions have been depressed in price. Middling upland cotton closed buoyantly on Wednesday at 25⅝ cts. per lb. The stock of cotton now here is given at about 55,000 bales. The receipts at the port this week, have averaged about 4,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,597,200 bales, against 1,265,000 bales in 1868–'9; exports, same time 842,900 bales, against 662,600 bales same time in 1868–'9; stock on hand at latest dates, 469,500 bales, against 825,100 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 443 pkgs., against 517 pkgs., same time in 1869. From Boston, 104 pkgs., in 1870, against 801 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 9@17c., per lb.; week's receipts, 4,999. Milch cows continue very dull, at $40@$100 each, receipts, 74. Veal calves in less request at from 8@13c. per lb.; receipts, 464. Sheep and lambs in fair demand at from 4½@8c., and 6½@8½c. per lb.; receipts, 28,352 Swine in moderate request at 9¼@9¾c. per lb., all live weight; receipts, 10,221.

Foreign merchandise has been rather quiet, but without marked changes in values.

Ocean freights have been less active and irregular. For Liverpool we quote flour at 1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 5⅛d.@6d. by sail, and 5d.@5½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 545.

The balance in the Sub-Treasury on Wednesday was $79,975,358 54.

The New York exports, exclusive of specie, for the week ending Jan. 25, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$3,080,903	$2,696,806
Previously reported	7,991,016	8,156,050
Since Jan. 1	$11,071,919	$10,852,856

The imports for the week ending January 22, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,520,259	$1,917,159
Gen. merchandise	3,550,077	8,129,245
Total for the week	$6,070,336	$5,046,404
Previously reported	9,285,851	8,910,413
Since January 1	$15,356,187	$13,956,817

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt., 40¼; do., 1st mort., 83¼; Milwaukee and St. Paul 1st mort., Iowa Div., 85; Toledo, Peoria and Warsaw 1st mort., E. D., 80; do., W. D., 79; N. Y. Central 6s, Real Estate, 87; Ohio and Miss. consol. bonds, 80; Pacific 7s, guar. by Mo., 91½; Long Dock bonds, 80½; N. Y. and New Haven R. R., 137; do., scrip, 135; Dubuque and Sioux City R. R., 109½; California 7s, 117; Ohio 6s, 1886, 102½; Georgia 7s, 92; do., 6s, 82; South Carolina 6s, 81; do., 6s, new, 77; Alabama 8s, 95; do., 5s, 63; Illinois coupon bonds, 1877@1879, 100; Connecticut 6s, War Loan, 98; New York State 7s, Bounty Loan, coupon, 108⅛; do., reg., 108¼; Louisiana 6s, Levee bonds, 63; do., 8s, Levee bonds, 78; Boston Water Power Co., 18; Western Union Telegraph, 84½; do., 7s, 86; Am. Dock and Imp. 7s, 95; Adams' Exp. Co., 63½; Am. Mer. Union Exp., 87½; U. S. Exp., 53⅞; Wells-Fargo Exp., 20; Brooklyn 6s, W. L., 91.

Philadelphia.—West Jersey 6s, 88¾; do., 7s, 92; West Chester 7s, 94; do., 8s, 89; Connecting R. R. 6s, 85; Lehigh Nav. conv. loan, 76; Pennsylvania and New York Canal 7s, 89½; Lehigh Valley 6s, 1873, 95¾; Phila. and Reading 6s, 1843–'80, 88½; Belvidere Delaware 3d mort., 81; Oil Creek and Allegheny River R. R., 88; Union Pass. R. R., 40; 10th and 11th streets R.R., 68½; Girard College R. R., 80½; Camden and Amboy scrip, 64; Allegheny County 5s, 76; N. Y. and Middle Coal Fields, 5. The latest quotations are: City 6s, 97@97⅛; do., free of tax, 100¼@100½; State 5s, coupon, 95@—; do., 6s, W. L., 103@—; do., 1st series, 104@105; do., 2d series, 105@106;

do., 3d series, 107@108; Reading, 47¾@47⅞; do., 7s, 1893, 103¾@104¼; do., mort. 6s, 1880, 88@88⅛; Camden and Amboy, 115@115¼; do., mort. 6s, 1889, 92½@92¾; do., 1883, 85@—; do., 1889, 82@83; Penn. R.R., 55½@55⅝; do., 1st mort., 97@97½; do., 2d mort., 96⅛@96¼; Little Schuylkill R. R., 41@41⅛; Morris Canal, 29@31; do., pref., 59@63; do., bonds, 73@75; Susquehanna Canal, 10@10; do., 6s, —@51; Schuylkill Nav., 6¼@8; do., pref., 13¾@15⅛; do., 6s, 1882, 54@54; Elmira and Williamsport pref., 40@40; do., 7s, 1878, 88@88; do., 5s, 59@60; Lehigh Coal and Navigation, 32¾@33; do., 6s, 1884, 83@84; do., R. R. Loan, 88¼@88¾; do., Gold Loan, 91@92; North Pennsylvania, 36@37; do., 6s, 87½@88; do., Chattle 10s, 109@—; Philadelphia and Erie, 28½@28¾; do., 6s, 87@88; Minehill, 51⅜@51½; Catawissa, 14@15; do., pref., 35@35⅛; Lehigh Valley, 53¾@53⅞; do., 6s, 95@96; do., 6s, reg., 95@95¾; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 40@41; Thirteenth and Fifteenth, 19@19¼; Spruce and Pine, 19½@20¼; Green and Coates, 35@40; Chestnut and Walnut, 43@44; Hestonville, 12@12½; Union, 40@41.

Boston.—Vermont Central 1st mort., 81½; Burlington and Missouri River R. R. 8s, 95¼; do., Land Grant 7s, 85; Cin., Sandusky and Cleveland, 19½: do., 7s, 74½; Central Pacific 7s, 1883, gold, 104¾; Hartford, Providence and Fishkill 7s, 73¼; Old Colony and Newport 7s, 1877, 102; Cheshire 6s, 1880, 90¼; Chillicothe and Brunswick 8s, guar., 82½; Vermont Central and Vermont and Canada 8s, 1889, 100; Rutland and Burlington 1st mort., 125¼; Vermont and Massachusetts R. R. 7s, 100; Ogdensburg and Lake Champlain 8s, 102¼; Narragansett Steamship Co., 1st mort., 7s, 1877, 73¼; Locust Dale Coal 7s, 1877, 80; Summit Branch R. R., 25; Connecticut and Passumpsic Rivers pref., 87; Eastern (N. H.) R. R., 114@115¼; Norwich and Worcester R. R., 108½; Short Mt. Coal, 11⅜; Boston and Roxbury Mill, 34¼; Cary Imp., 7; Connecticut 6s, 1881, 98; Maine 6s, 1889, 98; Massachusetts 6s, 1875, gold, 115⅝; do., 1893, gold, 100¾; Cambridge 6s, W. L., 98½; Hartford 6s, 1887, 96¼; Portland 6s, 1876, 96; do., 1877, 93½; do., 1887, 92½; Cincinnati 7 3-10s, 1878, 102½; do., 7s, 5-20s, 102½; St. Louis 6s, 1877, 84¼; Chicago 7s, River Imp., 96½; do., 7s, sewerage, 96½; Indianapolis 6s, 1889, 74¾; St. Louis County 7s, 1883, 95¼; Bangor 6s, 1874, R. R. Loan, 95¾; Boston 5s, 1894, gold, 101¾; Bath 6s, 1891, 83½.

Baltimore.—Northern Central 6s, gold, 1900, 98; Orange and Alexandria 2d mort., 6s, 71; do., 3d mort., 8s, 82; do., 4th mort., 8s, 67; Western Maryland bonds, guar. by Washington Co., 72; Orange, Alexandria and Manassas 7s, 1882, 69; Central Ohio, 23; Memphis 6s, new, 48⅛; Maryland 6s, 1890, 94½; Virginia 6s, old, 48¾; do., 1866, 58. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 86@87; Balt. and Ohio, 126@127; do., 6s, 1875, 91@92½; do., 1880, 91¼@92; do., 1885, 92½@93; Northern Central, 43¾@44; do., 6s, 1885, 86@87; do., 1900, 83¾@83¾; do., 6s, 1900, gold, 97½@98½; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 91⅞@—; do., 2d mort., 90@—; do., 3d mort., 1885, 82@—; Marietta and Cincinnati 7s, 1892, 90@91½; do., 2d mort., 67½@68; Central Ohio, 28@27; do., 1st mort., 80¼@82⅜; Western Md. 6s, 1890, 64@65; do., guar., by Baltimore City, 90@90; do., 2d mort., guar., 89½@91; do., 6s, pref., 40@51; do., 6s, guar., by Washington Co., 70@72; Richmond and Danville bonds, 70@70½; Orange and Alexandria 1st mort., 6s, 81@82; do., 2d mort., 6s, 71@71½; do, 3d mort., 8s, 81@82; do., 4th mort., 8s, 67@68¼; Orange, Alexandria and Manassas 7s, 68¾@69; Virginia and Tennessee 8s, 72¼@73; Baltimore 6s, 1875, 92¼@92½; do., 1886, 91@91¼; do., 1890, 91¾@92; do., 1893, 92@92⅛; do., 5s, 1838-'70, 70@75; Memphis City 6s, 48@48½; Maryland Defense Loan, 99⅝@100; City Passenger R. R., 18@19; George's Creek Coal, 63@66; Atlantic Coal, 2.75@3.00; Bare Hill, 0.05@0.50.

Tanner, Walker & McAnerney.

We invite the attention of our readers to the advertisement of Messrs. TANNER, WALKER & MCANERNEY. The familiar name of JOHN F. TANNER in this firm would seem to us a guarantee for their success.

Mr. TANNER has been for over 30 years connected with the Tredegar Iron Works, of Richmond, Va., and is too well known to the Iron and Railroad men of this country for us to introduce him. We wish Mr. TANNER and his firm every success.

☞ The card on last page of cover of Messrs. GLENDENNING, DAVIS & AMORY, New York, and GLENDENNING, DAVIS & Co, Philadelphia, will attract attention. These parties conduct a banking and brokerage business, receive money on deposit subject to check at sight allowing interest on standing and temporary balances, and make collections on all accessible points. They are constantly represented at the Government, Gold and Stock Exchanges of both cities, and are thus enabled to transact all business entrusted to them with exactness and promptitude.

☞ The Little Rock and Fort Smith Railroad Company have prepared $3,500,000 of first mortgage bonds, according to agreement with Fisher & Co., Contractors, to be delivered to them as the work progresses. The bonds are of $1,000 each, principal and interest payable in gold. Interest six per cent., payable semi-annually in Boston, where the financial agency of the company has its office.

☞ The location of the Waterbury and Watertown (Ct.) Railroad has been accepted by the railroad commissioners. The road will be put under contract immediately.

☞ The contract for the construction of the Lafayette, Bloomington and Muncie Railroad, from Lafayette, Indiana, to the Illinois State Line, has been awarded to A. B. Culver & Co.

☞ The section of the San Antonio and Mexican Gulf Railroad lying between Lavaca and Victoria, will be sold by the Trustees at Indianola, Texas, on the 10th of March.

☞ The total production of coal in the Cumberland (Md.) region during 1869, was 1,182,669 tons, showing an increase of 552,226 tons over 1868.

☞ The Valley Railroad, 14 miles in length, between Great Bend, Pa., and Binghamton, N. Y., has been completed, and an engine passed over it on the 12th inst.

Chicago, Danville and Vincennes Railroad.

Before this time next year—perhaps before next harvest—a new railroad will be in operation from Chicago to Danville, which will give this city a continuous air line road to Evansville, on the Ohio River, which is eighty-five miles nearer to Chicago than Cairo is by the Illinois Central.

Starting at Chicago this new road runs in a southerly direction near the Indiana line through an old and wealthy agricultural portion of the State. For much of its course the road pursues the "Old Hubbard Trail," which was long since skirted with a line of thriving towns and villages. More than one-third of its route is directly over vast fields of the best coal in Illinois, and where it crosses into Indiana it passes through extensive deposits of iron ore. It also brings within a few hours' ride of Chicago the celebrated Brazil coalfields of Indiana, which furnish the best coal for the manufacture of iron yet discovered in the West. * * * * * *

We can see no reason for supposing otherwise than that this road, when completed to Danville, and connected with the Terre Haute and Evansville road, making, in fact, one continuous line from Chicago to Evansville of 280 miles in length, will pour a trade into this city little less than that carried by the Illinois Central. It passes through equally as good a country, and very little of the products of the lower 220 miles of country it traverses and controls have ever reached this market. The coal and iron business of the road must be heavy from the start, and a large trade in grain, cotton, hogs and fruit will seek the Chicago market, to be exchanged for lumber, merchandise, groceries, building materials, salt fish, furniture, etc. Our business men have been asleep to the coming advantages of this great and valuable artery of trade running along the boundary line between Illinois and Indiana, from Lake Michigan to the Ohio River. It is time they had wakened up and were making their preparations to transact the new business which in a few months will be pouring into their hands.—*Chicago Tribune, Dec.* 27.

☞ The route of the Connecticut Valley Railroad, between Rocky Hill and Chester Cove, a distance of over 22 miles, has been definitely located. This is about half the entire distance from Hartford to tide water. It is expected that the company will be ready to receive proposals for the construction of the whole line in a few days—the determination being to have the cars running before the expiration of the present year.

☞ The contract for building the railroad from Springfield to Beardstown has been let to Cutler, Dodge & Co., who are to finish it within the year. They are building the Illinois Southeastern and the Pana and Springfield roads.

☞ The Michigan Air Line R. R. Co. are in want of 300,000 cross ties, viz: between Jackson and Homer, 53,000; between Homer and Union City, 53,000; between Union City and Three Rivers, 121,000; between Three Rivers and Niles, 73,000.

☞ The Detroit and Milwaukee Railroad was not included in the contract recently made between the Michigan Central and Great Western Railway Co.

Journal of Railroad Law.

RAILROAD COMPANIES NOT BOUND TO KEEP OPEN THEIR TICKET OFFICE BEYOND THE TIME FIXED FOR THE DEPARTURE OF TRAINS—PRINCIPLE UPON WHICH THEY MAY DISCRIMINATE FARES.

The facts necessary to an understanding of the questions in the late case of The St. Louis, Alton and Terre Haute Railroad Company *vs.* South (48 Ill., p. 176,) are fully and clearly stated in the following opinion by

BREESE, J.—The principal questions in the cause arise upon the instructions given on behalf of the plaintiff, and on those refused as asked by the defendants, the appellants here, and on the measure and amount of damages, the former of which we will notice.

The first instruction asked by the plaintiff, and given, was this:

"It was the duty of the St. Louis, Alton and Terre Haute Railroad Company to furnish a convenient and accessible place for the sale of tickets for passengers, with a competent person in attendance ready to sell them, which should be open and accessible to all passengers for a reasonable time before the departure of each train, and up to the time of its actual departure; and if the jury believe from the evidence, that the plaintiff, by and through Allison, made application at the ticket office of the St. Louis, Alton and Terre Haute Railroad Company, at Mattoon, for a ticket from that place to Charleston, at any time within ten or fifteen minutes before the actual departure of its train, and he was unable to get a ticket in consequence of the ticket office being closed, then the St. Louis, Alton and Terre Haute Railroad Company had no right to charge him upon the train any more than usual ticket price between Mattoon and Charleston."

The first instruction asked on behalf of the defendants and refused, was as follows:

"That if they find from the evidence that the defendant, St. Louis, Alton and Terre Haute Railroad Company, has a convenient and accessible office, supplied with and for the sale of tickets in Mattoon; and on the evening of the alleged trespass the same was open, with a competent person in attendance to sell tickets for an hour before and up to the expiration of the time fixed by public notice for the departure of the train on which plaintiff took passage; that the plaintiff got upon said train to travel from Mattoon to Charleston without procuring a ticket and refused to pay, or cause to be paid, to the conductor of said train the amount of fare or passage money required by the regular tariff of said company for passengers who fail to produce tickets, and that by reason of such failure of plaintiff to pay or cause to be paid such fare or passage money he was expelled from the cars of said company by the servants or employees of said company at a regular station on said railroad, then in that case the jury must find the defendants not guilty."

The point of difference is obvious. While the instruction for the plaintiff requires the ticket office to be kept open up to the time "of the actual departure of the train," that for the defendant limits that duty "to the expiration of the time fixed by public notice," for the departure of the train.

It is insisted by the appellee, that the law is as declared in the instruction given in his behalf, and has been so held by this Court in the case of the Chicago, Burlington and Quincy Railroad Company *vs.* Parks, 18 Ill., 460, and reiterated in St. Louis, Alton and Chicago Railroad Company *vs.* Dalley, 19 id., 364, and that the instruction is an exact transcript of the language of this Court, in the cases cited.

In this the counsel is not mistaken. In the case first cited, this Court said: "To justify a railroad company in making a discrimination in the fare against the passenger who neglects to purchase a ticket at the company's office, the company must see to it that the fault was not that of its own agent instead of the passenger. To justify this discrimination, every reasonable and proper facility must be afforded to the passenger to procure his ticket. They must furnish a convenient and accessible place for the sale of tickets, with a competent person in attendance ready to sell them, which should be open and accessible to all passengers for a reasonable time before the departure of each train, and up to the time of its actual departure, so that it shall really be a case of neglect and not of necessity on the part of the passenger, and not the fault of the company." Further on, in the next paragraph but one, the Court call these remarks "suggestions," and give the reason why they were made, the point to which they apply not being in the case before them. The controversy there was this: Parks, an attorney-at-law, residing at Aurora, in Kane County, took the train there, without purchasing a ticket, for Batavia, the nearest point to Genoa, where the Court was held, and which Parks was going to attend. He paid the extra fare required of those who pay on the car from Aurora to Batavia. At the latter place he changed his mind, and, as it was wet, disagreeable weather, he concluded, without purchasing a ticket to proceed on to Junction, another station the road. The ticket fare from Batavia to Junction was twenty cents, which Parks offered to pay to the conductor, but he refused it, demanding under his instructions an additional five cents, which Parks refusing to pay, the conductor put him off the train. This was the case in which the "suggestions" above quoted were made. The Court, and the learned Judge, afterward so long the honored Chief Justice of the Court, who delivered the opinion, were well aware of the fact that the time of the arrival and departure of railroad trains was fixed, and made notorious by publication and notice in every conceivable mode, so that it may be safely asserted, the business and traveling public, all those whose pursuits required that mode of conveyance, and especially those living in the towns through which railroads pass, were perfectly familiar with the fact, and almost any inhabitant, if inquired of, could tell to a minute when any particular train was due at their town, and when it would leave.

In speaking, then, of the time of the actual departure of a train, up to which the ticket office must be kept open, the Court, unquestionably, meant to be understood as referring to the published fixed time which everybody knew. The presumption being that trains will arrive and depart on their schedule time, which time is notorious, no rule shall be established that should apply, without much hardship and great inconvenience, to the departure of trains not on time. We do not recognize any right in any person to apply at a railroad ticket office after the time fixed and published for the departure of a train, and demand the same rights and privileges accorded to those who come at the proper time for their tickets. It is well known that trains are sometimes delayed for hours, and that it is unavoidable, would it not be going too far to require the companies controlling them to keep an agent at his post during all this delayed time? Tickets are not usually applied for by passengers after the time fixed for the departure of a train. The companies have a right to presume they will not be applied for after that time, and therefore their agents can close the ticket office and go about their other business, of which they have an abundance, if we are to judge from the number of trains upon our railroads. An agent at a railroad station who sells tickets is, not only "ticket agent," but he is the "station agent," and has much to do with freight and other matters requiring care and attention. It would be unreasonable to require him to neglect these matters, and confine him within reach of the small opening at which the tickets are delivered, waiting for a delayed train, and not a passenger applying for a ticket. It is sufficient for the company that a reasonable opportunity should be afforded passengers to procure tickets for the train he designs to go upon, and that reasonable opportunity is furnished by keeping a convenient office open under the charge of a competent agent, up to the advertised time fixed for the departure of the train. The facts in this case show that the ticket office was open an hour before the train left, and continued open up to the time fixed for its departure. The plaintiff, coming after that time, took his chances to get a seat in the car, and, having no ticket he was bound to pay car fare.

We are of opinion the Court should have refused the first instruction for the plaintiff, and given the first asked by defendants, the company not being obliged to keep the ticket office open beyond the hour fixed by its published rules for the departure of a train.

These being the views we entertain of the law of this case, the modification of the defendant's eighth instruction was also erroneous, as by that the office is required to be kept open up to the time of the actual departure of the train.

All that can be demanded of a railroad company is, that a reasonable opportunity shall be afforded the public to purchase tickets. If parties will not avail of it, it is their own fault, and if they get upon a train without a ticket, they must be subject to pay the car fare, or on refusal, to be ejected from the car. In Parks' case, this Court said the right to charge discriminating fares was just and reasonable, but it depends on the fact that a reasonable opportunity has been given to obtain tickets at the lowest rate of fare. This opportunity was afforded the appellee.

A minor point as to the ruling of the Court on the motion and affidavit of defendant's counsel to rule the plaintiff to give security for costs on the ground of his insolvency, has been raised.

The bill of exceptions shows this motion was made, and the affidavit is incorporated into it.

This motion was denied by the Court.

The statute provides "If in any case the Court shall be satisfied that any plaintiff is unable to pay the costs of suit, or that he is so unsettled as

to endanger the officers of the Court with respect to their legal demands, it shall be the duty of the Court, on motion of the defendant or any officer of the Court to rule the plaintiff, on or before a day named, to give security for the payment of costs in such suit." Scates' Comp., 24.

The affidavit states that affiant had just learned that the plaintiff was insolvent, and at the time the motion was made the record shows the issue had been joined, and the cause had been called for trial. This court said, in Selby *vs.* Hutchinson, 4 Gilm., 319, "that this motion was addressed to the discretion of the Court, and the decision upon it could not be assigned for error." We think the motion was too late.

Another objection is made by appellant to the instruction to the jury, that they could assess damages severally against the defendants. The instruction was erroneous, but the error was cured by the entry of a *nolle prosequi* before judgment upon the verdict against Austin and Lee, and taking judgment against the company alone. 1 Tidd's, Pr., 682. We cannot see that this instruction, wrong as it was, prejudiced the appellant in any way.

The judgment of the Circuit Court is reversed, and the cause remanded, with directions to award a *venire de novo*.

Judgment reversed.

Titanic Steel.

During the past eighteen months or two years titanic steel has been rapidly gaining favor amongst those who have previously found none but the highest price steels suitable to their requirements, and as our South Wales Correspondent last week mentioned that the Titanic Steel and Iron Company are now considerably extending their works at Coleford, it may be concluded that the titanic steel is now very generally recognized as economic and valuable. The fact of the company's works having been located in Gloucestershire instead of Sheffield has, no doubt, placed them at a disadvantage as regards some portion of the home trade; but, on the other hand, they have secured freedom from Sheffield Unionism, and succeeded in gradually opening up markets in places where Sheffield prices for first class steel, such as the titanic steel undoubtedly is, would be altogether inadmissible. The quality sent out by the company, under the name of "Mushet's special steel," which requires no hardening, is perhaps, one of the finest tool steels made, but it requires to be worked exactly according to directions, in order to obtain the best results. Considering the short time the steel has been in the market many tons of it have been sold even in this country, but, judging from the reception it has received elsewhere, it is probable that the home trade will shortly be the smaller. Amongst the largest English consumers are Messrs. John Fowler & Co., of the Steam Plough Works, Leeds, and they express themselves perfectly satisfied with the metal. It has been for some time used at the works of the Cheltenham Railway Carriage Company for wheel-turning, and is found to possess considerable advantages over the "best cast steel" tools they had previously been using. At the works of Messrs. C. Mitchell & Co., at Newcastle-on-Tyne, the steel has given the greatest satisfaction—in fact, the manager writes, the quantity of work done by the tools from this steel quite surprised them. They have not experienced any difficulty in working to the printed instructions, and are using it entirely for lathe tools and drills for countersinking. That this "Mushet's special" steel will come largely into competition with "best cast" cannot be doubted, and workmen generally will be well satisfied with the change.—*London Mining Journal, Dec.* 11.

Bridges.

Concurrent action has been taken by the Board of Aldermen and Council of the City of Milwaukee, Wis., authorizing the Board of Public Works "to advertise for proposals for building a centre pier, a centre protection pier, bridge seats, and approaches, for a bridge across the Milwaukee River at State street, according to the plans of the City Engineer now in their office; also for proposals for building a wooden Howe truss swing bridge with turn table; also for proposals for iron bridges with turn tables," and the "Joint Committee on Bridges, the Board of Public Works, and the City Engineer, shall adopt such plans and bids as in their opinion is for the best interests of the city, reporting such award to the Mayor and Common Council for approval, the Council reserving the right to reject any and all bids." It is also seriously contemplated to build a bridge at the foot of Milwaukee street, across the Milwaukee River.

Rome, Watertown and Ogdensburg R. R.

In noticing the recent accident on this road caused by a broken rail, by which Mr. Taylor of this city lost his life, it is but just to state, as we are credibly informed is the fact, that during the whole term of 18 years since the road has been in operation this is the first instance in which the life of any passenger has been lost while being conveyed in the coaches of the company. For a road of 220 miles in length, having during the time stated transported many millions of passengers, this must be regarded a most excellent record.

☞ The London *Mining Journal* of December 4, says: "The Forest Steel Works, at Coleford, belonging to the Titanic Steel and Iron Company, are being enlarged. The "Mushet's Special" steel, which was first introduced some 18 months since, has come into high favor as a tool steel, and is found to be very economic. It requires no hardening, and in fashioning it the handling somewhat differs from ordinary steels; but, by attention to very simple rules, admirable results are obtained, and the labor to the workman is certainly not greater."

☞ The number of miles run by the Baltimore City Passenger Railway in 1869, was 1,752,000; the number of passengers carried, was 11,385,464, being an increase over the preceding year of 1,185,000; the number of passengers carried to each mile run was 6. The amount paid to the city during the year as park tax, was $104,348 38. The number of horses used was 560, and the average number of cars run daily was 75.

☞ Many years ago the State of South Carolina endorsed the bonds of the South Carolina Railroad Company to the amount of £2,000,000 sterling. These bonds have matured, and their payment is provided for. The guarantee being no longer required, we learn that in accordance with the wishes of the company the Legislature will repeal the old Act, and thus arrange for the surrender and canceling of the old bonds.

☞ The first twenty miles of the South Haven Railroad, from Kalamazoo to Pine Grove, have been completed.

☞ Montpelier, Vt., has subscribed over $250,000 to the Montpelier and Wells River Railroad.

THE

First Mortgage Bonds

OF THE

CHICAGO, DANVILLE & VINCENNES RAILROAD.

Total amount to be issued	$2,500,000
Capital stock paid in	2,100,000
Estimated cost of road (140 miles)	4,500,000
Estimated earnings per annum	2,639,306
Net earnings per annum	879,768
Interest on the loan per annum	175,000
Amount of bonds per mile of road	18,000
Amount of interest per mile	1,260
Amount of net earnings per mile	6,284

The Bonds follow the completion of the Road—have the Union Trust Company of N. Y., as their Official Register and Transfer Agent—and are sold at present at 95 and accrued interest.

They bear examination and comparison, better, it is believed, than any other now before the public, in the fixed and unchangeable elements of *Safety, Security and Profit.*

They bear good interest—Seven per cent. Gold for forty years—and are secured by a *Sinking Fund*, and First Mortgage upon the road, its outfit, and net income, the Franchises, and all present and future acquired property of the Company.

They depend upon no new or half-settled territory for business to pay their interest, but upon an old, well settled, and productive country;—assuming that a railroad *built* through the heart of such a region offers better security for both *Interest* and *Principal* than a road *to be built* through the most highly extolled wilderness or sparsely settled territory.

This Railroad possesses special advantages, in running into and out of the City of Chicago, an important Railroad and Commercial Center; in running through a line of villages and old farming settlements in the richest portion of the State of Illinois: in running near to deposits of Iron Ore of great extent and value, and over broad fields of the best coal in the State—which mining interests are its monopoly. And besides the local and other business thus assured, there will be attracted to this road the considerable traffic already springing up "From the Lakes to the Gulf;" as with its Southern Connections it forms a Trunk Line 45 miles shorter than any other route from Chicago to Nashville.

These Bonds are therefore based upon a Realty and a Business that a few years must inevitably double—and competent judges say treble—in value.

Governments selling while the price is high pay well if put into these Bonds, and Trust or Estate Funds can be put into NOTHING BETTER.

Pamphlets, with Maps, &c., on hand for distribution.

Bonds may be had directly of us, or of our Agents.

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54 Cliff Street, New York,
Agents for the sale of the Bonds.

☞ The directors and officers of the Frederick and Pennsylvania Line Railroad for 1870, are as follows: President, John Loats; Directors, Dr. Rinedollar, Captain Eichelberger, John Sifford, Lewis Bruner, Wm. S. Bantz; Treasurer, David J. Markey; Secretary, James McSherry. This road is making steady progress, and will doubtless be completed by next fall.

☞ The recognized funded debt of the State of Minnesota, as stated in the Message of the Governor, is $350,000. On the 1st of January, 1867, there were only 315 miles of railroad in the State; now there are 783 miles completed. The Governor recommends that 500,000 acres of the internal improvement lands be appropriated to pay the old railroad bonds.

☞ Plymouth County Railroad, extending from Wallaston Station on the Old Colony and Newport Railroad to South Scituate, 16 miles, will be constructed next Summer, and be in running order by September 1. The estimated cost of building and equipping the road is $400,000.

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INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the Corporation of the City of New York, due February 1st, 1870, will be paid on that day, by PETER B. SWEENY, Esq., Chamberlain of the City, at his office, in the New Court House.

The transfer books will be closed TUESDAY, January 4, 1870.

RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, NEW YORK, Dec. 30, 1869. 4t2

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, January 4, 1870. A dividend of FIVE PER CENT. in cash, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the seventeenth day of January instant, after which date and until the fifth day of February next, the transfer books will be closed.

THOMAS E. WALKER,
4t2 Treasurer.

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MASTER MECHANICS
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Supt. Portland Locomotive Works,
PORTLAND, MAINE.

Notice to Contractors.

CHESAPEAKE AND OHIO RAILROAD,

SEALED PROPOSALS will be received at the Engineer's office at Charleston, W. Va., until 12 M. March 1, 1870, for the GRADUATION, MASONRY and the SUPERSTRUCTURE OF BRIDGES on the Chesapeake and Ohio Railroad between the Falls of Kanawha and the Ohio River, including THREE MILLIONS CUBIC YARDS OF EXCAVATION, and SEVENTY THOUSAND CUBIC YARDS OF MASONRY.

Also, at the Engineer's office at Richmond, Va., until 12 M. March 10, 1870, for several heavy sections east of the Falls of Kanawha, including the unfinished work near Millboro', and that eight miles east of the White Sulphur Springs, the Great Bend tunnel, 6,400 feet; Lewis tunnel, 3,800 feet; five other tunnels from 500 to 1,700 feet long; several sections in rock cutting; and about 70,000 cubic yards of masonry.

Profiles and specifications can be found at the office of the company, 54 William street, New York, on and after February 1; at Richmond, Va., and at Charleston, W. Va., on and after January 15, 1870. The company reserves the right to reject any or all the bids offered, and to make private contracts for the work.

Information as to time, etc., will be given at the letting. For further information apply to H. D. Whitcomb, Chief Engineer, Richmond, Va., or to W. A. Kuper, Principal Assistant Engineer, Charleston, West Virginia.

C. P. HUNTINGTON,
4t4 President.

TO BRIDGE BUILDERS.

OFFICE OF SOUTH STREET BRIDGE COMMISSION, No. 224 South FIFTH Street.
PHILADELPHIA, Jan. 17, 1870.

SEALED PROPOSALS for erecting a bridge over the River Schuylkill at South street will be received at the office of the Commission, in the Department of Surveys, No. 224 South FIFTH Street, until 12 o'clock M. of the FIRST DAY OF MARCH, 1870, for the construction of a wrought iron drawbridge, with Murphy's modification of the Pratt truss. To have cast iron piers in river, and stone abutments, with approaches of retaining walls; arches of brick, and iron I girders, as described in the specification. The entire length of structure to be 2,419 feet, the truss spans to be 185 feet each, with pivot draw, giving an opening of 77 feet on each side.

The proposal to be for an aggregate bid, to be accompanied by a bond with two approved sureties to an amount of $50,000. Fifteen per cent. to be retained as the work proceeds until the same, inclusive of the $50,000 noted in bond, shall amount to fifteen per cent. of the contract price, after which the current estimates will be paid in full.

Plans may be seen and specifications obtained at the office of the Commission on and after the 29th instant.

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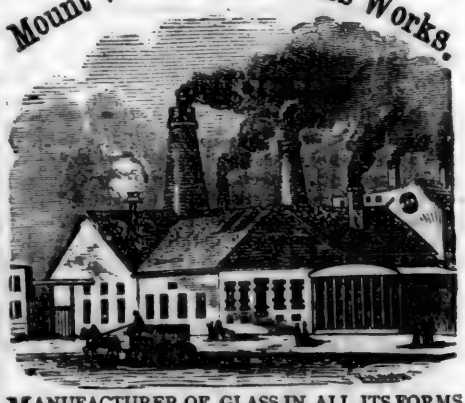
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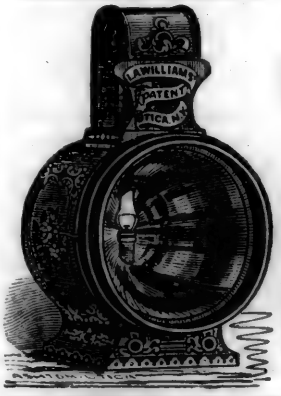
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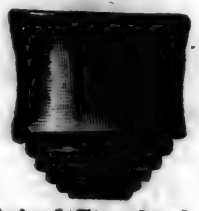
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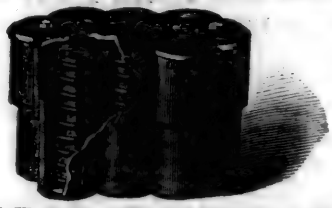
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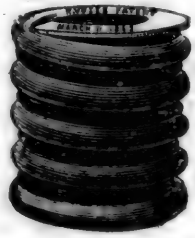
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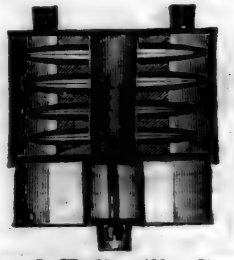
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IRON AND STEEL MANUFACTURERS,

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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

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Feb. 5, ARIZONA, Capt. Maury, connecting with COLORADO, Capt. Farnsworth.

Steamer JAPAN, will leave San Francisco March 1, 1870, for China and Japan.

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For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 6.] SATURDAY, FEBRUARY 5, 1870. [WHOLE No. 1,764, VOL. XLIII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 5, 1870.

The Chinese Labor Question.

Will our influx of Chinese laborers contribute to local or national prosperity? This is a question carefully considered and satisfactorily answered in a recent number of the *Overland Monthly* by an able writer whose views, based on the results of observation and experience of the Chinese immigrants already engaged in many branches of productive industry on the Pacific Coast, are both interesting and instructive. Events now concur in placing the people of the United States as prominent customers in the labor markets of the world, seeking accessions of cheap muscular labor. Opinions stated in the late convention at Memphis have met singular unanimity of approval at the South; that our present labor system needs reorganization; that comparatively few women now labor in the fields; that 3,000,000 of negro laborers before the war are now reduced to scarcely a million available field force, and pending some change or until a substitute from abroad is supplied, enterprise throughout the cotton, sugar, rice and tobacco growing districts must languish. A want seems to exist, and for purposes of investigation these statements may be admitted as facts. How shall it be supplied? As payment of interest and principal of our national debt, foreign exchanges, and consequent extension of commerce now mainly depend on our ability to support cotton—which product, in time, depends largely on supplies of labor—the subject becomes one of national importance.

In the opinion of the writer above referred to, the Chinese already here have come about fast enough for gradual assimilation to our wants. They quickly catch the spirit of American enterprise and profit by its elevating influences. As workmen on the Pacific Railroad, they gave essential and substantial aid—laboring through deep snows and throughout the coldest weather, with undiminished energy; showing ability to live in even extreme sections of our country, although our Southern States present a climate more nearly allied to that portion of China from which most of our immigration is drawn. To tempt Chinese laborers and induce them into our cotton States, in sufficient numbers to further a higher prosperity, requires skillful management. Chinese merchants, entitled to esteem and confidence, have lately returned to California from a prospecting tour to the Atlantic Coast, and report favorably on all they saw and learned. Pioneer gangs have lately started for places in the Eastern States when there labor is represented as almost a pressing necessity. These, after a short period in a country where all is new to them, write back to their friends accounts, favorable or otherwise, of the locality, people and occupation. Thus by degrees through these and similar means an immigration will be established. They will come freely when every letter written home unites in confirming the encouraging assertions of those who visit China personally to start them forward.

Of these Chinese laborers themselves we are told that, when poor and in debt, live save, and thrive on wages far below those paid our laborers; but experience has shown that, after they have accumulated a little money, they become more free in the distribution of their earnings, purchasing freely what will most conduce to their comfort. Human nature is singularly alike the world over. It is natural to use the gains our labor has brought us. As a people they are neat, orderly and skillful, not readily excelled in handicraft, frugal, industrious, teachable, patient and intelligent. They make excellent house servants, and may be trained to cook skillfully in any style. When taught by French Cooks it is difficult to excel them. With an explanation thoroughly understood they need no further instruction or correction. They may occasionally be sullen but never stupid. They are not given to excessive hilarity, but are quiet, peaceful, and persistent. Their manipulation is careful, and often extraordinary. They would make dextrous cotton pickers, never bungling ones. The builders of the Central and Union Pacific Railroads confirm the above statements regarding Chinese laborers, and monthly accounts of the several gangs during more than a year past fully establish many of these facts. Laborers generally drew from 35 to 40 per cent. of their $35 monthly wages and supplies from the companies' stores. A balance, ranging from 50 to 65 per cent. was paid to them monthly in coin. A large portion of this was spent in outside stores along the line, more particularly after repaying their advances for passage, and thus making themselves free from debt. It is the opinion of well informed Chinese merchants, who are close observers, that the annual savings remitted to China by the 65,000 now on the Pacific Coast do not exceed $30 to each man, against which, as a State, California has the profit on 23,725,000 days labor, and all permanent industries developed through their presence, which afford further employment to white laborers. A very large portion of even this sum sent to China generally goes to assist in bringing more of them to this country, and contributes largely to support American shipping on the Pacific. Eight out of every ten ships plying between California and China are American, Chinese merchants having usually given them preference; even when compelled to pay war risks, which, with all their other insurances, they gave to our insurance companies. During the war these merchants gave freely to the Sanitary fund. They have no desire for suffrage, and study to keep out of politics of which they know nothing and care less. All re-

turn to China, after about five years—a majority coming back, however, bringing others with them. If they die abroad, their bodies are carefully preserved, taken to their native place and buried in line with their ancestors. A people possessing these characteristics, and whose value as laborers is already proved by the efficient service rendered by them in carrying out one of our grandest schemes of internal improvement and development, should be welcomed to our shores, and only an illiberal and narrow-minded policy would seek to exclude them on any grounds.

Reports are current that the government, influenced by memorials against the coolie trade, has instructed its officers to inform all Chinese immigran s arriving, that no law exists to enforce the fulfillment of contracts for labor made abroad; hence, until Congressional legislation indicates a policy, no one will be likely to come under positive engagements to fill orders for laborers under contract. If planters, by association or otherwise, organize proper means for bringing them from China, the South may be supplied with laborers under contracts to work until their advance shall be reimbursed to the planter at $8 to $12 per month, and found, and laborers will be better off here than at home. Actual expenses for transportation from the mountain districts of China to any part of the South, with outfits, taxes, passage, provisions, commissions and wages advanced, need not exceed $200 per head. Customary provisions daily required for each man are two pounds meat, (pork preferred) one quarter pound fish, some vegetables, tea and a little sweet oil for cooking. Parties contemplate contracts running until advances are paid, not exceeding three years, if without legal objection. Advances necessarily incurred in bringing impecunious laborers to America may thus be repaid to the planter within eighteen months or two years, and all wages after that time be realized to the laborer. Planters contracting for field hands to be brought from China should deposit their securities for prompt payment of expenses incurred in obtaining them. Local demand in California for Chinese laborers at $35, gold, per month is now so urgent for railroad construction and other purposes and the labor so satisfactory, that all arriving are immediately taken for employment on the West coast. Few now in California could be transferred to Eastern or Southern States. Emigration circulars printed in Chinese should be extensively circulated in China if we would secure the better classes from the interior. Agitation may hasten their coming, but solid patient labor will be required to accomplish permanent results. Their coming will stimulate industries and enable us to assume a position of greater importance among the producing countries of the world. Current estimates present our present average cotton crop at 2,500,000 bales of 450 lbs. each, worth at twenty cents per pound, $225,000,000. Before the war we produced 5,500,000 bales. With Chinese laborers we can readily procure 10,000,000 bales, and add proportionately to our national wealth and credit. The policy of introducing a new race differing in features, tastes and religion, into our country, is a branch of this problem the solution of which should be referred to the best talent among political economists. Emigration should not flow in solitary channels. If we encourage the Chinese in coming we should also stimulate a constant Anglo-Saxon immigration. The Minnesota State Immigration Agent after showing the advantages of his State to the Swedes, writes, promising to forward 75,000 Scandanavians this year. This example, repeated by other States, constitutes the movements by which civilization advances and developes, while isolated California is debating whether to shake off her lethargy and awaken from her dreams of gold. European immigration made New York the city she is to-day, yet most of it only passed through her, as the Chinese will through San Francisco.

Adjustable Gauge Railway Cars.

The Patent Adjustable Gauge Railway Cars, are adapted to all widths of gauge, and are extensively in use by the "National Despatch Line." This company have had two hundred of these cars in use during the past twelve months, between Boston, Chicago and St. Louis, working most satisfactorily, and the owners of the patent are building three hundred more to meet the present demand. The cars are owned by an independent car company, who lease them to the railroad companies forming the "National Despatch Line," at a certain rate per mile.

By such an arrangement the Boston, Hartford and Erie road might obtain the use of one or two thousand coal cars, to be ready to commence running upon the completion and opening of the road. Several thousand coal cars could be fully occupied by this road in supplying coal to the manufacturing cities and towns between Fishkill, Boston and other places in the New England States, and thus largely increase their receipts at once, without the expenditure of any capital for car stock. This traffic of itself would produce earnings enough to go far towards paying the interest on the entire debt of the road, besides giving the public coal at greatly reduced prices, both summer and winter. This is exactly what is wanted.

In an address by President Potter of the Grand Trunk line to the English stockholders, he spoke very highly of the great value of the adjustable cars to the wants of the road and to those of the public. He said he saw, while on a visit to America, those cars at Sarnia and Montreal, and the manner of changing gauge; and at Chicago he had conversation with shippers and purchasers and found that they approved them beyond anything, and were willing to give ten per cent. extra for their use rather than to have two shiftings of gauge, breakings of bulk and shiftings of cargo, which might be spoiled in the process. These adjustable cars were in use on the Grand Trunk, the Vermont Central, the Rutland, the New Hampshire and the Boston and Lowell Railroads, over a distance of 1,560 miles. The Grand Trunk had 580 of these cars, and were in contract for 300 more.

One advantage of these cars is that important lines would not only have their own cars employed but also those of other lines, which could be made to fit them by the adjustable process. They could thus accommodate whatever offered; whereas, if dependent on their own cars, their facilities would necessarily have to be confined to their use. The exceptional gauge disadvantages are all obviated by the use of the adjustable cars. From Chicago to Boston flour and grain could be forwarded directly without change of cars, and there would be always freight back in the shape of boots and shoes, dry goods, groceries and general merchandise.

All the roads which have termini in Boston will, no doubt, profit by the adjustable car, for they have all connection with the Grand Junction Company, whose wharves and storage facilities at East Boston are sufficient for any possible present purpose. Coal and grain elevators are soon to be erected there, and we have every reason to believe that in course of a year Boston will furnish the most favorable shipping facilities for the great West, and through the use of the adjustable cars, the most prompt return advantages to that great agricultural and commercial mart.—*Boston Evening Times.*.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$1,487,459 95	$1,508,612 30
" freight and exp.	838,540 78	915,112 61
" rents	7,668 68	7,114 68
" mails	39,691 24	40,046 48
" miscellaneous	70,536 92	94,416 29
	$2,393,897 52	$2,565,302 31
Add earnings of New Castle and Frenchtown Line	58,061 09	77,836 61
Total of both roads	$2,451,958 61	$2,643,138 92
Expenses, viz:		
Repairs of road	$255,066 53	$471,131 62
" bridges	20,553 76	21,651 61
" locomotives	117,986 50	77,971 94
" cars	254,269 08	195,803 19
" buildings	76,464 30	138,369 85
Passenger department	228,877 37	237,626 68
Freight department	173,949 94	161,689 36
Susquehanna Bridge—including for ferry boats and tug boats	9,544 41	15,387 34
Fuel for locomotives	89,590 24	105,705 71
Oil, tallow, waste, etc.	30,565 08	39,986 17
Insurance	5,223 51	6,275 42
Salaries	55,500 40	55,427 44
Tools	20,334 14	26,359 75
Switch, watchmen, etc.	41,042 60	42,405 02
Real estate, rents, repairs, etc	14,786 90	8,783 18
Law	10,619 49	8,488 21
Gratuities, damages, etc.	6,219 50	4,937 08
Office expenses, etc	4,531 40	8,558 34
Removing ice & snow	3,239 75	94 68
Taxes—United States, State and local	69,641 15	67,710 29
Operating New Castle and Frenchtown line including taxes and bonus to State of Delaware and New Castle County	49,311 43	44,192 58
	$1,537,317 48	$1,733,400 41
Earnings less exp.	$914,641 13	$909,738 51
Interest on bonded debt, ground rents, etc., less interest received	138,226 30	112,774 05
Balance	$776,414 83	$796,964 46
Add balance to credit of revenue, November 1, 1868		1,101,105 15
Add gain in operating Delaware Railroad		8,742 45
Total		$1,906,812 06
From which deduct—		
Dividends January and July, 1869, 4 per cent. each, and U. S. tax		776,151 58
		$1,130,660 48
From which there has been deducted by order of the Board of Directors for estimated depreciation of assets		695,873 98
Leaving balance to credit of revenue, October 31, 1869		$434,786 50

The passenger receipts were larger than those of 1868, by a little more than four per cent. The receipts from freight, express, &c., were larger than those from same sources in the previous year, by over twelve per cent. The gross earnings from all sources were larger than those of the year 1868, by over seven per cent. The operating expenses as compared with those of the previous year were larger by over thirteen per cent. This excess is found wholly in the item of road repairs. With the exception of this item, the operating expenses were less than in 1868. The report says:

There was an unusually large amount of steel rails and new cross ties laid down during the year, which swelled the outlay for road repairs.

The additional experience gained in the use of steel rails, confirms our previously expressed opinion, that true economy demands their use upon your road in place of iron rails. Of over thirty (30) miles laid with English steel rails upon your road, not one rail has been removed for any imperfection, and but two American steel rails out of more than two thousand, have shown any imperfection.

The best steel rails can be bought for delivery in 1870, at but 20 per cent. advance upon the cost of best iron rails, and unless henceforth there be a greater relative difference in the cost of iron and steel, the purchases of iron rails for renewals of your tracks, will probably cease.

During the year, all depreciation in road, rolling stock, and buildings, has been fully met by a liberal expenditure for new buildings, rolling stock, and track, and your Directors believe that your property is at the least as valuable as it ever was.

The business of the Delaware Railroad afforded a profit of nearly thirty-five thousand dollars. In accordance with the terms of your lease of the Delaware Railroad, there has been placed to the credit of the previous losses of this company, as lessees, three-fourths of this profit, while the other one-fourth part has been added to the earnings of the P., W. & B. R. R. Co., for 1869.

The prospects of the Delaware Railroad continue to improve. The peach crop of the Peninsula was larger than ever before, although a large area of territory was entirely unproductive on account of late frosts. The quantity of peaches brought upon your road from the Peninsular roads, amounted to about two millions of baskets, or four thousand car loads.

During the year the Dorchester and Delaware Railroad, which, with the Dorchester Branch of the Delaware Railroad, extends from Seaford, on the Delaware Railroad, in Delaware, to Cambridge, Maryland, a distance of 33 miles, was finished.

The Maryland and Delaware Railroad was opened to Easton, a distance of 44 miles from its connection with the Delaware Railroad, at Clayton.

The Queen Anne and Kent Railroad, and the Kent County Railroad, were each finished to points about ten miles distant from the Western end of the Townsend Branch of the Delaware Railroad; the former southwardly towards Centreville, Maryland, and the latter westwardly towards Chestertown, Maryland.

The Junction and Breakwater Railroad, which connects with the Delaware Railroad, at Harrington, has been extended to Lewes, and is now 40 miles in length.

Most of the Peninsular Railroads are furnished with their car equipment by this company; and, in several cases it has been deemed judicious to afford encouragement to them by temporary drawbacks upon the business which they do in connection with roads operated by this company.

The business brought to this company by its new connections with the Philadelphia and Baltimore Central Railroad, made seven months since, amounted to over $27,000, and may reasonably be expected to increase rapidly.

The running of your road between Chester and Philadelphia was interrupted for seventy hours in October, by overflow caused by the breaking of dykes upon the Schuylkill and Delaware Rivers. But small inconvenience was experienced by the public, in consequence of this accident, as the Chester Creek Railroad, and the Philadelphia and West Chester Railroad, afforded a tolerably direct route for our passengers and mails, without change of cars.

For the purposes of purchasing some desirable securities of connecting companies, which were offered on advantageous terms; and of paying a portion of the floating debt, incurred while building the second track, the Susquehanna Bridge, and the Port Deposit Branch; your Directors have, during the year, issued and sold, at rates considerably above par, 8,091 shares of the stock of the company. They deemed this course preferable to that of appropriating a portion of the net earnings of the year to such use.

At the close of the year, the Board caused to be made a careful examination and revaluation of the assets of the company. And while they left unchanged, the valuation of that portion which are correctly valued or even undervalued, they adopted the conservative course of charging against "Revenue Account" all over valuations found upon the company's books. It is plain that the value of your property is in no way affected by this act, while your schedule of assets has been pruned of all over-valuations.

The principal valuation which required such correction, was that of the stock of the New Castle and Frenchtown T. & R. R. Co. the larger portion of which was purchased twenty-nine years since. This stock at one time stood upon the company's books at a valuation of $861,325. This valuation, by the sale of steamboats, and other property, was reduced in 1858-'59 to $744,425, and had been unchanged since that date.

Undoubtedly the value of the franchise of that company was such at the time, as to justify that valuation. But inasmuch as all of their track, excepting about six miles thereof, was taken up many years since and laid upon the Delaware Railroad, and the stock has been recently valued by experts at $150,000—the difference amounting to $594,425—has been charged to "Revenue Account."

Amongst the assets were also charges against connecting roads, for transportation, previous to 1865, principally for troops and munitions of war, which those companies have been unable to collect from the United States. The most considerable of our claims was recently submitted to a reference, and a large portion of our claims disallowed, or met by counter claims. And the final settlement yielded less by $57,445.86 than the aggregate credit to these accounts as they stood upon the books of the company.

These items, together with a few smaller ones, such as the loss upon steamer Fulton, bought before the erection of the Susquehanna Bridge, as an auxiliary ferry boat, and recently sold; and a loss by robbery of the company's safe at Wilmington, in 1869, have, as will be seen, on reference to the Balance Sheet, been charged to "Revenue Account."

In conclusion, your Directors report, that in their opinion, your property is in a sound condition, and the prospect for its future, encouraging.

The company have 59 locomotives, of which 18 are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware and Eastern Shore Railroads. The number of miles run by locomotives, including service on the New Castle and Wilmington Branch, was 963,462.

The car equipment consists of: 5 twelve-wheel and 66 eight-wheel passenger cars, 8 passenger and baggage, 3 compartment, 6 chair, 19 baggage, 8 baggage and mail, 12 express, 2 post-office, 3 milk, 1 pay, 541 house, 57 stock, 220 platform, 128 dump, 99 truck, and 8 wreck, etc., cars.

CONDENSED BALANCE SHEET.

Railroad		$8,090,535 35
Construction second track		379.291 50
Susquehanna Bridge		1,551,665 18
Port Deposit Branch Railroad		217,536 65
Tramway, Washington avenue		18,813 15
Terminus on the Delaware at Washington avenue		76,400 06
		$10,334,241 89
Stock, New Castle and Frenchtown T. & R. R. Co.		150,000 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de-grace, including a portion for the Susquehanna Bridge and the Port Deposit Branch Railroad, also at New Castle, Del.		167,984 87
Assets:		
Stocks and other securities at cost	$821,031 98	
Agents balances	29,854 15	
Sundry accounts	746,825 23	
Other roads and lines.	93 991 54	
Post office department	12,926 80	
Wood, coal and materials on hand, including wood lands	209 017 42	
Cash	119,626 87	
		2,034,078 99
Advances to roads leased by the company		170,883 54
		$12,857,183 79
Capital stock		$9,520,850 00
Mortgage loan (convertible) due 1st July, 1884		353,000 00
Bonds 1st April, 1871	$600,000 00	
Bonds 1st April, 1876	400,000 00	
Bonds 1st April, 1887	985,000 00	
		1,985,000 00
Mortgages on real estate		9,000 00
Ground rents		20,000 00
		$11,887,850 00
Current liabilities:		
Dividends and interest.	$5,354 25	
Sundry accounts	442,713 66	
Other roads and lines.	24,223 04	
Interest—balance accrued on all liabilities to Oct. 1, 1869	21,233 79	
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1869, payable 1st Jan., 1870	32,887 18	
Treasurer, the New Castle and Frenchtown T. & R. R. Co.	8,135 37	
		534,547 29
Balance to credit of revenue, October 31, 1869		434,786 50
		$12,857,183 79

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Bringhurst, Samuel Harlan, Jr., Thomas Kelso, Thomas Donaldson, Thomas Whitridge, S. M. Shoemaker, Jacob Tome, Nathaniel Thayer, Edward Austin.

Secretary and Treasurer.—ALFRED HORNER.

Superintendent.—H. F. KENNEY.

☞ Work will be commenced on the Quincy, Missouri and Pacific Railroad on the east bank of the river opposite Brownsville, by the 1st of March or April at farthest, and the road completed to a junction with the St. Joseph and Council Bluffs Railroad, where the two cross, at an early day next summer. C. A. Savage, Esq., of Quincy, Ill., is President of the company.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1869, in comparison with that for the five preceding years. It will be seen that the total foreign imports at New York in 1869, were $306,357,673, being a gain on any previous calendar year excepting 1866, which exceeded it by only $744,489. The following is a comparison of the annual result for each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408 225	129,849,619
1853.	179,512,412	12,156.387	2,429 083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900 661	14,103,946	856,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024 691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165 516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30 353,918	37,088,413	162,768,790
1862.	149,970 415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128 236	11,731,902	2 265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284 033 567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252 648,475
1868.	232,344,418	11,764,027	7,085 389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie imports include considerable sums brought here to be re-shipped to foreign ports, and they will be found again among the exports

The following table will show the classification of imports at New York for the years—

	1867.	1868.	1869.
Dry goods.	$86.263,648	$80,905,834	$94,726,417
Gen. mdze.	163,078,493	163,202,611	195,842,794
Specie....	3,306,339	7,085,389	15,788.462
Total....	$252,648,475	$251,193,834	$306,357,673

This shows that out of $306,357,673 imported last year, everything known as dry goods, including all miscellaneous articles sold by the trade, amounted to only $94,726,417, while $195,842,794 are given under the head of general merchandize, and include tea, coffee, sugar, metals, liquors, spices, drugs, fruits, seeds, china, etc., etc. The cash duties received in 1869, amounted to $125,-019,718 69. This was collected upon $260,433,-565 dutiable goods thrown upon the market.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1867.	1868.	1869.
1st.....	$49,376,879	$42,033,366	$36,566,724
2d.....	46,270,261	41,381,668	48,705,409
3d.....	38,928,664	36,549,086	54,933,449
4th.....	52,214,722	44,101,182	55,021,124
Total....	$186,790,025	$164,066,102	$195,226 706

The shipments of gold are counted at their tale value; but all others, with unimportant exceptions, are given at their market value in paper money at the time of shipment.

The preceding figures, and those which follow, are from the columns of the *New York Journal of Commerce*, perpetuated in those of the AMERICAN RAILROAD JOURNAL, and due credit has always been given by us to that paper for the same.

Foreign imports entered at New York during the years 1864, 1865, 1866, 1867, 1868, and 1869:

ENTERED FOR CONSUMPTION.

	1864.	1865.	1866.	1867.	1868.	1869.
January	$12,422,618	$5,217,495	$18,556,726	$11,046,856	$7,855,830	$11,698,755
February	15,766,601	5,178,774	17,389,505	13,364,912	10,386,053	14,205,473
March	15,848,425	7,066,126	15,200,809	11,373,974	11,999,520	17,890,058
April	18,951,760	5,528,575	13,366,448	10,800,747	9,652,649	13,836,593
May	7,531,300	6,592,157	13,563,551	9,438,747	10,244,318	12,514,151
June	5,513,985	8,542,271	10,682,723	8,947,379	8,786 471	10,510,444
July	6,382,928	10,175,820	14,304,403	11,036,960	12,193,589	12,560,232
August	6,603,653	15,903,743	14,560,161	13,647,834	14,005,112	15,895,735
September	4,390,114	16,748,595	13,228,489	13,149,846	14,152,546	12,938,666
October	3,770,526	16,357,232	13,812,206	10,224,405	11,294,439	10,288,541
November	3,363,359	16,655,761	10,688,544	8,193,013	9,707,521	11,015,790
December	4,442,542	14,500,606	8,447,054	6,416,343	7,458,965	9,060,463
Total	$104,988,811	$128,467,155	$153,800,629	$127,541,016	$127,737,013	$152,434,901

ENTERED WAREHOUSE.

January	$5,571,936	$4,510,225	$10,241,576	$9,087,702	$6,647,871	$9,378,719
February	4,991,398	5,568,127	11,626,677	11,211,014	9,297,632	8,548,655
March	6,641,408	7,872,555	9,539,100	9,069,756	12,391,956	13,428,973
April	5,905,540	7,443,371	10,159,657	13,327,939	10,780,668	16,497,691
May	14,727,176	5,288,049	13,902,407	10,896,675	10,541,079	12,876,131
June	16,906,964	7,123,972	10,967,050	10,478,305	10,063,867	12,380,145
July	14,954,635	7,845,947	11,301,274	11,226,514	10,573,083	10,705,702
August	10,437,478	7,553,260	8,123,406	9,340,292	8,280,600	10,008,548
September	5,258,568	4,936,209	7,817,045	6,676,707	6,804,640	8,840,059
October	5,332,928	5,903,993	8,113,869	7,096.411	6,850,498	5,841,349
November	4,160,532	9,184,116	8,345,859	6,414,609	7,050,229	6,913,527
December.	4,250,862	10,506,502	10,105,018	5,931,115	5,325,282	7,925,576
Total.	$99,139,425	$83,741,146	$120,232,938	$110,756,939	$104,607,405	$123,345,075

FREE GOODS.

January	$841,050	$840,129	$1,238,757	$717,810	$778,296	$1,243,777
February	797,788	620,063	1,504,253	918,364	718,777	1,190,397
March	1,072,849	830,450	1,179,177	923,377	821,682	1,702,591
April	1,025,517	961,026	1,152,683	1,232,997	964,488	1,202,080
May	1,056.576	818,818	959,416	1,140,103	887,657	1,256,112
June	1,258,634	953,226	1,002,330	1,043,040	783,149	1,277,514
July	917,684	886,430	899,549	766,786	1,094,543	1,214,472
August	936,474	836,533	931,877	844,664	828,188	1,322,924
September	832,557	795,468	840,082	854,987	1,421,652	1,200,764
October	855,079	795,508	1,471,951	754,881	1,294,991	879,329
November	911,976	1,159,248	873,514	1,082,066	1,323,254	1,151,880
December	1,125,718	913,937	947,999	765,106	847,350	1,147,395
Total	$11,731,902	$10,410,837	$13,001,588	$11,044,181	$11,764,027	$14,789,235

SPECIE.

January	$141,790	$52,268	$72,771	$126,719	$136,574	$221,278
February	88,150	106,704	172,122	136,491	415,875	1,882,755
March	104,437	243,242	285,854	145,867	1,299,776	1,771,668
April	286,814	236,492	161,817	271,710	871,079	4,818,287
May	660,092	177,085	393,073	376,725	477,485	403,267
June	146,731	236,032	94,549	499 184	838,111	914,005
July	128,052	253,640	345,961	56,606	126,442	202,487
August	245,858	182,072	269,221	540,244	846,821	159,927
September	58,220	194,224	5,193,473	345,669	906,558	1,364,904
October	129,775	77.942	1,434,158	362,789	554,862	3,580,817
November	161,727	236,526	802,937	181,319	220,316	156,286
December	114,976	127,054	352,093	263,016	891,490	312,731
Total	$2,265,622	$2,123,281	$9,578,020	$3,306,339	$7,085,389	$15,788,462

TOTAL IMPORTS.

	1864.	1865.	1866.	1867.	1868.	1869.
January	$18,977,394	$10,620,117	$30,109,830	$20,979,087	$15,418,571	$22,542,529
February	21,643,937	11,473,668	30,692,557	25,630,781	20,818,337	25,827,280
March	23,667,119	16,082,373	26,204,940	21,512,974	26,512,934	34,793,290
April	26,168,631	14,174,464	24,840,605	25,633,293	22,268,884	36,354,651
May	23,975,144	12,876,109	28,818,447	21,852,250	22,150,539	27,049,661
June	23,926,314	16,855,321	22,736,652	20,967,908	20,471,598	25,082,108
July	22,383,299	19,161,838	26,851,187	23,086,866	23,987,657	24,682,893
August	18,223,463	24,475,608	23,884,665	24,273,034	23,960,721	27,387,134
September	10,539,359	22,674,496	27,079,089	21,027,209	23,295,396	24,344,393
October	10,088,308	23,134,675	24,832,184	18,438.486	19,994,790	20,590,036
November	8,597,594	27,235,651	20,710,854	15,871,007	18,301 320	19,237,483
December	9,935,098	26,048,099	19,852,174	13,375,580	14,023,087	18,466,215
Total	$218,125,760	$224,742,419	$306,613,184	$252,648,475	$251,193,834	$306,357,673

WITHDRAWN FROM WAREHOUSE.

January	$4,950,418	$5,653,554	$7,424,385	$9,380,484	$6.731,624	$8,506,630
February	5,284,680	5,673,619	7,666,543	11,794,156	9,049,339	9,880,388
March	5,215,983	5,795,512	7,844,644	13,318,411	10,296,124	9,661,447
April	14,183,873	7,880,008	8,640,360	8,838,610	10,140,834	8,954,512
May	659,869	10,277,070	9,450,591	9,245,943	9,045,351	8,379,918
June	2,544,914	6,346,958	8,967,431	6,910,287	6,658,943	7,604,330
July	3,386,873	8,612,411	9,084,242	7,560,396	6,829,796	8,151,534
August	7,967,843	9,661,136	10,530,593	10,490,050	9,676,657	11,706,296
September	6,852,329	8,042,603	11,091,194	9,928,471	10,935,659	11,121,143
October	5,504,138	4,699,328	8,789,838	7,728,761	8,892,665	10,704,752
November	5,828,884	4,249,381	6,186,725	6,378,248	6,104,542	7,818,234
December	5,100,974	3,632,662	4,564,836	5,202,239	5,675,429	5,509,480
Total.	$67,480,778	$80,524,342	$100,241,282	$106,776,056	$100,036,963	$107,998,664

RECEIPTS OF CUSTOMS AT NEW YORK.

	1865.	1866.	1867.	1868.	1869.
January	$4,231,737 47	$12,437,474 16	$9,472,248 48	$7,133,428 42	$9,615,894 43
February	4,791,247 10	12,008,273 74	11,466,418 42	9,699,752 39	11,996,628 46
March	5,392,099 26	11,173,154 62	11,977,418 19	11,195,861 33	13,027,672 02
April	6,309,994 34	10,950,896 78	9,372,701 48	10,023,029 37	10,727,099 86
May	8,133,403 06	11,418,492 10	9,340,766 73	9,723,476 45	9,688,820 34
June	7,837,075 84	9,559,898 38	7,725,135 60	7,678,200 69	8,411,294 83
July	9,778,276 65	11,507,186 60	9,505,432 94	9 237,920 50	10,045,078 14
August	13,113,689 50	12,349,760 82	12,623,300 45	11,995,596 18	13,845,030 69
September	12,929,615 64	12,284,144 66	11,712,164 78	12,916,782 29	11,975,804 75
October	10,973,513 01	11,002,048 08	8,682,889 05	10,059,277 34	10,554,660 92
November	9,933,483 76	7,716,883 67	6,931,212 90	7,309,086 88	8,540,788 60
December	8,348,750 31	5,707,547 99	5,276,301 32	6,327,300 78	6,590,945 65
Total	$101,772,905 94	$128,079,761 60	$114,085,990 34	$113,296,712 62	$125.019,718 69

Exports from New York to foreign ports during the years 1864, 1865, 1866, 1867, 1868, and 1869:

DOMESTIC PRODUCE.

	1864.	1865.	1866.	1867.	1868.	1869.
January	$11,443,953	$16,023,621	$19,784,997	$12,911,689	$13,766,496	$12,672,824
February	13,662,218	15,042,505	16,768,120	14,615,040	13,543.674	10,507,041
March	14,410,051	13,893,565	23,291,485	19,679,955	12,882,808	11,942,672
April	13,263,712	7,220,709	22,526,822	16,979,383	13,976,761	14,671,026
May	14,610,493	7,833,565	12,281,623	12,615,022	14,297,029	15,443,499
June	17,996,595	8,079,802	9,601,089	14,346,769	10,634,544	16,555,107
July	26,251,673	12,521,246	13,057,476	13,666,093	10,538,848	18,450,323
August	26,617,850	14,500,860	12,646,004	12,116,096	12,750,918	17,975,524
September	15,595,548	12,763,484	1,635,610	11,102,100	11,316,492	16,510,324
October	16,740,404	20,986,936	14,593,664	16,679,540	13,954,602	18,419,615
November	12,015,064	22,763,327	13,651,464	20,056,540	13,881,126	16,836,617
December	19,238,528	22,562,534	16,817,615	13,442,177	14,523,280	17,828,174
Total	$201,855,989	$174,247,154	$186,655,969	$178,210,409	$156,075,578	$187,812,776

FOREIGN FREE.

January	$42,232	$105,421	$38,301	$114,207	$12,680	$7,965
February	77,698	74,793	26,605	36,803	36,387	4,941
March	72,667	307,221	57,167	31,133	24,761	31,102
April	48,461	57,544	130,254	38,389	113,489	4,600
May	40,898	54,500	131,393	23,492	183,996	49,261
June	75,709	35,417	55,074	43,214	32,946	59,001
July	249,404	28,236	27,269	20,168	37,975	27,020
August	126,537	45,045	50,720	24,096	18,192	54,356
September	848,742	64,003	29,373	9,498	80,593	16,960
October	69,965	33,235	32,061	4,446	10,822	71,862
November	64,914	109,155	64,001	8,515	9,763	44,159
December	425,231	24,165	44,265	82,694	39,330	37,433
Total	$2,142,458	$938,735	$706,483	$436,655	$600,924	$408,660

FOREIGN DUTIABLE.

January	$664,485	$432,556	$284,909	$422,751	$669,151	$472,228
February	456,493	633,509	400,782	800,663	441,528	312,830
March	599,959	191,927	320,165	764,138	655,881	615,121
April	558,812	433,395	654,019	845,824	648,960	733,461
May	320,210	759,857	567,872	665,031	852,544	583,846
June	1,282,218	131,425	606,255	713,137	641,409	605,608
July	5,137,460	262,593	401,724	382,695	444,735	604,923
August	2,231,762	135,172	226,786	717,161	558,078	594,339
September	2,460,138	200,854	306,244	890,851	803,255	699,680
October	1,104,299	252,072	186,108	797,235	740,477	577,743
November	1,126,059	208,091	268,600	610,460	517,907	512,226
December	1,632,502	238,606	551,657	533,115	415,675	693,260
Total	$17,824,095	$3,440,410	$4,967,102	$8,142,961	$7,389,600	$7,005,270

SPECIE AND BULLION.

January	$5,459,075	$3,184,853	$2,706,336	$2,551,351	$7,349,825	$3,214,380
February	3,015,367	1,023,201	1,807,030	2,124,461	4,203,825	3,232,083
March	1,800,559	381,913	1,045,039	1,891,141	3,694,912	2,389,968
April	5,883,077	871,249	588,875	2,261,283	6,095,179	1,767,601
May	6,460,930	7,255,071	23,744,194	9,043,154	15,936,231	2,512,330
June	6,533,109	5,199,472	15,890,956	6,724,272	11,823,628	2,335,531
July	1,947,329	723,986	5,821,459	13,519,894	10,584,558	6,474,624
August	1,001,813	1,554,398	1,587,851	1,714,594	4,690,989	3,027,940
September	2,835,398	2,494,973	834,550	2,201,958	1,954,723	1,763,171
October	2,517,121	2,516,226	1,463,450	1,182,031	1,608,739	2,531,076
November	7,267,662	2,046,180	3,776,690	1,733,261	1,181,085	1,126,845
December	6,104,177	2,752,161	3,297,270	6,854,548	1,717,906	1,732,899
Total	$50,825,621	$30,003,683	$62,553,700	$51,801,948	$70,841,599	$32,108,448

TOTAL EXPORTS.

January	$17,609,749	$19,746,451	$22,814,543	$15,999,998	$21,798,152	$16,367,397
February	17,211,776	16,774,008	19,902,357	17,576,967	18,225,414	14,056,895
March	16,883,236	14,779,626	24,713,856	22,366,367	17,258,362	14,978,863
April	19,754,062	8,582,897	23,899,970	20,124,879	20,834,389	17,176,688
May	21,682,209	15,513,346	36,937,067	22,346,699	31,269,790	18,588,936
June	25,887,531	13,446,116	6.153,374	21,827,392	23,132,527	19,555,247
July	33,585,866	13,536,061	19,307,928	27,588,755	21,606,116	25,556,890
August	29,977,982	16,235,475	14,511,361	14,571,947	18,018,177	21,652,159
September	21,739,826	15,523,314	12,805,773	14,204,407	14,155,063	13,990,135
October	20,431,789	23,788,469	16,275,283	18,663,252	16,314,640	21,600,331
November	20,473,699	25,126,753	17,750,755	22,408,776	15,589,881	18,519,847
December	27,410,438	25,577,766	20,710,807	20,912,534	16,705,190	20,291,766
Total	$272,648,163	$208,630,282	$254,883,254	$283,591,973	$234,907,701	$227,335,154

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1869.	1890.
Manufactures of wool	$920,675	$888,621
" cotton	1,310.812	1,427,526
" silk	1,467,814	1,096,558
" flax	859,166	679.366
Miscellaneous dry goods	508,366	694,597
Total entered for consump.	$5,066,833	$4,786,668

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$599,617	$593,426
" cotton	361.290	356 715
" silk	289 208	349,552
" flax	580,131	516,193
Miscellaneous dry goods	107,028	122,547
Total withdrawn from warehouse	$1,937,274	$1,938,433
Add entered for consump.	5.066,833	4,786,668
Tot. thrown on the market	$7,004,107	$6,725,101

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$897,950	$730,286
" cotton	475,672	1,012,238
" silk	487,172	469,090
" flax	621,718	498,223
Miscellaneous dry goods	111,670	133,248
Total entered for wareh'g.	$2,594,182	$2,843,085
Total entered for consump.	5,066,833	4,786,668
Total entered at the port.	$7,661,015	$7,629,753

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$9,590,551	$9,167,921
" cotton	5,942,329	6,063,863
" silk	10.968,290	10,105.184
" flax	5,123,781	4,825,631
Miscellaneous dry goods.	3,335,453	4,175,523
Tot. entered for consump.	$34,960,404	$34,328.122

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1869.	1870
Manufactures of wool	$7,256,930	$7,259,952
" cotton	1,381,304	1,935 281
" silk	2,301,345	3,064,813
" flax	2,390,460	2,772,676
Miscellaneous dry goods.	592,401	633,941
Total withdrawn from warehouse	$13,922,440	$15,666,663
Add entered for consump.	34,960,404	34,328,122
Total thrown on the market	$48 882,844	$49,994,785

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$7,100,819	$7,453,047
" cotton	2 046,393	3,161,160
" silk	2,855,613	3,610,514
" flax	3 019,322	3,437,200
Miscellaneous dry goods.	694,474	882,305
Total entered warehouse.	$15 716,621	$18,544,216
Add entered for consump.	34,960,404	34,328,122
Total entered at the port.	$50,677,025	$52,872,338

☞ The receipts into the State Treasury of Minnesota during the year ending November 30, 1869 (including $74,234 12 from the previous year) were $974,610 12; and the disbursements $855,757 07—leaving a balance in the Treasury of $91,853 05. The estimated revenue in 1870 is $433,224 04; and the estimated disbursements, $395,407 12—leaving a probable balance of $37,-816 97.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,823		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,925		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	15,152,963	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 4
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,000		
Do. do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,975	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A J.O	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec.'69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov.'69 3
Brooklyn City & New'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	797,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,925	J. & J.	Jan.'70 3½
Cape May and Millvi le* " 50	447,000	J. & D.	Dec.'69 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J & J	July.'69 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 6
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger Street.....		J'n & J'ly	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citrzens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum p Rivers.100	139,000		
Do. do pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norw lk 100	400,000		
Dayton and Michigan....100	2,300,645		
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb.'70–
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	July '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canaud*.100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec' 69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,006	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000		
" pref. 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '6[illegible]5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1,325,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	10,731,400	J.A J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 2
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan.'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehl l*. 50	323,375	J. & J.	July '69 [illegible]
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,089	Feb. 1870	$3 & 7s
" " pref.....100	8,188,272	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,764,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '69 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue 100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,383,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson River100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*..... 100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,685,000	J. A J &O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	879,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred. 100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati..100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susquehn'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul '69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	2,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		[illegible]3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana..50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " " (E. D.) pref.100	1,700,000	January,	1870,11A:
" " " (W. D. pref.100	1,200,000		
Tol., Wabash and West....100	5,700,000		
" " " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,405		
Virginia Central 100	2,353,675		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia.....50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jan. '70 3
Warren.....100	1,547,650		[illegible]3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,638,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,239,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 178,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300 000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,880		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Upion Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	400,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal.....	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 .422	296,562	342,743	2,300,767
1869	212,604	218,982	891,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3 5	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104.372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	347,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415.982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,679,085
Chicago, Rock Island and Pacific:													
1863	140 024	130,225	122,512	126,793	144,995	170,937	139142	160.306	210,729	216,030	196,435	201,134	1.959,267
1864	158,735	175,482	243,150	165,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270.073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317.977	400.941	428.474	345.028	260,268	3,466,922
1867	292.047	224,621	272,454	268,369	297,625	276,681	297,513	444.024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,585	568.350	558,357	591,209	424,589	433 435	4,797,464
1869	351,767	319,441	645,769	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,551,897
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1 321,139	1,414,251	1,144,029	867,830	13,455,265
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242 509	236,435	193,959	203,696	218,347	271,425	287,461	293,296	262,796	230,061	2,918,342
1867	204,112	180,840	239,523	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
Erie:													
1866	1,185,746	987,936	1,070,917	1,158,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041.116	14,506,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478.576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640.179	799.236	661.391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641.589	643.887	518.088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661.971	588.219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518.800	572,551	626,249	549,714	794.325	889,967	931,530	685.401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	804,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121,217	142,823	132.387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125.065	119 169	121,408	1,294,095
1869	98,517	91,666	103,658	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	103,629	1,390,522
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238.012	308,106	375.567	332.360	348.048	3,302,543
1864	256,600	304.445	338,454	330,651	267,126	316,258	278,891	358,862	402.219	407.107	445,934	411.806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	391,613	418,575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429.546	352,218	4,650,328
1867	305,857	311,088	395.372	409,248	357,749	307,968	313,130	434.318	488,388	530.871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437.600	521,326	543,886	436,399	437,603	4,981,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,745*	1,279,602*	1,124,745*	1,048,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375.488	339,794	306.186	3.168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410,802	405.510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490.694	447.670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429.161	493.640	414.604	308.669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392.942	456.973	511.820	410,826	390.671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	468,191	423,398	522.682	1,024.045	1,037,464	556.917	468.880	6,517,046
1869	454,130	330,233	420,774	460,287	630,844	678,300	586,341	525,363	724,514	1,039,511	801,163	596,550	7,248,810
New York Central:													
1865	957,869	613,381	955,659	1,346,784	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,868	14,575,128
1866	1,086,360	895,887	1,185,745	1,190,491	1,170,416	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093.731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275.950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412,553	284.319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302.426	281.613	3,380,543
1867	242,793	219,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,529	274,637	253,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463.873	466.557	454.826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,749	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	967.793	874,974	436 980	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903.974	864,637	693.164	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,169,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401.299	364.334	370.983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505.814	466.300	487.642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506.641	625.547	675,360	701 352	691,556	914.082	7,120,466
1865	690,144	678.504	857,583	733,866	637,186	646,995	584,523	712.495	795,938	858,501	712,363	680,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648.201	654,926	757.441	679 935	555,222	7,467,217
1867	542,416	525,497	627.960	590,557	586,484	507,451	537,381	606.218	669,037	784.800	690.598	573.727	7,242,128
1868	505,505	604,316	689.317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166,015	222.953	198,884	244,534	212.227	177.364	2,250,142
1867	149,658	149.342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	230.340	205.095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,288	205,750	189,351	160,085	2,008,265
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127.010	156,338	139,626	244,114	248,840	221,570	220,209	265,164	2,050,332
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361.910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3.717,886
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,868
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	484.209	450,203	429,898	323,279	399,429	4,018,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	4 0,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,560	617,585	758,467	857,332	837,888	716,829	5,703,183

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Feb. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	114
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	118
.. .. coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	116
.. .. .. (5-20s).....coupon		6	" "	1884	115½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116
.. .. .. (5-20s).....coupon		6	" "	1884	115½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115½
.. .. .. (5-20s).....coupon		6	" "	1885	115½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
.. .. .. (5-20s).....coupon		6	" "	1886	114½
.. .. 3d series (5-20s)...registered	379,591,350	6	" "	1887	114½
.. .. .. (5-20s).....coupon		6	" "	1887	114½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114½
.. .. .. (5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s)....coupon		5	" "	1904	114
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,530,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103.565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	288,632	var	.....	Due.	....
Treasury Notes (7-30s).....	743,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	11.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,404,190	6	.....	Due.	....
Temporary Loan of June 30, 1864	181.960	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,110,258	*nil.*	.....	Dem.	....
Fractional Currency	40,063,513	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	117
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470.500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61, (10 or 20yr)		6	Jan. & July.	'71-'81	98
.. — .. Oct. '61 (10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My', 64, (10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. — .. .. (" ")		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	92
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	109
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. —" " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	68
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	79½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,458,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	102½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	114
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	5	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	115
.. —	720,000	6	" "	'74-'75	115½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77 -'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	102½
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	102½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	102½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	91½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	690,000	6	Mar. & Sept.	'84-'89	97½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	93
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,087,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	6	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	42½
.. — .. (new).....	3,059,045	6	" "	'92-'98	25½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	99
.. — .. (")....	4,095,300	6	" "	1881	100
.. — .. (")....	2,400,000	6	" "	1886	102
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	5	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	95
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1833	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	85
.. —Funding Bonds	1,282,971	6	" "	'70-'90	86
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2?9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	54
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	49½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	62
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	91½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	44½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	95½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,848,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83
Consol. Mortgage for $5,000,000	4,665,949	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	96½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	94½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	65
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1898	100½
Chillicothe and Brunswick:						96
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	89
4th Mortgage (or 3d Extension)	1,106,488	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	75¾
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1862	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	93
1st Mortga e. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	94
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	90
3d Mortgage	6,000,000	7	" "	" "	1883	86½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	79½
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "		18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,662,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	96
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	$800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95½
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	68
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,683,000	7	" "	" "	1877	94
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	89½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1883	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May. & Nov.	London.	1967	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1876	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	89½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	87½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	88
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481.500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	97

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div	850,000	7	" "	" "	872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	80
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	94
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	71
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	67
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69⅛
Va. State Loan	249,992	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,830,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	'80	97½
2d Mort. }	2,594,000	6	April & Oct.	"	'75	96⅜
2d M. stg. }	2,283,840	6	" "	London.	'75	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	'910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	'90	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	86¼
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	80⅜
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	88½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	284,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	195,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'00–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	125½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	74
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	88
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1893	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1890	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	360,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	62½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	66½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	55,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1868	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	88½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	72
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	71
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
Improvement Loan	1,601,670	6	May & Nov.	"	1876	97
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1882	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	90

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	916,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	23.0	—	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,296	7,081,864	4,250,199	555,828	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	186,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	506.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	...
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	85
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	—	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,161,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	129
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	25
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	154
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,600	400,000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	866,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.L., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	77
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	161
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,145,988	344,136	1,565,462	453,780	10	100	147½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	139½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431.460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	—	88.0	379,051	450,949	762,914	2,222,806	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516.455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	115
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,100,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134.345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased	to West Jersey.)	—	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	224,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	455	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,908	—	356.554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	—	—	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	—	—	89.0	—	—	—	3,729,412	1,350,220	10	100	98½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	—	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	69.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,600	.....	—	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	53.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)	—	.....	.....	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	145
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	153
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	.....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	115½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees	of	San.	&	Cin.	—	—	Cincinnati, Dayton and Eastern.... Ohio	920,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	979,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,468	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	,253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*		1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	800.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	73½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327			296,300		2,056,750	1,652,100				(Leased	to Atl. &	Gt. Western.)			8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*		150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	88½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517				6,250,000	3,149,000				(Leased to	Leased to	Lake Shore.)			7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*				11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)		—	100	20
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078			655,580	81,105	1,786,200	248,000	80,667	85,846		(Oper	ated by	Little Mi	ami.)		8	50	...
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*				1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	80½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	...
Mar. 31, 1868	—	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*				350,000				(L	eased to	Concord,)				7	100	108½
Mar. 31, 1869	58.0	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		137,420	27,890	2,084,200	796,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,978,743	*		43,620	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	131
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	2,178,300					100,000	1,000,000	1,178,300		(Leased	to Phila.	& Trent.)				—	50	...
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	257,000					200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823	—	100	...
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	3,300,000	*				1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	...
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	1,498,237	*		96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,618	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	455,538	*		26,000	44,586	400,000	160,000		6,124	23.8	69,630			170,072	51,024	10	100	...
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	5,000,000					3,000,000	2,000,000				(U	nder cons	truction.)			—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,749,101	508,266		36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	158,420	17,479	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	1,087,779					309,276	738,000			42.0				139,355	loss.	—	100	...
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,826,018	*				891,206	892,750			112.5				254,270	61,942	6	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	11,021,259	2,967,617				14,100,600	3,683,000	1,008,162		253.4	2,084,957	191,688	2,128,512	3,743,107	1,794,648	18½	50	105
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	1,820,000					1,820,000	2,892,000			168.0						—	100	...
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	9,698,548	*				2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	825,199	*				480,000				(Leased	to Boston	& Maine.)		29,000	29,000	3	100	...
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	5,257,043	*		107,393	64,767	3,662,123	960,000	663,956	153,124	(L	eased to	Illinois Ce	ntral.)		975,186	.....	4s	100	109½
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	1,384,312	*				680,372	550,000	377		79.0				176,217	.....		100	...
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	365,000					280,000					(In	progres	s.)			—	100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.						500,000	1,000,000							(In progr	ess.)		100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	259,800					124,800	140,000	2,000									100	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	5,365,645	739,592		925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	117
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern	Massachusetts.	550,000					280,000	570,000			(Leased	to Phila.,	Wil. & Ba	lt.)			—	100	...
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore	Maryland.	391,604					392,550				(Leased	to Phila.	& Reading.				6	50	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	1,589,847					654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	175	East Pennsylvania	Pennsylvania.	3,530,492	*		40,410	265,124	1,319,990	2,385,770	141,339		140.8				512,864	60,969	—	100	...
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.										130.0	360,378	82,393	71,288	537,691	133,709	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	26	14	5	206	East Tennessee and Virginia	Tenn.										Evan	sville, H	enderson	& Nashv.)		8,095	—	100	...
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky	Tenn.									(Oper. by	(Leased	to Northe	rn Central	l.)	82,923	25,000	5	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000					500,000				(Leased	to Northe	rn Central	l.)		165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000					1,000,000	1,620,000										100	...
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*		2,276,118	[illegible]	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,968,248	14,376,872	3,244,583	—	100	25½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184				962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369	—	50	...
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American	Maine.																—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American	N. Brunsw.	4,644,903	*		112,472	[illegible]	4,761,978			20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321			[illegible]	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0						—	100	...
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759			[illegible]	150,000	[illegible]	38,450		5.9	10,815	76,770		31,320	5,770	—	100	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000					107,400				(Leased	to Pittsbu	rg and Co	nnellsville	.)		7.6	50	...
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150		228,161	417,097	3,640,000	—	23,615	56,476	93.4	556,594	1,622,156	559.368	1,155,259	344,301	8	100	130
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*		30,000		248,000	—	21,663		23.0	36,955	115,847	48,956	91,943	16,661	6	100	...
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000					150,000	100,000	125,000		(Leased	to Belvide	re Delawa	are.)			—	100	...
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*				1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*				3,000,000				154.0						—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*								12.5						—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.										60.0						—	100	...
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.						1,000,000	1,500,000				(In pr	ogress.)				—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*				230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.							575,000			52.0						—	100	...
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*		1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607			1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*				475,000	167,000			20.0						—	100	...
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.						1,000,000	1,000,000			61.0						—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	Canada.	92,798,500	*				14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western	Canada.	25,662,970	*		2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	...
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*		80,495		1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055	—	100	...
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.						7,600,000	9,760,000			271 0				2,184,167		—	100	107
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*				1,182,550	700,000		22,441		(Leased	to Penney	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*		179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449		361,606		2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*		285,095	123,332	2,000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100	...
Dec. 31, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*				2,000,000	2,600,000	140,000		135 0				897,617	528,297	—	100	...
Sept. 30, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.										50.0						—	100	...
Dec. 31, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 882	2,616,607		19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	...
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,676	*				689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051	—	50	...
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois	31,900,487	*		10,195,465	2,012,928	25,277,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	137
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.						(Is now	operating	Terre	Haute,	Alton &	St. Lo	uis R.	R.)				—	100	...
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339		4,456,485		106,746	6,185,897	8,232,807		302.5						—	50	26
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.										75.0	237,250					—	100	...
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.																—	100	...
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*				132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000		300,000		400,000	150,000			11.0			129,013	37,322	2,107	—	50	...
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		15,000	72,030	515,465	1,895,600	143,196	131,393	116.0				391,849	212,727	—	100	...
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	16	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*		975,101	282,491	2,900,000	3,120,000	732,290	1,432,644	225.0	605,819			1,063,524	264,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000					1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	92½
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000					300,000	800,000				(Leased	to Michig	an Central	l.)			8	100	...
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751					180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.							1,159,000			99.0						—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*				250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston	Tennessee.										16.0						—	100	...
Dec 31, 1868	31.6	—	12	94.0	2	1	1	20	Knoxville and Kentucky	Tennessee.										31.0						—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46.085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,050	2,500,000	.....	.....	252.1	2,400,864	.....	.....	3,003,018	1,819,040	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,636	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	(See Le	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	86¼
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	.....	high Coa	l and Na	vigation	.)	153.0	918.774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	107¼
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,59	29,006	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	Operated by		L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	83
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18.592,514	9.557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,409,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484.374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.0	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544.950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130½
Mar. 31, 1868	19.0	—	....	—	—	—	—	....	Manchester and North Weare..N. Hamp.	600.000	.....	.....	.....	200,000	.....	.....	.....	.....	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3.037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15.951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	118½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109.918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	72½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1.620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600.049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	16,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2.444,766	350,667	288,662	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	82
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex ....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1.539,009	382.410	7	100	86½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell.....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430.649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Brune.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2.638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,766	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	116
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	396,822	119.295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	51½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	298.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	802.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	84,500	.....	132.9	746,220	29,632,027	15,852,587	2,756,232	983,545	8	100	139
Mar. 31, 1869	62.3	—	63.8	—	37	58	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	136½
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandalgua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,608	*	294,611	[67 653	4,000,000	433,000	147,045	782,835	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0				234,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)												100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—		85
Oct. 31, 1868	55.3	12.0	22.5	—	28	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,339			67.3	421,267			1 015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,758,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	89¼
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	385,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	624,226	*				159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	108¼
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63¼
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	26¼
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,186	—	50	78
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95¼
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,696,145	82,187		2,104,057	3,940.187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63.889			13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	28	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598		3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000					7,000,000	1,192,000			47.6						24	100	175
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie.)				8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased	to Erie)				8	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000				(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000					(Leased to Camden and Amboy.)					100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,093,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	110¼
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000		47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	....
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000										100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,561	*				218,000	800,000	212,500		39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633		287.5				2,804,250		—	50	57¼
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	144¼
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	96¼
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063			1,259,120				26.5				995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200			2,393,897	905,891	8	50	104¼
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,768,000	*			5,000,000	4,000,000	4,750,000		222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville	Penn.	4,103,728	*				1,794,592	5.500.000	77,592	919,106	72.2	358,738	4,481,033	12.592,663	508,626	181,066	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	80¼
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782			50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34.971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			518,592	130,420	6	100	110
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170.000	200,000				(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000			14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	100	....
Dec. 31, 1868	75 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000				159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,725	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000					(Not in operation.)				—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402				22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000			12.0		(Under construction.)				—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4 069,421	11,712,202	993,239		—	100	25
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150.000	*				2,100,000	2,050,000					(About $5	0,000 a month.)			—	100	72¼
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)		517,941	—	100	22¼
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000			120.0					612,000	171,000	—	100	40¼
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000				(Leased	to Chi. &	Alton.)	240,000		—	100	....
Dec. 31, 1868	73 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,000,000	1,000,030					(Under co	nstruction.)			—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under co	nstruction.)			—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000			80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	20.0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700		232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000				(Leased	to West Jersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487				(Operated by Boston & L)			17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240.299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	142,578			54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased	to Phila. and Reading.)				5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000										100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481.062	1,079,100				160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2 1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*			743,100	264,000	121,900			25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Operated by Jeff. Mad. and			Louisville.)			100	....
May 31, 1868	50.0	—	2 5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	66	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000				75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4 510			109 0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	*			438,300						(Leased	to Central of New Jersey.)				6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567 4 4	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431		(In progress.)	1,294,964	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000												100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,692	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	52.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150.000					(Not in full operation.)					100	....
Sept. 30, 1868	123 0	7 5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	67,876	1,365,600	1,708,900	475,160	9,401		132.5	255.714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under construction.)						—	100	....
Dec. 31 1868	80.0	—	...	23 5	9	4	2	119	Southern Minnesota	Minnesota.	1,800,000	*												250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	.....	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,613	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	.....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0								
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	—	—	(Leased	to Boston	& Lowell.		19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.				.....				1,126	—							50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*		.....												100	....
Sept. 30, 1868	61.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*		.....	274,400	200,000			12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part		of the	Rondout	and Oswego	Line.)	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.				.....												100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	654,000	2,620,000										50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	677,235	425,977	1,088,150	—	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*		.....	576,400	250,000			34.6	169,516	.....	.....	337,060	165,980	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	53½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	607,111	1,575,000	443,289	—	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	—	—	—	—	274,400	—	—	—	—	(Leased	to Hudso	n River.)	—	—	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	.....	*	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	—	100	....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	1,060,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased	to Penney	lvania.)			—	100	....
Dec. 31, 1868	100.0	—	.....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—							50	....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	.....	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	*	.....	.....	1,351,594	—	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,560	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermon	t Centra	l.)		3	100	101
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	182	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	237,980	4,414,382	3,557,671	508,097	114,060	2	100	58
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882,533	392,872	—	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,462,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	.....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	—	—	—	—	99,000	85,000	.....	.....	18.3	(Leased	to Del. Le	c.& W'in.)	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,456	21,417	3	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,287	191,365	186,075	30,547	684,046	959,600	175,911	.....	7.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	.....	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	—	.....	.....	1,942,000	—	—	—	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	45.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	43.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	63.7	(Leased	to Pennsy	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	32.0	—	.....	121.0	—	—	—	—	West Wisconsin.....West Wisconsin.	—	—	(Und	er const	ruction.)	—	—	—	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	28.0	—	.....	63.0	1	—	—	4	Whitehall and Plattsburg ¶.....New York.	—	—	(Und	er const	ruction.)	—	—	—	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	20.8	—	.....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—		(Not	in operati	on.)			—	100	....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	330,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—		(Not	in operati	on.)			—	100	....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	117.0	103,000	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,668	160,296	336,854	171.0	.....	.....	.....	.....	.....	.....	100	....
Nov 30, 1867	15.5	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	.....	213,000	—	—	—	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—				596,160	—	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)		13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	1,550,000	65,608	.....	.....	—							100	....
														317,050	52,000	24,333	—	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	127
																		13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,960	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	122
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	65½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,200,000	1,049,260	120,553	61,090	102 0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
														800,000	600,000	.....	.....					124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,007	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	102
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C.)N.Y.	772,303	1,200,000	700,000		669,174	135,995		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31,'68				Hoboken and Hudson City..N.J.										
Dec. 31,'68				Hoboken and Weehawken..N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	77½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.35	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton....N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	....
Oct. 31,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	41
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.).Pa.	116,918	130,000		37,408	79,784	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401.030	400,000		12,047	209,164	20,976	9½	100	100	63
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga....N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City)..N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester.....Mass.	89,578	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	p.			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1864	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1873	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1876	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	19—	....
Eighth Avenue (N. Y.): 1st Mortgage	202,000	7	J.& J.	19—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160.000	7	J.& J.	1878	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1900	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1875	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1876	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	19—	95
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	199,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	95
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	19—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	19—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	188—	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	69½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	90½
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43
Hannibal and St. Joseph, pref.	5,253,836	...	...	106½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	141
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,995,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,200	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	20½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton	32 — @ 34 —
Pig, American, No. 1		34 — @ 35 —
Pig, American, No. 2		33 — @ 34 —
Pig, American, Forge		30 — @ 31 —
Bar, Refined, English and American		— — @ 82 50
Bar, Swedes, assorted sizes	(gold)	85 — @ 97 50
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 — @130 —
Bar, Refined	" "	82 50 @ 85 —
Bar, Common	" "	— — @ 80 —
Scroll	" "	110 — @145 —
Ovals and Half-round	" "	100 — @130 —
Band	" "	105 — @ — —
Horse Shoe	" "	105 — @ — —
Rods, ⅜@3-16 inch	" "	90 — @140 —
Hoop	" "	110 — @140 —
Nail Rod	Less 5 per ct. per lb.	— 8 @ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 12
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold) per ton.	59 — @ — —
Rails, American, at Works in Penna.	c'y.	76 — @ 77 —
Anvils, Eagle	per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 18
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d. @10d	per 100 lb.	4 62½@ 4 75
Clinch		6 12½@ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 26 @ — 30
Copper		— 38 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32 @ — 32½
Straits	(gold).	— — @ — 31
English	(gold).	— 29½@ — 29½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 50
Coke Terne	— — @ 6 —	7 50 @ 8 —
Charcoal Terne	7 50 @ 8 —	9 25 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— — @ — 17
Crude, 40 @ 47 gravity (in shipping order)		— 22 @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29 @ — —
Refined, Standard White (in ship'g order).		— — @ — 31
Refined, prime White (in shipping order).		— — @ — 32
Refined, S. W. (in merchantable order)		— 33 @ — 33½
Naptha, Refined, (60 @ 63 gravity)		— 12 @ — —
Residuum	per bbl.	5 — @ 5 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2.
Canton Co.	55	55½	55½	....	....	56½
Central Pacific 6s	94½	95	95	95	95	....
Central of N. Jersey	98	97½	96½	98½	99	....
Chicago & Alton	145	....	....	....	147	145
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	152½	....	153	....	....	....
" 8s, 1883	108	....	....	110	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	72	72	71½	72	72½	72½
" pref.	88½	89½	88½	89	89½	89½
" 1st M.	....	94½	....	....	....	91
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	90
Chic., Rock Isl. & Pac.	....	....	....	....	....	....
Chicago & R. I. 7s, 1870	100	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	....	95	....	....	96
Clev., Col., C. and Ind.	....	....	74	....	74	74
Clev. and Pittsburg	91½	....	....	91	91½	93
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	75	75	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	96
Col., Chi., & Ind. C.	16	16½	18½	18½	18½	18½
" 1 M.	70½	69	72½	72½	73½	74½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	35	35	34	....	34	32½
Del. & Hudson Canal.	122	....	....	....	122	....
Del., Lack. & Western.	104	104	....	104½	105	105
" 1 M. 7s.	....	98	....	....	....	....
" 2 M. 7s.	....	....	....	96½	....	....
Dubuque & Sioux City.	109	109	109½	109	109	109
Erie Railway	....	23½	23½	24½	24½	....
" pref.	40	40	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	90	90	....
" 3 M. 7s, 1883.	....	86	....	....	....	....
" 4 M. 7s, 1880	79	....	....	....	....	79½
" 5 M. 7s, 1888.	74	....	....	....	75	75
Great Western 2d mort.	....	....	....	....	77½	77
Hannibal & St. Joseph.	111	105	105½	105	106	107
" pref.	110½	105	105	105	108½	107
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	103½	....	....	....	....	104
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	136½	137
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	84½	84½	84½	84½	84½	85½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	117½	117½	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F. 97½	....	....	....	97½	97½
" 2 M.	....	94	....	....	....	94
Mariposa Mining Co.	....	9½	9	9½	10	....
" pref.	18	18½	19½	19½	20½	20½
" Tr. 10s ctfs.	46	46	47½	48	49½	50½
Milw. and St. Paul.	72½	72½	72	71½	72½	....
" pref.	86½	86½	86	85½	86	86½
" 1st mort.	90	....	....	89½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	106	....	....	....	....	....
" 7 3-10s con.	91½	....	91½	91½	....	89½
Missouri 6s	89	90½	91½	91	90½	90½
" H. & St. J. iss.	91	....	91	....	....	....
Morris and Essex.	86	86½	86½	86½	86½	86½
" 1st mort.	....	....	....	100	100	100
" 2d mort.	....	....	95½	96	....	92
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883	89½	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	95½	95½	96½	96½	97
" certificates.	91½	92½	92	92½	92½	93½
N. York and Harlem.	139	....	....	....	....	....
" pref.	....	....	....	....	141	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s	....	41½	42	42	41½	42½
" new	25½	25½	26½	26	24½	25
Ohio and Miss.	26	25½	....	25½	25½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	39	40½	39½	39½	40	40½
Panama	....	....	....	....	....	....
Phila. and Reading	95½	95½	....	96	95½	95½
Pitts., Ft. W. & Chi. gtd.	88½	88½	88	88½	88	88½
" 1 M.	102½	....	....	....	....	103
" 2 M.	....	....	....	96	96½	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	14	13½	14	14½	15½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	....	54	53½	53½	54	....
" new	46½	46	46½	46½	47½	48½
Tol., Wab. & Western.	53	52½	52½	51½	53½	....
" pref.	72	72	....	....	....	72½
" 1 M. ex.	....	....	....	....	....	88a
" 2 M.	83	....	....	....	83	....
" Equipment.	....	....	....	....	....	....
Union Pacific 1st mort.	85½	87½	....	87½	....	87
Virginia 6s, ex-coupon.	57	57½	60	61	60½	62
" new	63	64	65	66	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	114	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112⅜	113	....	112½	114	....
U. S. 5s, 10-40s, reg	112⅜	112½	....	....	....	....
U. S. 6s, 1881, reg	118	118	118	118	118	118
U. S. 6s, 1881, coup	118⅜	118⅛	118⅜	118⅜	118⅛	118⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, ⅓ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	115½	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅝	115⅛	115⅝	115⅝	115½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115⅛	115⅜	115⅜	115⅛	115⅛	....
U. S. 6s, 5-20s, reg. '65	....	115⅞	115⅛	....	115⅞	....
U. S. 6s, 5-20s, c. 1865	115⅜	114⅜	....	115⅛	114	115⅛
U. S. 6s, 5-20s, r. n. '65	114⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	114⅜	114⅛	114⅛	114⅛	114⅛	114⅛
U. S. 6s, 5-20s, reg. '67	114⅜	114⅜	....	....	....	114⅜
U. S. 6s, 5-20s, c. 1867	114⅜	114⅜	114⅛	114⅜	114⅛	114⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅜	....	....	....	114⅜	114⅜
U. S. 6s, Pac.R.R.issue	111⅛	111⅛	111⅛	111⅛	111⅞	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	34½	....	....
Camden and Amboy	115½	115	....	115	115	115
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	92½	....
" 6s, 1883	....	....	86	....	86	....
" 6s, 1889	....	....	....	....	88	....
" mort. 6s, '80	92⅝	93	93	....	93	....
Elmira & Williamsport	28	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	32½	33	....	33	32½
" 6s, 1884	....	....	84	84	84	....
" Gold L	....	92½	92½	....	92	....
" R. R. L	88½	....	....	....	....	88½
Lehigh Valley R. R	53⅛	53⅝	53⅝	53⅜	53⅜	53⅛
" 6s new coup	....	....	93½	93⅝	....	....
" 6s new reg	....	95⅞	....	....	....	....
Little Schuylkill R.R	....	....	....	41½	....	41½
" 7s	....	....	....	....	....	....
Minehill	51½	51½	51½	....	51½	51½
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	60	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	89	....	....	89½	89½
" 7s	....	87½	87½	....	....	87½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	44	....	44	....	44
Pennsylvania R. R	....	55⅜	55½	55½	55½	55⅝
" 1st M	....	97⅛	97½	97½	....	....
" 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	106	....	....	106	106
" 6s, 3d series	....	....	....	....	108	108
" 6s, W. L	....	100⅜	....	....	103½	100⅜
Philadelphia City, 6s	98	97⅜	....	....	97⅜	97⅜
" new	100⅜	100⅜	100⅜	100⅝	100⅜	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	47⅜	47⅞	47⅞	47⅞	47⅞	47⅞
" 7s, 1893	104	....	....	....	....	....
Philadelphia and Erie	28⅜	....	....	....	28⅜	....
" 6s	....	....	....	86½	....	....
" 7s	85⅞	85⅞	86½	....	....	86½
Schuylkill Navigation	6⅛	6⅛	7	....	....	....
" pref	12	....	....	....	14⅜	....
" 6s, 1882	54	54	....	....	54	54
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	12½	12½	12½	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	41	....	....	....	....
Spruce and Pine	....	20½	20	....	....	20⅜
13th and 15th sts.	....	19½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Baltimore City 6s, 1875	92½	92½	....	....	92½	....
" 1886	....	91	....	....	90½	....
" 1890	91½	91½	91½	....	91½	91½
" 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	128	129	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885, 98	....	....	....	92½	....	....
Marietta & Cin. 1st M	....	....	91	90½	90	....
" 2d M	67½	67½	68	63	....	68
Northern Central	....	44	....	44	....	44½
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	84	83½
N. W. Va. 1st mort	....	....	....	....	....	92
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	21½	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Boston and Albany	149⅛	....	....	153	....	154
Boston and Lowell	....	....	151	....	....	....
Boston and Maine	....	146⅜	146	147	....	147⅜
Boston and Providence	....	....	139	....	....	139½
Boston, Hartford & Erie	8½	8	8	7⅞	7½	7½
" 7s, new	46½	45	....	45½	45	44⅜
Cheshire, pref	....	....	....	90½	....	....
Concord	80	80	....	....	....	80½
Connecticut River	....	....	....	....	....	....
Eastern	116	116½	116½	117	117	117
Fitchburg	....	130½	130½	....	130½	130
Manchester & Lawr'ce	....	128	130½	....	....	....
Michigan Central	118	118	118½	118	118	118⅛
Northern, N. H	....	112	....	112⅛	112⅛	112⅛
Ogdens. & Lake Champ	63½	....	....	....	63⅞	....
" pref	....	....	108	....	....	....
Old Colony & Newport	....	96	95⅝	....	95½	95⅝
Ph., Wil. & Baltimore	52⅞	....	53	....	....	52⅜
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific 6s	84⅜	85⅛	88	86⅜	87½	86⅛
" Land Grant 7s	66⅛	67⅛	67⅛	67	65⅞	64
Vermont & Canada	....	101	101½	101¼	101	101
Vermont & Mass	....	....	58	....	....	....
South Boston (Horse)	....	....	63	....	....	....
Cambridge	102	102	102	102	....	102
Metropolitan	66½	....	67½	....	67½	67⅛
Middlesex	....	....	77½	78	....	77½
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	27	....	28	31	31	30

London Stock Exchange.

	Closing Prices. Jan. 14.	Jan. 7.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	24½ — 25½	25 — 26
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	65 — 67	65 — 67
Erie shares 100 dol. all paid	17 — 17½	17¼— 17⅜
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	99½—101½	99½—100½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	88 — 89	88 — 90
Do. with option to be paid in Phila.	88 — 89	88 — 90

American Railroad Journal.

Saturday, February 5, 1870.

Stock Exchange and Money Market.

There has been unusual ease in the Money Market, all through the week. The available supply of capital, especially in a temporary form, has been steadily increasing, both at bank, and in private hands. The city banks, in their last weekly exhibit, showed a further gain of $2,671,090 in the deposit line, $2,162,735 in the legal-tender reserve, and $1,021,711 in the specie item. The specie average is up to nearly 40½ millions; and the legal-tender hoard exceeds 56¾ millions. The deposits are over 210 millions. The loan and discount averages show an increase of $731,515 for the week. The circulation has been reduced $94,439. At the U. S. Sub-Treasury, the coin reserve was increased nearly a million ($912,109) and the currency balance, nearly three-eighths of a million ($358,091) during the week. The office closed the month of January, with an actual cash balance of $79,532,350, of which $3,731,348 were in currency, and $75,791,002 in coin. The currency balance at the close of December was $5,250,566, and the coin reserve, $81,346,887. The general balance of the office stood on the morning of the 1st inst, at $80,766,970, as against $90,057,429 at the beginning of the year. Call loan rates have been generally quoted at from 4@6, with exceptional negotiations reported as high as 7, and as low as 3 per cent. per annum. In the discount line, a fairly active business has been transacted on the basis of 6½@8 per cent. per annum, for strictly prime to very good grades of mercantile paper, the offerings of which have been comparatively moderate for the season. Washington advices place the currency reserve of the Treasury Department at the close of January at $8,690,807, and the coin balance in the actual ownership of the Government, $51,208,550, exclusive of $50,392,180 of coin deposits, represented by outstanding coin certificates.

The specie reserve of the city banks according to the latest return is $40,475,714, against $27,784,923 same time last year. The city bank deposits are now $210,150,913, against $196,985,462 week ending Jan. 30, 1869. The legal tender reserve amounts to $56,782,168, against $54,747,569 same time last year. The circulation now stands at $33,712,282, against $24,231,156 same time last year. The loans are now $260,324,271, against $265,171,109 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $91,603,925 a day, against a daily average of $88,361,485 the preceding week, and $99,455,614 the week ending with Jan. 16, 1870. The current week's exchanges average about 85 millions a day. The city banks, last week, reported a further gain of $1,021,711 of specie, $2,671,090 of deposits, and $2,162,735 of legal tender notes. They increased their loans, $731,515; and reduced their circulation, $94,439.

National Bank notes to the amount of $120,660 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $320,326,121, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,560,951, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,765,170. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,313,350; and for the public deposits, $18,721,000—making a total of $361,034,350. The Treasury Department last week redeemed and destroyed $450,539 of worn and mutilated fractional currency, and issued $665,238 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 30, were $4,632,400 in coin, (including $2,790,000 from customs duties,) and $3,584,819 in currency; payments, $2,720,291 in coin, (including $1,394,275 of coin interest,) and $3,226,728 in currency; balance at the close of the week, $80,681,207 (including $75,549,185, of coin, and $3,897,443 of currency,) against $81,430,918 at the close of the preceding week, showing a decrease of $749,711. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $435,893 in coin, (including $368,698 from customs,) and $515,531 in currency; payments, $194,076 in coin, (including $186,794 of coin interest,) and $359,312 in currency. On Tuesday, receipts, $375,811 in coin, (including $342,905 from customs,) and $414,671

in currency; and payments $181,035 in coin, (including $116,000 of coin interest,) and $352,557 in currency. The balance at the close of business on Tuesday stood at $79,931,805, (including $3,793,461 of currency, and $76,035,779 of coin,) against $79,126,407 a week previous; and $80,547,078 on Jan. 18, 1870.

The aggregate receipts of the office in January were $68,407,045, including $10,152,398 in coin from customs at the port; aggregate payments, $77,697,503, including $17,693,727 of coin interest, and $1,232,271 of currency interest.

Government revenues have been yielding rather more satisfactorily, since our last. The excises have yielded about three millions; customs at the port of New York, $2,694,408, and at the outports about $875,000 (in coin) more, making the grand total income for the week equal to about $7,283,400 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $99,033,085, against $81,715,084 same time in the preceding fiscal year. The internal revenue receipts for the month of January, are $12,479,555 38, against, $11,127,801 66 for January, 1869, showing a gain of $1,351,253 72.

The Gold speculation has been less confident. The demand from export buyers has been light; and the inquiry for Custom House purposes has not been more than a fair average for the season. The announcement that Government would sell more Gold, than it would purchase of Bonds, in February, operated against buoyancy in the speculative dealings toward the close. The range of the price has been from 121@122¼, and the closing quotation on Wednesday was 121¼. There has been a further gain in the Specie reserves of the City banks, and the United States Sub-Treasury. The yield of Customs at this Port in January, was nearly half a million more than in the same month last year, the aggregates having been $10,152,398 in 1870, and $9,702,416 in 1869. The Coin interest disbursement of the Office in January were $17,693,727, out of the grand aggregate of $31,840,960 of Coin interest on the Funded Debt due on the 1st of that month. The currency interest payments at the New York office in January were $1,223,271.

The customs demand for Gold last week, averaged $465,000 a day; thus far, this week, it has averaged $355,801 a day, or equal to a weekly aggregate of $2,134,806. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,250,829; and since Jan. 1 1870, $1,521,206, against $141,732 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $74,572,206, against $69,445,951 in 1868–'69.

The exports of specie, from this port, last week, were $1,366,708, against $1,033,907 same week last year; total, since July 1, 1869, $19,338,944, against $25,023,378 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,894,275, and since July 1, 1869, $61,218,851, against $61,234,802 in 1868–'69.

Foreign Exchange has been in moderately active request at generally well supported prices. The offerings of prime sterling bills have not been large, and the leading drawers have been firm in their views. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅛, and on Paris to 5.21¼@5.16¼; sight bills on London to 109⅝@109¾, and on Paris to 5.15⅝c.@5.14⅜. The offering of produce bills continue on a moderate scale. The week's exports of domestic produce have been to the currency value of $3,822,470, making the total since July 1, 1869, $120,921,151, against $93,704,197 same time preceding fiscal year.

Government securities have been in quite moderate supply, and generally strong in price, on a fair business in nearly all issues, especially in the later coin bearing bonds, and in the currency six per cents, which have been more sought after by purchasers for home investment purposes, partly for the employment of balances, which, in the prevailing abundance of Money for the street objects, could not otherwise be made profitable use of in a controllable form. The official exhibit of the Public Debt of the United States to Feb. 1, shows a further net liquidation of $3,933,664, the net aggregate indebtedness, less the cash in the Treasury, being now down to $2,444,813,288, as against $2,448,746,953 at the beginning of the month and year. The Sinking Fund bond purchases and the accrued coin interest thereon now amount to $25,716,080; and the Special Fund bond purchases and accrued interest thereon, to $71,366,303, making the total of both items of bonds bought in, with the accumulated interest thereon, $97,082,383.

U. S. sixes of 1881 closed here buoyantly at 118@118¼; U. S. Five-twenties of 1862, 115⅛@115¾; U. S. Five twenties of 1864 at 115⅛@115⅜; U. S. Five-twenties of 1865 at 115⅛@115⅜; U. S. Five-twenties of 1865, consolidated, 114⅛@114¼; U. S. Five-twenties of 1867, 114⅛@114⅝; U. S. Five-twenties of 1868, 114⅜@114½; U. S. Ten-forties at 112½@112⅝; U. S. Six per cent. currency bonds, 111½@111¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 19.	Jan. 26.	Feb. 2.
Consols	92⅝	92½	92⅜
U. S. 5-20's of 1862	86⅞	86⅞	86⅞
U. S. 5-20s, 1865	86¾	86¾	86¾
" 1867	85¾	85¾	85⅞
" 10-40s	84¾	84¼	84½
Erie	18	17¾	20
Ill. Central	104¾	103¼	103½
At. and Gt. West	25¼	25½	26½

A more active call has been noted for State bonds, which close generally much firmer in price. A brisk investment inquiry has been reported for the Railway Mortgages, which have been advancing in price. The Central Pacific First Mortgage Bonds have been freely sought after, closing firmly at 95. The demand from foreign buyers was good, with a very scant supply available. The Union Pacific Sixes met with a ready sale and closed buoyantly at 87⅛.

The railway and miscellaneous share dealings have been more extensive, and the market generally more buoyant.

General business has been unusually brisk in the Cotton line, though closing less buoyantly. The Breadstuff interest has been moderately active for the season, but at depressed figures in most instances. Provisions have been in better supply and heavy, on a restricted trade. Naval stores, Tobacco, and Wool have shown more animation. Middling upland cotton closed tamely on Wednesday at 25⅜cts. per lb. The stock of cotton now here is given at about 65,000 bales. The receipts at the port this week, have averaged about 4,600 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,697,400 bales, against 1,350,800 bales in 1868–'9; exports, same time 928 800 bales, against 685,350 bales same time in 1868–'9; stock on hand at latest dates, 470,000 bales, against 361,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 575 pkgs., against 691 pkgs., same time in 1869. From Boston, 340 pkgs., in 1870, against 807 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 9@17c⅛., per lb.; week's receipts, 6,210. Milch cows continue very dull, at $40@$100 each, receipts, 115. Veal calves have been dull and heavy at from 8@13c. per lb.; receipts, 484. Sheep and lambs in less demand at from 4½@8c., and 6⅛@8⅛c. per lb.; receipts, 32,021. Swine in request and heavy at 9¼@9¾c. per lb., all live weight; receipts, 10,813.

Foreign merchandise has been in fairly active demand and generally firm in price, the main exception having been Sugars, which have been unusually depressed, by large stocks.

Ocean freights have been inactive, and weaker. For Liverpool we quote flour at 1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 4d.@4⅛d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 508.

The balance in the Sub-Treasury on Wednesday was $83,099,356 07.

The New York exports, exclusive of specie, for the week ending Feb. 1, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$3,705,274	$3,822,470
Previously reported	11,071,919	10,852,856
Since Jan. 1	$14,777,193	$14,675,326

The imports for the week ending January 29, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,734,227	$2,843,545
Gen. merchandise	2,496,120	3,494,773
Total for the week	$5,230,347	$6,338 518
Previously reported	15,356,187	13,956,817
Since January 1	$20,586,534	$20,295,335

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 69; do., 6s, Levee bonds, 68; do., 8s, Levee bonds, 79¾; Georgia 7s, 93; Ohio 6s, 1875, 99; do., 1886, 102; South Carolina 6s, 85; do., 6s, new, 86; New York State 7s, Bounty Loan, reg., 108⅛; Alabama 5s, 64; Jersey City W. L., 92; Brooklyn 6s, W. L., 92; St. Louis and Iron Mt., 40⅛; do., 1st mort., 81; Chicago and Milwaukee 1st mort., 90; N. Y. and New Haven R. R., 136¾; do., 6s, 96; North Missouri 1st mort., 81; Peninsular R. R., 1st

mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 80¼; do., W. D., 79½; Buffalo New York and Erie 1st mort., 84; St. Louis, Jacksonville and Chicago 1st mort., 88; New Jersey R. R. 116; Rome, Watertown and Ogdensburg R. R., 109; Adams' Exp. Co., 64¼; Wells-Fargo Exp., 19½; U. S. Exp., 52¼; Am. Mer. Union Exp., 87½; Western Union Telegraph, 86⅝; do., 7s, 86; Am. Dock and Imp. 7s, 94; Atlantic Mail S. S. Co., 27; Consol. Gregory gold, 2.00; Gunnell gold, 0.50; Grass Valley gold, 0.20; Quartz Hill gold, 0.70; N. Y. and Eldorado, 0.15; Smith and Parmalee gold, 2.00.

Philadelphia.—Allegheny County 5s, 76½; do., scrip, 74; West Jersey R. R. 7s, 92⅛; do., 6s, 88¼; Steubenville and Indiana 6s, 73@74; Belvidere Delaware 2d mort., 83; Junction R. R. 2d mort., 90; Oil Creek and Allegheny River R. R., 39; Camden and Amboy scrip, 64½; Green and Coates streets R. R. 7s, 85; Pennsylvania and New York Canal 7s, 90; Schuylkill Nav. Imp. loan, 67; Delaware Division Canal, 47; Ocean oil, ¾; McClintock oil, ¾; Fulton Coal, 4¼; N. Y. and Middle Coal Fields, 5; Shamokin Coal. 4¾. The latest quotations are: City 6s, 97@98; do., free of tax, 100⅜@100½; State 5s, coupon, 92½@—; do., 6s, W. L., 100½@101; do., 1st series, 104@105; do., 2d series, 106@106¼; do., 3d series, 107@107½; Reading, 47⅞@48; do., 7s, 1893, 104@104; do., mort. 6s, 1880, 87¾@88½; Camden and Amboy, 114@115; do., mort. 6s, 1889, 92¾@93; do., 1883, 83½@—; do., 1889, 83@84; Penn. R. R., 55⅜@55½; do., 1st mort., 97@98; do., 2d mort., 96½@—; Little Schuylkill R. R., 40@41½; Morris Canal, 29@31; do., pref., 60@63; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, —@51; Schuylkill Nav., 7@8; do., pref., 15@15½; do., 6s, 1882, 54@56; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 89½@—; do., 5s, 59@60; Lehigh Coal and Navigation, 32⅞@33; do., 6s, 1884, 84@85; do., R. R. Loan, 88½@89; do., Gold Loan, 91¾@92; North Pennsylvania, 36@37; do., 6s, 89@90; do., Chattle 10s, 109@—; Philadelphia and Erie, 28⅜@28⅝; do., 6s, 87@89; Minehill, 51⅜@51½; Catawissa, 14@15; do., pref., 34¾@35¼; Lehigh Valley, 53¾@53⅞; do., 6s, 95½@96; do., 6s, reg., 95¾@96¼; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 40½@41; Thirteenth and Fifteenth, 19@19½; Spruce and Pine, 20@21; Green and Coates, 35@40; Chestnut and Walnut, 42@44; Hestonville, 12½@12⅝; Union, 40@41.

Boston.—Boston, Hartford and Erie 7s, old, 53; Vermont Central 1st mort., 82¼; do., 2d mort., 35; Vermont Central and Vermont and Canada 8s, 1889, 101; do., 1877, 99½; Old Colony and Newport 7s, 1877, 102; Stanstead, Shefford and Chambly 7s, 80½; Northern (N. H.) R. R. 6s, 1874, 95⅜; Central Pacific 7s, 1883, gold, 104¾; Lake Superior and Mississippi R. R. 7s, 1896, gold, 92; Vermont and Massachusetts 6s, 91¾; Ogdensburg and Lake Champlain 8s, 102½; Boston and Lowell, new stock, 117; Summit Branch, 25½; St. Joseph and Council Bluffs R. R., 72½; Housatonic pref., 84¼; Union Horse R.R., 101¾; Eastern (N. H.) R. R., 114; Cin., Sandusky and Cleveland R. R., 19½: do., 7s, 1890, 75; Connecticut and Passumpsic Rivers pref., 87½; Cape Cod R. R., 68; Worcester and Nashua R. R., 127; Burlington and Missouri River R. R., 80; Boston Water Power, 17¼; Cary Imp. Co., 7⅜; Waverly Land, 1⅝; Massachusetts 5s, 1883@1894, gold, 102½; do., 6s, 1872, gold, 114; do., 6s, 5-20s, currency, 100¼; Maine 6s, 1889, 97¾; New Hampshire 6s, 1884, 97⅝; Cook Co., Ills. 7s, 94; Chicago 7s, sewerage, 97¼; do., Tunnel, 96½; do., River Imp., 96¼; St. Louis 6s, 1887, 85; do., 1875, 92; Portland 6s, 1886, 95⅜; do., 1877, 96; do., 1871, 98⅝; Hartford 6s, 1879, 96; do., 1893, 95¾; Cincinnati 7 3-10s, 1899, 103; Bangor 6s, 1874, R. R. Loan, 95¾; Salem 6s, 1877, 99; Hallowell 6s, 1870, 99¾; Brunswick, Me., 6s, 1871, 99¼; Gardiner 6s, 1870, 99⅛; Bath 6s, 1870, 99⅜; Boston 5s, 1878@1883, gold, 102¼; Calumet Mining Co., 63; Concord, 50c.; Hecla, 80.

Baltimore.—Virginia 6s, old, reg., 51; do., 1866, 58½; do., 1867, 54½; Maryland Defense bonds, 99⅞; do., 6s, 1890, 94½; Pittsburg and Connellsville bonds, 89; Central Ohio 1st mort., 80¼; Western Maryland 2d mort. pref., 50½; Orange, Alexandria and Manassas 7s, 1882, 69½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¼@89; Balt. and Ohio, 128½@129½; do., 6s, 1875, 91¼@92; do., 1880, 91¼@92; do., 1885, 92½@93; Northern Central, 44¼@44⅜; do., 6s, 1885, 88¼@—; do., 1900, 83½@83¾; do., 6s, 1900, gold, 97¾@98; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 91⅞@92; do., 2d mort., 91¾@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 86¾@87½; do., 2d mort., 67¾@68; Central Ohio, 23½@25; do., 1st mort., 80¾@81½; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 90@90; do., 2d mort., guar., 89½@91; do., 6s, pref., 51@55; do., 6s, guar., by Washington Co., 74@80; Richmond and Danville bonds, 70¾@71¼; Orange and Alexandria 1st mort., 6s, 81@82; do., 2d mort., 6s, 71½@71½; do, 3d mort., 8s, 81½@82; do., 4th mort., 8s, 68½@—; Orange, Alexandria and Manassas 7s, 68½@69½; Virginia and Tennessee 8s, 78@73½; Baltimore 6s, 1875, 92¼@92½; do., 1886, 90@90½; do., 1890, 91¾@92; do., 1893, 92@92; do., 5s, 1838-'70, 71@72; Memphis City 6s, 50@50¼; Maryland Defense Loan, 99½@100; City Passenger R. R., 17½@18½; George's Creek Coal, 63@66; Atlantic Coal, 2.75@3.00; Bare Hill, 0.05@0.50.

Glendinning, Davis & Amory.

A card of Messrs. Glendinning, Davis & Amory, New York, and Glendinning, Davis & Co., Philadelphia, will be found on last page of cover, and is worthy the attention of our subscribers and readers. These parties possess the ability, and have abundant facilities for conducting a "*General Banking and Brokerage*" business; and their strict adherence to integrity, and abstinence from speculative transactions, have gained for them an enviable reputation in their branches of business, and deserve a liberal share of patronage from the business community.

☞ Trains are now running on the South Georgia and Florida Railroad from Thomasville, on the Atlantic and Gulf Railroad, north to Camilla, about 25 miles.

☞ The Southern Branch Union Pacific Railway is now completed to Hartford, 14 miles southeast of Emporia.

☞ The Lansing and Ionia (Michigan) Railroad has been completed to Ionia.

Monongahela Valley Railroad.

At a recent meeting of the directors of this company at Pittsburg, a resolution was passed to increase the number of directors to thirteen. A resolution was also offered and adopted changing the corporate name of the company to the "Pittsburg, Virginia and Charleston Railway Company."

The draft of an act, to be submitted to the Legislature, was also presented, which authorizes the company to issue first mortgage bonds to the amount of five million dollars, the proceeds to be applied to the construction of the road.

The work will be commenced as speedily as possible, and the Directors express a determination to push the construction forward vigorously. The extension of the road to Charleston is an important measure, and, with the unusual advantages of the line already surveyed, in the matter of low grades and the rich country through which it passes, places the success of the enterprise as a profitable investment beyond doubt.

Milwaukee and St. Paul Railway.

The Minneapolis *Tribune* says that this company, notwithstanding they own more miles of railroad than any other company in the United States, are still extending their lines in every direction. During the past year they have constructed in Iowa and Minnesota over one hundred miles of new road as follows: From Calmer to Mason City, 75 miles, from Connover to Decorah, 9¼ miles; from Austin to state line, connecting with the Cedar Valley road, 12 miles, and from Mendota to St. Paul, 6 miles. The latter six miles was built jointly with the St. Paul and Sioux City road. Next season the company propose making a still further extension of the McGregor and Missouri River Railway, west from Mason City.

Little Rock and Fort Smith Railroad.

We are informed that work is progressing with great rapidity upon this road. The whole length is 155 miles—all under contract, and work commenced on 80 miles. The first 20 miles are entirely graded, and the track is being laid. The cars will be running over this portion by 15th March, and the work upon the divisions is so timed that the track will progress without cessation. The whole road will be completed in the spring of 1871. A. P. Robinson, Esq., is Chief Engineer. Address, Little Rock, Arkansas.

☞ The Western Division of the Iowa Falls and Sioux City Railroad is completed to the Little Sioux, three miles east of Cherokee station, and 63 miles from Sioux City.

☞ The Fort Scott, Missouri River and Gulf Railroad now completed 9 miles south of Fort Scott, will be finished to Girard, in Crawford Co., 18 miles further, by the middle of February.

☞ The Pensacola and Louisville Railroad has been completed to a junction with the Mobile and Montgomery Railroad.

☞ A. H. Castle, of Chicago, Ills., has been elected President, and L. C. Ellsworth, Secretary and Treasurer, of the Illinois Grand Trunk Railway Co.

☞ The earnings of the Flint and Pere Marquette Railroad in 1869, were $467,568 28.

☞ The Chicago and Michigan Lake Shore Railroad has been completed and opened for business from New Buffalo to St. Joseph, a distance of 27 miles.

Railroads in Minnesota.

During the year 1869 there was constructed and opened 224 miles of railroad, as follows:

	Constructed in 1869. Miles.	Whole line in operation. Miles.
First division St. Paul and Pacific, main line	64	115
First division St. Paul and Pacific to Sauk Rapids	..	81
Minnesota Valley	16	100
Milwaukee, St. Paul and Minneapolis	..	134
Minnesota Central—Austin to State line	12	12
Winona and St. Peter	12	118
Southern Minnesota	40	90
Lake Superior and Mississippi	50	80
Hastings and Dakotah	10	30
St. Paul and Chicago	20	20
Total	224	780

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE FOR KILLING STOCK—COMPENSATORY NOR VINDICTIVE DAMAGES NOT ALLOWED.

The facts of the recent case of the Toledo, Peoria and Warsaw Railway Company *vs.* Arnold (48 Ill. 418) are fully and clearly stated in the following opinion by

BREESE, J.—The only ground on which this court can interfere in this case, is that the damages are greater than the proof allowed.

The action was brought to recover damages for killing certain live stock of the plaintiff, not intentionally, by the defendants, or by proving negligence in running their trains, but by the inference of negligence by reason of their failing to fence their road.

The plaintiff's claim to compensation manifestly rests upon the value of the property destroyed, and upon nothing else. The measure of the damages would then be, necessarily, the value of this property. It is not a case for punitive damages, or vindictive damages, as claimed by the defendant in error. It comes under that class denominated compensatory damages, which are given in cases where aggression and malice are not present, and they are intended to furnish actual compensation, as near as may be, for the actual injury done. To illustrate: A happens, accidently, in performance of a lawful act, in a lawful manner, to kill B's horse.

It would be preposterous to contend, that B should punish him in damages beyond the value of the horse, for an act he did not intend to do. So here, there is no aggression or malice pretended, but a mere accident, for the occurrence of which the plaintiff was responsible in a certain degree, in allowing his stock to roam about on land traversed by a railroad. The law pardons this his negligence, but it does not require smart money shall be given to him, over and above the just value of his property destroyed.

No circumstances of aggravation are shown or pretended. The proofs in the cause show that the total net value of the animals killed, and proved to be the property of the plaintiff, was four hundred and eleven dollars. The verdict was for four hundred and forty-one dollars, thirty dollars more than the proved value of the property. There is no proof whatever, that the steer killed was the plaintiff's, nor is it claimed in the declaration. The verdict is not warranted by the evidence. The amount of the recovery is unjust and cannot be sanctioned,

The judgment must be reversed and the cause remanded.

Judgment reversed.

Erie Railway.

We gave last week the Report of the President of this company to the stockholders. The following is an abstract of the Report of the company to the State Engineer and Surveyor, made pursuant to law, for the fiscal year ending September 30, 1869:

EARNINGS AND RECEIPTS.

From freight	$13,046,803 76
" passengers	3,429,629 18
" telegraph	33,562 61
" storage	3,740 14
" rents	22,831 76
" mails	150,409 61
" Pavonia Ferry	34,523 28
Total	$16,721,500 34

Of the above earnings, $4,043,048 82 are from passenger trains; $12,583,798 73 from freight trains; and $94,657 79 from other sources.

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Passenger transp.	$3,669 236 88	
Freight transportat'n	9,590,030 23	
Total transp. exp.	$13,259.266 61	
Hudson River Ferry	184.514 15	
Telegraph	107,278 59	
Internal revenue tax	88,566 44	
Loss on Lake Erie steamers	78,464 64	
	$13,718,085 48	
Interest on mortgage debt	1,708,773 00	
Rents of railroads	824,020 00	
		16,245,878 43
Surplus October 1, 1869		$475,621 91

The following is a statement in detail of the expenses of maintaining the road or real estate of the corporation, repairs of machinery, and operating the road:

MAINTAINING THE ROAD OR REAL ESTATE.

Repairs of road bed and railway, excepting cost of iron	$1,984,560 26
Cost of iron used in repairs	1,559,122 50
Allotted to passenger transportation: length in feet 1,017,691	
weight in lbs. 20,983,781	
Allotted to freight transportation: length in feet 2,571,535	
weight in lbs 56,733,928	
Repairs of buildings	322,983 61
Repairs of fences and gates	48,111 91
Taxes on real estate	333,495 08
Total	$4,248,273 36
Allotted to passenger transportat'n	$1,147,034 01
" freight "	3,101,239 35

REPAIRS OF MACHINERY.

Repairs of engines and tenders	$1,873,867 49
Repairs of passenger and baggage cars	896,076 80
Repairs of freight cars	1,144,675 14
Repairs of tools and machinery in shops	138,378 54
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	129,636 10
Total	$3,182,634 07
Allotted to passenger transportat'n.	$894,493 47
" freight "	2,288,140 60

OPERATING THE ROAD.

Office expenses, stationery, &c	$251,080 14
Agents and clerks	872,952 93
Labor: loading & unloading freight	638,223 66
Porters, watchmen and switch tenders	198,813 49
Wood and water station attendance	27,692 51
Conductors, baggage and brakeman	854,382 34
Enginemen and firemen	900,968 28
Fuel, cost and labor of preparing for use	1,406,412 24
Oil and waste for engines & tenders	165,197 79
Oil and waste for freight cars	25,096 66
Oil and waste for passenger & baggage cars	7,990 13
Loss and damage of goods and baggage	141,543 45
Damage for injuries of persons	67,547 49
Damage to property, including damages by fire and cattle killed on road	10,194 41
General superintendence	119,234 14
Contingencies	146,029 52
Total	$5,828 359 18
Allotted to passenger transportat'n.	$1,627,708 90
" freight "	4,200,650 28

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	$1,501,643 11	$2,309.125 47
Telegraph	12,326 52	12,326 52
Superstructure, including iron	2,179,724 20	3,274,894 79
Passenger & freight stations, buildings and fixtures	849,536 34	881,182 93
Engine and car houses, machine shops, machinery and fixtures	1,580,516 21	1,784,018 47
Land, land damages and fences	335,563 36	350,922 88
Locomotives and fixtures, and snow plows	2,672,611 96	3,103,907 16
Passenger and baggage cars	694,818 17	847,908 15
Freight and other cars	2,654,706 77	3,488,762 28
Pavonia and 23d st. ferries	266,210 48	526,960 43
N. Y. & Erie R. R. Co.	43,738,948 85	48,551,949 93
Total cost of road and equipment.	$56,486,605 97	$65,131,959 01

STOCK AND DEBT.

The following is a comparative statement of the Capital Stock and Funded and Floating Debt of the company on the 30th of September, 1868 and 1869:

	1868.	1869.
Capital stock	$46,302.210 00	$78,536,910 00
Funded debt	23,898,800 00	23,898,800 00
Floating debt	4,893,735 81	.....
Totals	$74,594,745 81	101,935,710 00

CHARACTERISTICS OF ROAD.

Length of Main Line of road from Jersey City to Dunkirk, 459 miles; length of double track, including sidings, 380¾ miles; length of branches owned by the company, 364¼ miles; length of double track on same, 50⅛ miles. Number of locomotives, 404. Number of cars, rated as 8-wheel: first class passenger, 218; second class and emigrant passenger, 54; baggage, mail and express, 71; freight cars, 7,447.

DOINGS DURING THE YEAR.

Number of miles run by passenger trains, 2,837,407; do., by freight trains, 4,924,172—total

7,761,579. Number of passengers carried, 2,497,-113; do., carried one mile, 128,455,158. Tons of freight carried, 4,812,209; do., carried one mile, 817,829,190.

The Public Debt Statement.

The following is a recapitulation of the public debt statement, January 31, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886,349,900 00
Total	$2,107,939,200 00
Accrued interest	$32,847,394 82
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,530,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,530,000 00
Interest	$717,950 00
Debt on which interest has ceased since maturity	$4,053,046 64
Interest	$533,668 88
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	$356,110,258 50
Fractional currency	40,068,512 62
Gold certificates of deposit	50,392,180 00
Total	$446,565,951 12
Total amount outstanding	$2,618,888,197 76
Total interest	84,099,013 70
Total debt, principal and interest, to date, including coupons due, and not presented for payment	$2,652,187,211 46
AMOUNT IN TREASURY.	
Coin	$101,600,730 77
Currency	8,690,807 41
Sinking fund in United States coin interest bonds, and accrued interest thereon	25,716,080 50
Other United States coin interest bonds purchased, and accrued interest thereon	71,366,303 86
Total	$207,373,922 54
Debt, less amount in Treasury	$2,444,813,288 92
Debt, less amount in Treasury January 1, 1870	$2,448,746,953 31
Decrease of debt during the past month	$3,933,664 39
Decrease of debt since March 1st, 1869	$80,649,971 09

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$185,375 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	31,315 00
Sioux City and Pacific	1,628,320	8,141 60
Central Pacific	2,362,000	5,905 00
	23,519,000	117,595 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	8,000 00
Western Pacific	1,970,000	8,723 00
Totals	$64,457,320	$315,254 60
Interest paid by United States	$6,881,664 96	
Interest repaid by transportation of mails, etc	1,923,300 80	
Balance of interest paid by United States	4,958,364 16	

☞ Six miles of track have been laid on the Omaha and Northwestern Railroad.

Lifting Jacks.

We never knew the particular reason which induced the adoption of the term "jack" as a name for the portable lifting device so generally used. We have a great variety: some with an immense force applied through an hydraulic medium, and others of less purchase and operating through various other devices, principally by the ever convenient screw.

The invention of the screw is lost in antiquity; but improvements will never cease. A peculiar application of the screw principle to jacks has resulted in an improvement of much importance, which has within a few years attracted considerable attention.

It is a double screw, or a screw within a screw, lifting twice as fast as a single one, and though it might seem rather incredible, operating as easily, and in many cases easier, so the workmen assure us, than the common single screw jack. The question of the facility of operation is not, however, the main one. The peculiar advantage due to this improvement in jacks is that it is lighter and more compact, than the old form. This jack is in three lengths, and opens out to three times instead of twice its ordinary length. That is the proportion in theory, but in practice there is required in all jacks a head, which head does not lengthen at all, but only the threaded portion, and as this can of course never extend quite to the end of the thread part, there is considerable discount from the extreme extent, which theory might indicate. In practice the common jack will only lengthen some sixty per cent. of its theoretical extension, and the double jack will only lengthen about the same ratio to *its* theoretical length.

It follows, that while in practice the common screw will lengthen only about fifty per cent. of its closed length, we are now enjoying a jack which will open out successfully to about twice its closed length. The larger sizes open out still more. There are already in use on our principal railroads, more than one thousand of jacks, having a right handed screw within a left handed screw, and operated by turning the screw, or sleeve alone, and lifting by two threads at each revolution, instead of one, as in the ordinary way. It is known as *Ball's Jack;* and is made and sold by ALBERT BRIDGES, of New York. In practice, the jack which stands twenty-five inches high when closed, is capable of lifting thirty-one inches. In other words, its whole length when extended, is fifty six inches. Four sizes have been made for several years, the smaller ones being, of course, the favorites in ordinary railroad work. Until lately, the smallest size stood fourteen inches when closed, and extended out to thirty inches, giving a lift of sixteen inches. Recently, however, a smaller size has been made, which is, we think, destined to become still more popular. It stands only nine and a quarter inches high when closed, and opens to nineteen and a quarter inches, giving a clear lift of ten inches.

The inconvenience of digging a hole in the ground to get the ordinary tall jack under, in many instances, and the impossibility of effecting this in many cases, as in wrecking, where a ledge or other hard substance lies below, is only one of the arguments in favor of this jack over the common single screw. The structure as a whole is considerably lighter for the same strength than the common one. The outer screw or sleeve is made of lap welded wrought iron pipe, and the structure seems strong. Experience has proved that it is capable of enduring the roughest usage.

The seeming paradox of its opening easier than a screw having a slower lift, is due to a very simple reason. The common screw jack has, necessarily, a loose collar, or turning head, the friction of the neck of which is necessarily greater than that on a well finished, and well lubricated screw thread. The friction of a jack is so much greater than the lifting resistance, that the increase in the velocity of the lifting is about balanced by the reduced friction due to the rubbing surfaces of both screws. In other words, the division of the frictional surface in a great number of well fitted screw threads, capable of being kept well lubricated, atones for the increased load thrown upon the workmen, by lifting twice as fast. It is a beautiful example of the constant and rapid progress we are making in the simple tools and implements of common use, as well as in the more important attractive applications of scientific principles.

Little Miami Railroad Lease.

The stockholders of the Little Miami and Columbus and Xenia Railroad Companies have ratified, by an unanimous vote, the perpetual lease of these roads, with all the property and privileges, to the Pittsburgh, Cincinnati and St. Louis Railroad Co., guaranteed by the Pennsylvania Railroad Co., at an annual rental, free of taxes and assessments, of $480,000, payable quarterly, and taking effect from December 1st, 1869. The present capital stock of the Little Miami Railroad is $3,-592,400. Upon this the rental would be equal to 9 44-100 per cent. The capital stock of the Columbus and Xenia Railroad is $1,786,200. Upon this the rental is equal to eight per cent. The capital stock of the Little Miami Railroad, however, is to be increased $641,000 by a stock dividend of 17 96 1000 per cent., and thus the total capital stock of the two roads will be $6,000,000, upon which there will be a uniform dividend of eight per cent. per annum, free of tax, payable quarterly. The Little Miami is now virtually under the management of the Pennsylvania Railroad Co., and will be so, absolutely, as soon as the lease is ratified by the Pittsburgh, Cincinnati and St. Louis Railroad Co., which, however, will be a matter of form, as the thing is already understood and agreed upon by the controlling parties. On the 1st of December the Pennsylvania Railroad Co. bought the Cincinnati, Wilmington and Zanesville Railroad, and now it has the line extending from Cincinnati to Columbus; so that this great corporation has absolute and undivided control of the lines extending on one side to Chicago, and on the other to Cincinnati and St. Louis.

☞ The earnings of the Boston, Clinton and Fitchburg Railroad for the year ending November 30, 1869, were $218,787, the expenses $159,763, and the net earnings, $59,023; net income to surplus account, $31,423; total surplus, $31,650. The report says the cost of the road has been increased by the consolidation with the Fitchburg and Worcester Railroad, and purchases made during the year, in the sum of $566,156 66, by the construction account, erection of new buildings, purchase of real estate, increase of rolling stock, &c.

Rockford, Rock Island and St. Louis R. R.

The original charter of this company authorizes the construction of a railroad from Beloit, Wisconsin, Southwesterly through Rockford, Dixon, and Sterling to Rock Island; thence south to East St. Louis, on such route as the company may determine, with branches to different points on the Mississippi river, being in all over 400 miles of road. The company has constructed, and has in operation, the following sections of its road:

From Sterling southwesterly to Rock Island, 52 miles; from a station on this line called Rock River Junction into and through the coal fields tributary thereto, 16 miles; from Oquawka Junction, a point on the Mississippi river nearly opposite Burlington, north through Oquawka and Keithsburg, 20 miles; from Beardstown, on the Illinois river, south through Winchester, Whitehall and Greenfield, in the direction of St. Louis, 55 miles.

The company has a large amount of iron rails now afloat on the way from Europe to the line of road, and it is expected, by the first August coming, that they will have a complete unbroken line of road from Sterling to St. Louis.

They own and contract by lease large tracts of coal land at different points along the line of their road.

Cumberland Valley Railroad.

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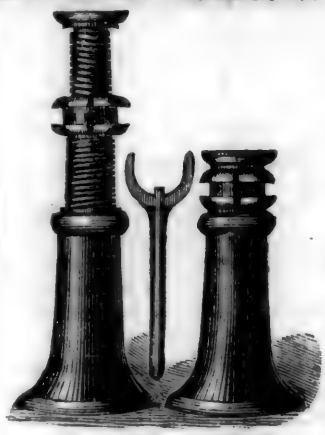
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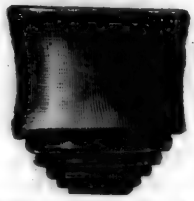
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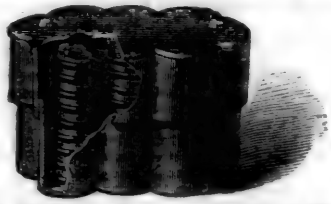
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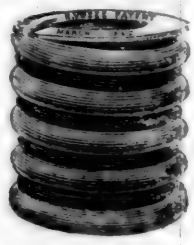
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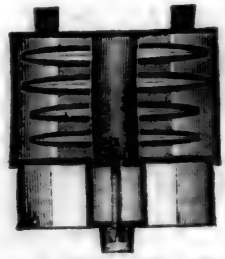
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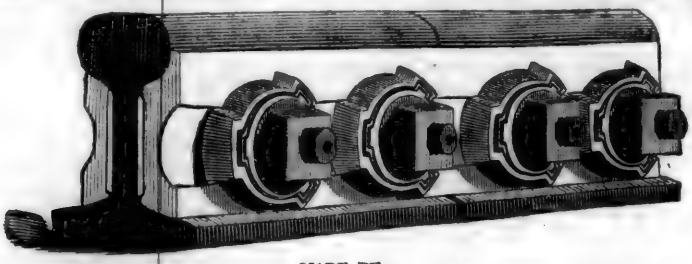
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SECOND QUARTO SERIES, VOL. XXVI., No. 7.] SATURDAY, FEBRUARY 12, 1870. [WHOLE No. 1,765, VOL. XLIII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 12, 1870.

The Tax on Incomes.

A resolution was lately adopted in the House of Representatives, declaring that the true intent and meaning of the Internal Revenue act of 1867, is, that the income tax shall be collected during and for the current year. It appears that the law—as is frequently the case with Congressional enactments—is somewhat ambiguous, and a variety of decisions have been reached in the different departments of the Government as to its meaning. In the Senate debate on this question a wide diversity of opinion was developed, both as to the construction of the law and as to the propriety and expediency of continuing the tax—although the latter question was not actually involved. These quibbles over the wording of the law, however, have but little interest for the people of the country at large: the important question being, will Congress allow the tax to be assessed and collected in spite of the earnest protest of all classes of the community, and the persistent demands of a vast majority of the tax payers of the nation for the prompt and unconditional repeal of the law. The fact that a resolution providing for the collection of the tax for 1870, in 1871, has passed the House without debate, may be regarded as an evidence that Congress will legislate in favor of its continuance.

We confess our disappointment. Knowing that the ambiguity of the law would lead to a discussion of the question of enforcing or repealing it, we had hoped that Congress would at least have given the overtaxed people the benefit of the doubt, by refusing to authorize another assessment of the tax on incomes. Although there is now but little reason to expect that that body will defer to the strong popular sentiment in favor of repealing the law, it is not too late to urge on that body the importance of relieving the people from a form of taxation the most odious and distasteful ever devised by the National Government. In no better way can the work of lightening the burdens which now oppress the people be begun. There is no longer a necessity for its continuance, since the revenues of the Government are so far in excess of its requirement, that Mr. Boutwell has had recourse to the expedient of the sinking fund to prevent the accumulation of surplus monies in the Treasury. As this sinking fund is in no sense a necessity, we could well dispense with any further additions to it at the present time. The bonds are safe. Many years will elapse before they will be presented for redemption, and the people are unwilling at the present time to be taxed for the payment of both interest and principal. What is needed is that Congress shall repeal every unnecessary tax, and reduce the revenues to the minimum of its requirements under a strictly economical administration of every department of the Government.

There are, however, other considerations besides those of expediency why the income tax should be repealed. As now levied, it is neither just nor equitable. For example, the amount actually paid for house rent may be deducted from the returns of personal income in some cases and not in others—in addition to the $1,000 exemption common to all payers of the tax. In cases where the payer is in the service of the Government, the full amount of his income tax is by law deducted in advance irrespective of any allowance for house rent. A clerk in the Treasury, Custom House or Post Office Department, or any officer of the army, is not permitted any exemption on account of rent, unless he has an income from other sources from which to deduct it. This is an unjust discrimination against those in the service of the Government. Under this system a clerk in one of the public departments who receives a salary of two thousand dollars pays tax in advance on $1,000 income, without deductions, though he may pay out six hundred dollars a year, or more perhaps; while every other clerk or person in the United States receiving a $2,000 income is permitted to deduct the full amount disbursed for house rent or its equivalent. Thus one man must pay $50, on precisely the same income on which another pays $20—supposing the house rent to be $600 in both cases. However regarded, the exemption clause is unequal in its operations. Can any good reason be alleged for deducting one thousand dollars from a total income of millions, while only one thousand dollars exemption is allowed to the poor man with a salary of twelve or fifteen hundred dollars out of which his family must be supported? Why permit extravagant house rents to be deducted in the case of the wealthy tenant, while no greater privilege is allowed the poor man, whose humble home is a bare necessity, which under existing circumstances, costs him far more in proportion to his means than an elegant mansion costs his neighbor? We admit it would be difficult, if not impossible, to modify the law so as to do away with these objections to it, and Congress should "reform it altogether" by repealing the tax at once.

These are a few of the inequalities of the law. The objections to it on other grounds are even stronger. The worst feature of the tax is that it is systematically and persistently evaded by a considerable part of the taxable community, and every attempt to enforce the law, would lead in an almost equal number of instances to equivocation and deception that amounts practically to flat perjury. The influence of this on the community is essentially demoralizing. To prevent it, it is necessary for the agents of the Government to institute a system of *espionage* not in the least in accordance with the principles of our free institutions. No man's business relations, however private, are sacred from the inspection of

those lynx-eyed partisans of the law, unless he can succeed in evading them as is often the case. On the other hand, suppose a responsible citizen, who respects law in all forms, however odious and objectionable its provisions and requirements, makes an honest return of his taxable income. He is thus compelled to publish to the world, that which concerns himself alone, and which for many and obvious reasons he would prefer to keep to himself. The books of the Assessors' Department are public documents, and may be consulted by whoever chooses to do so. More than this, the incomes as sworn to are generally paraded for public inspection in the columns of the newspaper press, to be discussed and compared in business and social circles, and made a subject of public comment. In a few instances this may gratify a petty vanity, but in a majority of cases it is distasteful in the extreme, and prompts a desire to evade the law. The collection of the tax at stated intervals imposes a burden on most payers of moderate incomes which comparatively few are able to bear. Being therefore odious from the means necessarily employed by the Government in its collection, and burdensome to those whose income is little more than sufficient to sustain them comfortably, it should only be regarded as a last expedient by which to replenish an exhausted public Treasury. This necessity once removed, as in the present case, it is the duty of Congress to repeal the law. The Government does not need to resort to direct taxation in times of peace and prosperity to maintain its solvency. It already taxes heavily enough all articles of consumption and exchange, both necessities and luxuries, all business transactions, manufactures, and every form of productive industry, and from these sources its revenues are more than ample for all present and prospective requirements. These indirect taxes the country will cheerfully pay as long as Congress may deem their collection necessary, but the strong public sentiment in favor of a repeal of the income tax demands the prompt and intelligent consideration of that body before the close of its present session.

Boston, Barre and Gardner Railroad.

The first annual meeting of the stockholders of this road was held at Worcester, on the 2d inst. The report of the Directors stated that the amount required for the construction of the first and second sections of the road had been subscribed. An assessment of $20 per share had been laid. The receipts have been $105,217, and the expenditures $2,755. The corporation owes $1,000. A contract has been made with Messrs. R. P. Cook & Co. of Brockville, Ontario, Canada, to furnish all material and construct the road from Worcester to Gardner, to be finished ready for the rolling stock on or before July 1, 1871; and they have commenced the work with a fair prospect of having it completed within the time. A. R. Field, of Greenfield, has been appointed Superintending Engineer. The construction of the Massachusetts Central Road, which has been chartered, will, if built, afford accommodation to Barre and other towns in that vicinity, which will supersede any necessity for the construction of the third section of this road, and for that reason no effort has been made to obtain subscriptions for that section.

The following gentlemen were elected Directors for the ensuing year: Stephen Salisbury, Ivers Phillips, H. N. Tower, Stephen Salisbury Jr., George W. Gill, Lewis Barnard, W. W. Rice, Calvin Foster, R. C. Taylor, all of Worcester; Col. I. N. Ross of Holden; W. B. Goodnow of Princeton; Wm. H. Morse of Hubbardston; Levi Heywood of Gardner. At a subsequent meeting of the Directors Ivers Phillips was chosen President, and Wm. E. Starr Clerk.

Boston and Albany Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, have been as follows:

	1868.	1869.
From passengers ...	$2,290,568 41	$2,557,592 38
" freight	3,410,892 76	3,861,052 82
" mails, etc	373,143 85	377,811 12
	$6,074,605 02	$6,796,455 82
Expenses, viz:		
Repairs of roadway.	$653,812 76	$857,336 57
" engines..	350,856 75	413,510 54
" cars	542,961 46	571,008 42
" buildings, ferry, etc.	224,533 50	254,033 70
Transportation exp..	2,328,006 15	2,625,774 33
General expenses ...	56,002 19	56,663 15
	$4,156,172 81	$4,778,326 71
Net balance	$1,918,432 21	$2,018,129 11
From this deduct—		
Interest on State loans and exchanges	$247,948 07	
One per cent. to sinking fund	55,100 00	
Ten per ct. dividends, including Government tax	1,648,842 08	
Dividends and Government tax, Pittsfield and North Adams Railroad	27,000 00	
		1,978,890 15
Surplus not divided.....		$39,238 96
Total surplus of contingent fund, November 30, 1868	$1,717,056 21	
Less payment to Great Western Railroad, and balance of revenue tax	3,520 82	
		1,713,535 39
Contingent fund, Nov. 30, 1869.		$1,752,774 35
SINKING FUND.		
Value of Massachusetts sinking fund Nov. 30, 1868		$1,925,877 42
Contribution in 1869....	$55,100 00	
Earnings in 1869.....	211,860 52	
		266,960 52
		$2,192,337 94
Paid £90,000 due Oct. 1, 1869, at $4.80	$432,000 00	
Premiums on exchange.	95,106 91	
		527,106 91
Amount of fund, Nov. 30, 1869....		$1,665,231 03
Value of Albany sinking fund, Nov. 30, 1868	$603,107 15	
Earnings in 1869.....	29,753 39	
	$632,860 54	
Interest paid in 1869...	33,300 00	
	$599,560 54	
Bonds paid in 1869.....	93,000 00	
Value of fund Nov. 30, 1869		506,560 54
Value of both funds Nov. 30, 1869.		$2,171,791 57

Compare with the previous year, the gross earnings show an increase of $721,850 80; with an increase in expenses of $622,153 90—making the increase in net earnings, $99,696 90. The report says:

The sterling debt has been reduced by the payment from the sinking fund of £90,000, that amount having fallen due on the 1st of October last; and there remains in the hands of the Commissioners of the fund the sum of $1,665,231 03, for the further liquidation of that debt. Of the Albany City Bonds, $93,000 have been paid and canceled during the past year, and the Commissioners of that fund have in hand cash and securities more than sufficient to meet the outstanding bonds. The dollar bonds have also been reduced by the payment and cancellation of $44,500.

We have laid, in the repairs of track during the last year, 9,231 tons of new rails, 1,000 tons of which were of steel from the works of JOHN A. GRISWOLD & Co., of Troy, N. Y., and our track was never in better condition than at the present time. We have also effected contracts for 4,000 tons of steel rails for early delivery next spring.

The equipment of the road has been increased by the addition of 23 first class engines, eight of which are in substitution of an equal number sold or broken up; the actual complement of engines being increased by 15, thus furnishing us with motive power fully equal to present needs of the business. We have also built and purchased 20 passenger and baggage cars, eight of which belong to the Boston and New York line, and to the freight equipment 428 new cars have been added.

By reason of the elevated location of our road and its thorough drainage, we have suffered, until the past year, but little from freshets, indeed, the whole damage from that source since the road was opened for use, would not, it is believed, equal that occasioned by the extraordinary rains of October 4th, when the destruction of culverts, bridges and embankments, was so extensive that, with all the force and material which it was possible to command, we were unable for three days to pass a train over the whole length of our road. The damages have, in the main, however, been repaired, and the superstructures rebuilt. At Wilbraham, where the most serious difficulty was experienced, the work of reconstruction is already in an advanced state. The masonry for the culvert the foundations of which are about seventy feet below the rail is being replaced with hammered stone in a most thorough and substantial manner, and in the course of a few days the work will be ready to commence the filling.

Full and final settlements have been effected with the former proprietors of the Grand Junction road, and all claims upon the same have been paid; the mortgage to the Eastern road, however, has been discharged since the close of the fiscal year, and does not appear in the accounts.

The property of the corporation at East Boston, made doubly valuable by its close connection through the Grand Junction road with our main line is now being rapidly developed. During the past year the docks have been dredged and improved, the wharves and storehouses renewed and put in good condition, and an elevator is being built capable of storing about 380,000 bushels of grain, and so situated as to discharge the products of the West, directly into the holds of vessels for foreign export. These wharves are now accessible to all the railroads terminating in Boston, the approach to them, however, is now for a short distance over a portion of the Eastern road. A location for an independent connection has been made, for the completion of which some further outlay may be necessary.

In the City of Boston large and valuable additions have been made to the real estate of the corporation in the immediate vicinity of the depot, and at Allston extensive car shops are in process of erection upon the territory of the corporation recently enlarged by purchase for that purpose. When these improvements are completed, the ground at present occupied by workshops in the city, will afford room for ampler accommodations for engines,

While these and other improvements have been steadily pressed with a view to the immediate wants of the corporation, we have not been unmindful of the claims which the future will make upon us, and that full provision against any exigency might be secured, we have availed ourselves of the authority given by the last Legislature, to purchase of the Commonwealth fifty acres of the South Boston Flats. This contract was closed with the Harbor Commissioners, the duly authorized agents of the Commonwealth, late in the season, and no steps have as yet been taken for its development.

From the rapidly increasing volume of traffic over our road, and the well-recognized importance of speed and regularity in its transportation, the attention of the Directors has been called to the inadequacy of the bridge over the Connecticut River at Springfield. The superstructure of this bridge is of wood, and as at present constructed, its piers will not admit of more than a single track. To provide as far as possible against any interruption to business which might result from these causes, the Directors have resolved to begin early in the coming season upon the construction of a double track iron bridge. The inadequate accommodations afforded by the passenger depot at this point to the traveling public, has also engaged the serious consideration of the Board, and although the subject presents peculiar difficulties, it is believed that out of the several plans now under advisement, one will be adopted in which the necessities and convenience of both the public and the various roads interested, may be satisfactorily met. This improvement may lead to the necessity of changes in the present workshop and freight arrangements of our road at that point.

At Worcester, also, the insufficiency of our passenger depot accommodations is becoming more and more apparent. Negotiations are now pending between the different roads interested and the city of Worcester, for the construction of a Union Passenger Depot, and it is hoped before another season shall have passed, some plan will be matured for its accomplishment.

A charter has been obtained for the erection of a new bridge over the Hudson River at Albany, and it is contemplated to begin upon the work during the coming season. In locating the bridge special reference will be had to securing ample and convenient depot accommodations on the west side of the river.

In reviewing the doings of the past year as exhibited in the accompanying tables, a marked increase in the amount both of the freight and passenger traffic will be observed. This business has been done with greater ease and promptness than ever before and at prices which it is believed cannot fail of being satisfactory to the public.

The company have 47 passenger and 112 freight locomotives; 114 passenger, 87 baggage and postal, 2,762 merchandise, 137 gravel and 100 hand cars. Also, 98-234ths of 36 passenger, 4 express, 3 post office, and 10 baggage cars of the New York and Boston Express Line, and 2-5ths of 6 passenger and 2 baggage cars on Steamboat Train.

The number of miles run by locomotives with passenger trains, was 958,921; with freight trains, 2,158,969; with gravel trains, etc., 85,502—total, 3,203,392.

The number of through passengers carried, was 65,841; way do., 4,225,174—total, 4,291,015. Number of passengers carried one mile, 95,678,282.

The total number of tons moved, was 1,613,940, of which 551,700 went west, and 1,062,240 east. The through tonnage westward amounted to 85,045; do., eastward, 237,619. All other tonnage westward, 466,655; do., eastward, 824,621. Equivalent number of tons carried one mile, 158,579,177—equal to 792,896 tons carried over the whole road.

An aggregate of 254,257,409 passengers or tons of freight carried one mile in 1869, against 205,348,323 passengers or tons of freight carried one mile in 1868.

The cost of transportation for each passenger and each ton of freight one mile this year has been 1.888 cents, against 2.024 cents in 1868.

The cost of the Boston and Albany, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1869, has been as follows:

Boston and Albany Railroad	$14,040,194 60
Equipment	2,597,837 78
Albany and West Stockbridge R.R.	2,411,055 75
Hudson and Boston Railroad	208,036 01
West Stockbridge Railroad stock	13,000 00
Grand Junction Railroad	1,051,908 33
Total	$20,317,032 47

BALANCE SHEET FOR 1869.

Cost of road and equipment		$20,317,032 47
Hudson River Bridge		175,000 00
Notes receivable		796,791 04
Materials		695,620 45
Cash		337,425 12
Real estate and lands		100,270 80
Ledger balances due from individuals and corporations		239,734 54
Commissioners of Massachusetts sinking fund	$1,665,231 03	
Trustees of Albany sinking fund	506,560 54	
		2,171,791 57
		$24,833,665 99
Capital stock, 164,116 shares		$16,411,600 00
£337,400 sterling b'ds, at $4.80	$1,619,520 00	
Albany bonds	500,000 00	
Dollar bonds	753,500 00	
		2,878,020 00
Unclaimed dividends and interest		20,800 00
Dividend No. 4		863,257 89
Accumulated sinking fund profit	$1,807,819 86	
Less premium paid on exchange	95,106 91	
	$1,712 212 95	
Contingent fund	1,752,774 35	
		3,464,987 30
Loan acct. Baring Brothers & Co.		1,200,000 00
		$24,833,665 99

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Daniel Denny, Ignatius Sargent, Thomas F. Plunkett, Josiah Stickney, Moses Kimball, Ginery Twitchell, Avery Plumer, D. Waldo Lincoln, William Claflin, Jonathan D. Wheeler, James D. Colt, William Mixter.

Gen'l Supt.—C. O. RUSSELL, Springfield.

Ass't Superintendent.—ABRAHAM FIRTH, Boston.

Ass't Superintendent.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

☞ The Elkhorn *Independent* says that the managers of the Western Union Railroad are making arrangements to extend the line of their road from Sabula, opposite Savanna, to Ackley, about 150 miles west, joining the Iowa division of the Illinois Central at that point.

☞ About one hundred delegates from the northern counties of Pennsylvania and from Western New York met at Williamsport, Penn., on the 8th inst., to devise means for building an independent direct railroad from the Jersey shore to Buffalo. The meeting was sanguine that the Buffalo and Washington Railway would connect with the Pine Creek, Jersey Shore and State Line road at Port Alleghany. A committee was appointed to carry out the design of the convention.

Milwaukee and St. Paul Railway.

The directors of the Milwaukee and St. Paul Railway Company have issued a circular to the shareholders in which it is recommended that the directors be authorized to increase the capital stock 8,289 shares, or $828,900, and that the same be divided among the shareholders by giving to each share of preferred stock three dollars in the new stock and to each share of the common stock seven dollars in the new stock. This increase of the capital will represent in part the earnings of the company for 1869, which have been used in permanent improvements of the property and additions thereto.

The directors say that they had hoped to be able to declare a dividend of seven per cent. in cash to both classes of shareholders, from the earnings of 1869, but they have been unable to do so for the reason that the income of the company was not what they expected it would be, owing to the low price of wheat which prevented that product from seeking market, and thereby lessened the business anticipated from that source. They further claim that the taxes, State and national, which they are compelled to pay, amount to about four cents per bushel on every bushel of wheat carried over the road.

Some statistics are given by the directors in regard to the road and its operations, which are of general interest. The company now owns 936 miles of railway, 85 of which were put in operation last year. The various lines and their length are as follows:

	Miles.
Milwaukee to St. Paul *via* Prairie du Chien	405
" to La Crosse *via* Watertown	196
" to Portage *via* Horicon	95
Horicon to Berlin and Winneconne	58
Watertown to Madison	87
Milton to Monroe	42
Calmar to Clear Lake	84
Conover to Decorah	10
Mendota to Minneapolis	9
Total	936

The earnings of the company for 1869, were $7,250,668 68, and the operating expenses, $4,229,882 11. The net earnings, therefore, were $3,020,786 57. The interest on the mortgage debt ($17,132,500,) is $1,246,582, substracting this sum from the net earnings and there remains $1,774,204 57, which is applicable to dividends. The amount of preferred stock, is $9,744,268; and of common stock, $7,665,104, which gives a total of stock of both kinds amounting to $17,409,372. On these earnings the directors will issue a dividend, the shareholders concurring, of ten per cent., including the stock dividend above mentioned—in other words, they propose to issue a dividend on the preferred stock of seven per cent. in money and three per cent. in stock, and on the common stock three per cent. in money and seven per cent. in stock.

The company expended during the past year in the renewal of track, new bridges, new fences, new cars and new tools and machinery, $677,626. The cost of the new lines built, was $577,853. The five miles of connecting track built around the city of Milwaukee, cost $95,496. The cattle yards in this city, which are among the best in the country, cost $28,025. The cost of the frogs, switches and turn tables on the new roads, was $106,247. Thirteen new locomotives were built at an expenditure of $172,562.

It will thus be seen that the expenditures of the company, outside of ordinary operating expenses, have been incurred for permanent improvements—improvements which will largely enhance the aggregate value of the property and add to its efficiency and productive power. The company

has no floating debt except what it is prepared to pay on demand. The directors certainly make a very favorable showing of the result of their management of the vast interests committed to their care, while the vigor with which the extensive improvements and extensions of line have been carried out reflect much credit upon the officers in charge of the road, and particularly the general manager, Mr. Merrill.

To appreciate the vast amount of work that has been done by the Milwaukee and St. Paul Company, and the companies preceding it, and how much that work has added to the wealth and prosperity of the State, we have to reflect that it is only about seventeen years since the first rail of this great railroad system was laid, and that large portions of the country which it now penetrates, and where now are fine farms and flourishing villages, were almost as wild as when man first set his foot upon them. Verily there is nothing that so much contributes to the wealth and material development of a country as railroads. What would our State be with its railroads stricken out of existence?—*Milwaukee Wisconsin, Jan* 29.

Baltimore and Ohio Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1867 which was presented at the annual meeting of the stockholders in Baltimore on the 15th of November last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1866 and 1867.

MAIN STEM.

Earnings:	1866.	1867.
From passengers	$1,634,787 86	$1,670,874 79
Tonnage	6,067,441 91	5,771,809 31
Total	$7,702,229 07	$7,442,684 10
Working expenses:		
Transportation exp.	$1,151,761 72	$1,168,988 91
General expenses	62,997 54	89,951 51
Losses by accidents	57,488 73	65,470 35
Repairs of railway	1,020,311 85	883,665 85
" locomotives	688,277 27	630,559 45
" burden cars	403,455 93	267,489 00
" pass. cars	79,533 93	96,256 56
" dump cars	4,277 29	790 95
" stationary machinery	145,976 43	184,973 44
" depots	276,611 70	328,669 90
" waterstati'ns	38 656 19	32,380 38
" bridges	196,662 42	232,808 85
" telegraph	8,041 79	9.000 44
Fuel and preparing	196,508 12	228,128 72
Cleaning engines and cars	77,046 17	81,537 07
Pumping water	11,695 26	13,083 25
Watching cuts, tunnels and bridges	54,431 10	55,436 40
Contingent expenses of machinery department	6,856 77	7,074 83
Total	$4,480,190 21	$4,376,265 86
Net earnings	$3,222,038 86	$3,066,418 24

It is shown that the earnings, in comparison with the fiscal year 1866, decreased $259,544 97, while the working expenses decreased $103,924 35—making a comparative decrease in net profits of $155,620 62. Compared with the fiscal year 1865, the decrease of earnings being $2,654,022 09, and the decrease of working expenses $1,282,456 56, the decrease of net profits amounted to $1,371,565 63.

The ratio of expenses to earnings was in 1865, 46.04, in 1866, 58.16, and in 1867, 58.79.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,065,965 43—showing a gain of $55,935 38.

Dividends of 4 per cent. each upon the capital stock were paid on the 23d of October, 1866, and the 30th of April, 1867. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1866, show reductions by payments on account of the loans stated as follows:

On loan redeemable in 1867	$717,901 16
On N. W. Va. second mortgage bonds, endorsed by the B. & O. R. R. Co.	4,500 00
On N. W. Va. third mortgage bonds, endorsed by the B. & O. R. R. Co.	4,000 00
	$726,401 16

The balance of cash in the Treasury, Sept. 30, 1867, was, $300,485 70, after deducting $123,105 44 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1867.

Statement of profit and loss for the years ending September 30:

	1866.	1867.
Balance from previous year	$16,084,928 97	$17,548,131 83
Net earnings	3,222,038 86	3,066,418 24
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,730 00
Increment of five million loan S.F.	61,621 58	55,635 38
House rents	8,238 93	8,648 81
	$19,478,508 34	$20,780,559 26
	1866.	1867.
Dividends on stock	$1,050,624 00	$1,050,804 00
Interest and taxes.	887,748 82	532,266 16
Ground rents	25,455 59	27,056 82
Central Ohio Division	16,548 60	370,634 97
Balance	17,548,131 83	18,799,797 81
	$19,478,508 34	$20,780,559 26

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1866 and 1867.

Liabilities:	1866.	1867.
Stock	$13,133,700 00	$13,136,700 00
Stock scrip not funded	4,102 00	15,262 00
Certificates of indebtedness not conv. into stock.	13,110 00	
Scrip issued for fractional certif.	1,050 00	
Preferred stock	3,000,000 00	3,000,000 00
Loan redeemable in 1867	753,930 60	36,029 44
Loan of 1875	863,250 00	863,250 00
" 1880	579,500 00	759,500 00
" 1885	1,710,500 00	1,710,500 00
City loan	5,000,000 00	5,000,000 00
*N. W. Va. R.R. 2d mort. bonds	481,500 00	477,000 00
*N. W. Va. R. R. 3d mort. bonds	155,000 00	151,000 00
Open accounts	607,044 05	
Unclaimed dues	43,938 29	45,265 07
Wash. Br. road	404.340 11	334,183 80
Profit and loss	17,548,131 83	18,799,797 81
Total	$44,299,996 88	$44,148,488 12

* Bonds of N. W. Va. R. R. guaranteed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1866.	1867.
Cost of road	$18,672,174 01	$18,715,835 81
" second track	2,479,462 68	3,287,447 70
" rolli'g power	4,609,645 57	5,026,460 96
" real estate	1,439,373 79	1,472,484 88
Property	$27,200,656 05	$28,502,229 35
Central Ohio 1st mort. bonds	1,530,246 67	1,530,246 67
Stock of Central Ohio R. R. Co.	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Co.	274,826 84	293,128 42
Pref. stock Parkersburg Br. R.R.Co.	5,680,684 94	5,680 684 94
Parkersb'g R.R.Co.	254,331 61	617,759 90
Stock of Washington Branch	1,016,800 00	1,017,800 00
Stock of Washington Co. R. R. Co.	140,000 00	268,000 00
Washington Co. R. R. Co		216,355 28
Metropolitan Br.		62,039 02
Stocks and bonds including municipal and R. R. corporations	2,429,155 96	1,899,144 85
S.F. $5,000,000 loan	1,012,330 05	1,067,965 43
S. F. ground rents.	101,191 66	101,191 66
Ohio River Bridges	201,214 15	239,934 61
Outstanding acc'ts and uncollected revenue	1,812,203 18	1,337,589 68
Materials on hand.	927,346 77	584,109 73
Balance after paying interest on bonds due Oct. 1.	1,294,186 17	300,485 70
Total	$44,299,996 88	$44,148,488 12

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1866.	1867.
Passengers	$373,098 26	$317,735 36
Tonnage	87,662 70	74,103 89
Total	$460,760 96	$391,839 25
Expenses:		
Repairs of road	$105,853 77	$39,309 45
" depots	7,025 59	7,692 25
" water stations.	2,037 16	757 32
" bridges	3,218 75	1,831 06
Pumping water	880 81	2,797 05
Total	$119,016 08	$82,387 13
Net earnings	$341,744 88	$309,452 12

The earnings show a decrease, as compared with the previous year, of $68,921 71; the expenditures charged are $36,628 95 less—making a decreased gain of $32,292 76. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 16, 1866 and a similar dividend on the 16th of April 1867.

Statement of profit and loss for the years ending September 30:

	1866.	1867.
Balance from prev. yr.	$683,013 00	$379,340 11
Net earnings	341,744 88	309,452 12
Total	$1,024,757 87	$688,792 23
Dividends on stock	$165,000 00	$165,000 00
State tax on pass. and internal revenue tax	579,397 77	209,441 76
Ground rent	20 00	
On acc't of annuity	1,000 00	166 67
Balance carried to next year	379,340 11	314,183 80
Total	$1,024,757 88	$688,792 23

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1866 and 1867:

Liabilities:	1866.	1867.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	25,000 00	20,000 00
Profit and loss	379,340 11	314,183 80
	$2,054,340 11	$1,984,183 80
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	404,340 11	334,183 80
	$2,054,340 00	$1,984,183 80

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1866.	1867.
Passengers	$174,278 50	$127,423 12
Tonnage	361,156 30	378,462 60
Total	$535,434 80	$505,885 72
Expenses:		
Transportation	$117,976 93	$117,139 66
Repairs of road	309,600 27	218,347 42
" water stations	6,175 35	7,934 36
" telegraph	2,054 22	1,829 31
" stationary machinery	5,841 36	5,682 11
" locomotives	62,495 31	60,683 34
" burden cars	38,120 97	38,985 79
" passenger cars	9,899 09	11,099 49
" dump cars	507 36	175 53
" bridges	28,113 37	18,955 83
" depots	19,373 24	18,032 29
Pumping water	3,000 00	3,250 00
Losses by accidents, etc.	4,713 42	370 95
Fuel and preparation	20,867 57	21,806 59
General expenses	2,422 66	2,478 76
Cleaning engines & cars	5,247 51	5,426 69
Contingent expenses	749 72	505 22
Total	$636,658 35	$532,702 34
Deficit	$101,223 55	$26,816 62

The aggregate earnings of the Main Stem, Washington Branch and Parkersburg Branch, for the years ending September 30, 1866 and 1867, were as follows:

	1866.	1867.
Main Stem	$7,702,229 07	$7,442,684 10
Washington Br	460,760 96	391,889 25
Parkerkburg Br.	535,434 80	505,885 72
Totals	$8,698,424 83	$8,340,409 07

The expenses of operating and repairs were as follows:

	1866.	1867.
Main Stem	$4,480,190 21	$4,376,265 86
Washington Branch.	119,016 08	82,387 13
Parkersburg Branch.	636,658 35	532,702 34
Totals	$5,235,864 64	$4,991,355 33

And the revenue, after deducting the cost of operating and repairs, as follows:

	1866.	1867.
Main Stem	$3,222,038 86	$3,066,418 24
Washington Branch.	341,744 88	309,452 12
Parkersburg Branch.	*101,223 55	*26,816 62
Totals	$3,462,560 19	$3,349,053 74

* Deficit—an improvement of $74,406 98.

Showing an aggregate net decrease, compared with the preceding year of $113,506 45.

The following table gives the receipts of the last seven years, those for 1861, 1862, 1863, 1864, 1865 and 1866, being inserted as a measure for comparison:

Main Stem—

	Passengers.	Tonnage.	Total.
1861	$889,159 05	$2,424,266 65	$3,211,425 70
1862	1,769,497 13	2,712,361 85	4,481,858 98
1863	2,332,806 37	4,177,138 69	6,509 945 06
1864	3,250,307 42	5,327,384 83	8,577,692 25
1865	3,997,642 28	6,099,063 91	10,096,706 19
1866	1,634,787 36	6,067,441 71	7,702,229 07
1867	1,670,874 79	5,771,809 31	7,442,684 10
Washington Branch—			
1861	$327,897 03	$110,260 66	$438,139 69
1862	444,262 30	334,154 37	778,416 67
1863	500,117 08	203,006 51	703,123 59
1864	688,643 92	175,836 87	864,480 79
1865	747,682 06	168,704 61	916,286 67
1866	373,098 26	87,662 70	460,760 96
1867	317,735 36	74,103 89	391,839 25
Parkersburg Branch—			
1861	$134,386 14	$216,145 59	$350,531 73
1862	125,780 09	238,242 10	364,022 19
1863	147,874 97	298,345 89	446,220 86
1864	236,814 99	459,888 00	696,702 99
1865	322,314 81	436,568 05	758,882 86
1866	174,278 50	361,156 30	535,434 80
1867	127,423 12	378,462 60	505,885 72
Aggregate—			
1861	$1,349,424 22	$2,650,672 90	$4,000,097 12
1862	2,339,539 52	3,284,758 82	5,624,297 84
1863	1,980,798 42	4,678,491 09	7,659,289 51
1864	4,175,766 33	5,963,109 70	10,138,876 03
1865	5,067,539 15	6,704,336 57	11,771,875 72
1866	2,182,164 12	5,516,260 71	8,698,424 83
1867	2,116,033 27	6,224,375 80	8,340,409 07

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Parkersburg Branch	103.5 "
Total	513.1 miles.

The stock of engines on hand at the close of the fiscal year 1867, numbered 297; of which 243 were first class, 38 second class, and 16 third class.

The number of cars owned by the company is as follows: 141 passenger, 129 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 6 officers, and 4,167 tonnage, stock and coal cars.

The mileage of engines in 1866 and 1867 on the lines severally, was as follows:

	1866.	1867.
Main Stem	4,612,428	5,164,298
Washington Branch	525,776	409,299
Parkersburg Branch.	425,832	555,658
Totals	5,564,036	6,129,255

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1866 to 155,650, was in 1867, 220,967—showing an increase of 75,317 tons.

The aggregate quantity of coal transported on the Main Stem in 1866, was 719,711 tons, and in 1867, 695,938—showing a decrease of 23,773 tons.

The tonnage of live stock in 1866, was 35,538 and in 1867, 44,280; increase, 8,747.

The quantity of lumber brought to Baltimore in 1866, was 15,499 tons, and in 1867, 26,488 tons; increase 10,536 tons.

The quantity of flour brought to Baltimore in 1866, was 640,718 barrels, and in 1867, 421,638—a decrease of 219,080 barrels.

On the 21st of November, 1866, the Baltimore and Ohio Railroad Company entered into an agreement with the Central Ohio Company, as reorganized, under which, on the 1st of December following, the Baltimore and Ohio Company took possession of that road, and has since maintained and operated it.

The Central Ohio Road extends from Bellaire to the Capital of Ohio—Columbus—137 miles, passing through the fertile and densely-popnlated counties of Belmont, Guernsey, Muskingum, Licking and Franklin.

From the want of sufficient means—the road having proved far more costly than anticipated by its projectors—its condition was such as to require large expenditures to properly improve its tracks and works. The Baltimore and Ohio Company determined to so strengthen and improve that road, and add to its facilities, as to enable it to transact promptly and safely an increased business.

In the pursuit of this policy the expenditures exceeded the net income from that road $370,634 97, which has been charged to the account of profit and loss.

Whilst for a number of years, until the Central Ohio Road is improved to a first-class standard, material expenditures beyond the net earnings will occur; yet, ultimately, it is expected that the commanding position and relations of this road will not only, as heretofore, add largely to the trade of Baltimore, but yield satisfactory results in connection with the traffic of the line.

On the 21st of January, 1867, the Baltimore and Ohio Company entered into an agreement with the North German Lloyd, (limited,) of Bremen, for the establishment of a permanent line of first-class steamers between Baltimore and Bremen.

The agreement required the immediate construction of two splendid first-class iron steamships, and embraced provisions for the future enlargement of the line, as the advantages and business of the route developed. It was the conviction of the Board that the subscription made of one-half the capital required for this line was fully justified, especially in view of the increase and impetus that would result to the commerce and growth of the Port of Baltimore, and the consequent reactive effects upon the business of the road.

Rome, Watertown and Ogdensburg R. R.

The following is the verdict of the Coroner's Jury in the case of the person killed by the accident which recently occurred on the Rome, Watertown and Ogdensburg Railroad:

That the deceased, J. Henry Taylor, of New York, came to his death on the morning of January 24th, 1870, by being crushed by the falling of the smoking car, at the accident on the R., W. & O. Railroad, near the station of the village of Philadelphia, and that they see no reason to censure the Company or its employes, it not appearing in the evidence, that they omitted the proper precautions to prevent accidents of this character.

☞ On the 12th inst. the royalties on Bessemer steel, fell from £1 to 2s. 6d. per ton on rails, and from £2 to 2s. 6d. per ton on all other descriptions of Bessemer steel manufacture. It is expected that Bessemer steel rails will therefore be sensibly cheaper in future.

☞ The South Eastern Counties (Ca.) Railway has been definitely located from West Farnham to Nelsonville.

☞ The Frederick and Pennsylvania Line Railroad will be graded to the Monococy by the 1st of April

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,282,200	J. & J.	July '69 4
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ..50	25,879,923		
" " pref. 50	1,919,900		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ..100	733,100	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '69 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'69 3
Belvidere Delaware.....100	996,350		
Berkshire*.....100	600,000	J.A.J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,400		
do. pref..100	1,340,400	M. & N	Nov. '69 3
Do., do. pref..500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ..100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,100	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....	4,666,300	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	350,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....	5,141,800	M. & S.	Mar.'70 5
" pref..100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68@2
" Street	----------	J. & J.	Jan.'6 @2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'p Rivers.100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,390,648		
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,388,020	J. & J.	Jan. '70 5
Des Moines Valley..... 100	1,820,200		
Detroit & Milwaukee..... 100	1,047,350		
" pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb.'70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.)..... 100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600		
East Tenn. and Georgia....100	1,290,087		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,148,448		
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '70 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,246	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,666	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,812,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	----------		
" " " 1st pref 100	----------		
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,763	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio	3,762,400		
Montgomery & W. Point..100	1,044,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,259 000	F. & A.	Feb. '70 5
New London Northern.... 100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3.040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri..... 100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*..... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	28,280 350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 4
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Feb '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City	500,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 5
Portland and Kennebec....100	879,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred..... 100	----------	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'70 0
Vicksburg and Meridian....100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,774		
Winchester and Potomac....	----------	J. & J.	Jan.'70 3
Warren..... 100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $3
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 6
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 6
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300 000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal.....	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,690	251,832	262,770	29 ,422	2?6,562	342.743	2,300,767
1869	212,604	218,982	891,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3 6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104.372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153.294	1,673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,285	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236.824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271.247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,679,085
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270.073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3.466.922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4.797.464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,551 397
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716,378	563.400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547.842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,455,:66
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041.116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4.571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685.401	661,041	7.817,629
1869	681,656	558,763	711,559	595,365	655,047	740,949	661,794	790,322	915,021	894,984	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132.387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119.169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	103,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	258 012	308,106	375,567	332,360	348.048	3,302.543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448.934	411,806	4.120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,576	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429 177	496.655	429.546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,755	380,034	4.663,804
1868	362,021	338,336	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,1 3
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447, 79	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 6.4	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412.934	330.373	4,371 079
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390.671	4..
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4.744,104
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,046
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,..48 810
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,102,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,678	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3.311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412 553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	261.615	. 35. 383
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,561	2.964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	324,044	298,027	254,896	2,916,543
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466.557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746.955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125.635	754.551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196.955	792 685	10 033 026
1866	738,061	725,967	779,193	861,604	1,109,267	1,140,301	996.841	1,252,386	833,742	887,793	874.974	436.990	10,637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261.210	249.419	277,380	397,525	401,299	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506.814	466.300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691.556	914,082	7.120.466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,496	795,938	858.501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	664,926	757,441	679.935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690.598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,609	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,393	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,265
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,245	349,117	436,065	354,831	297,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	484,209	450,203	429,898	323,279	399,429	4,013,208
1869	284,192	265,137	242,705	311,833	312,520	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	625,560	617,586	758,467	857,332	837,288	716,829	5,709,186

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	114
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	118
" " " ..... coupon		6	" "	1881	118
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
" " " (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	114½
" " " (5-20s).....coupon		6	" "	1884	115
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	114½
" " " (5-20s).....coupon		6	" "	1884	115
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115
" " " (5-20s).....coupon		6	" "	1885	115½
" " 2d series (5-20s)...registered	332,908,950	6	Jan. & July.	1886	113½
" " " (5-20s).....coupon		6	" "	1886	113½
" " 3d series (5-20s)...registered	379,591,350	6	" "	1887	113½
" " " (5-20s).....coupon		6	" "	1887	114
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
" " " (5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109
" " " (10-40s).....coupon		5	" "	1904	112½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112
Certificates of Mar. 2, 1867, and July 25, 1868..	45,530,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	288,632	var	.....	Due.	....
Treasury Notes (7-30s).....	743,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	11.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,404,190	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,960	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,110,258	*nil.*	.....	Dem.	....
Fractional Currency	40,063,513	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank)..	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	117
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	98
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	32
" — " " (" ")....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,849	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	72½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	72
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	88
" — " " (Funding).....	494,800	6	Various.	'86–'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" —	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89–'90	....
" — " " converted.....	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	269,000	3	" "	1890	96
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	94½
" — " " 1838–'39.....	525,008	6	" "	'89–'99	....
" — " " 1838–'39.....	46,232	5	" "	1890	....
" Defense Loan of 1864–'68.....	2,040,100	6	" "	1883	100½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar....	1,166,500	5	" "	'90–'94	102½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	114
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70–'72	121
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	110
" — " " "	650,000	6	" "	'72–'73	113½
" — " " "	720,000	6	" "	'74–'75	115½
" — " " "	1,430,000	6	" "	1876	112
" — " " 1862.....	600,000	5	" "	'77–'78	102
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	101½
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	101½
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	101½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	102½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'73–'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	463,000	6	Jan. & July.	'62–'90	....
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	90½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	91
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	97½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	98
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	102½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,761	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
" — " "	5,726,800	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	103
" — " "	500,000	6	" "	1875	100
" — " "	900,000	6	" "	1877	100½
" — " "	2,035,800	5	" "	1874	99½
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69–'91	44½
" — " (new).....	3,059,045	6	" "	'92–'98	25½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	99
" — " (").....	4,095,309	6	" "	1881	100
" — " (").....	2,400,000	6	" "	1886	102
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	95
" —	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
" — " " "	7,909,600	6	" "	1877	106
" — " " "	9,273,050	6	" "	1882	108
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1839	314,454	6	J. A. J. & O.	1870	....
" — "	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	89
" —Funding Bonds	1,282,971	6	" "	'70–'90	84
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	2-9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	58
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	50½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	99
" — Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	62½
" — Bonds	10,963,000	6	" "	"	....
" — ... stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	65
" — Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1894	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	5	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	92
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	....	7	Jan. & July.	"	1899	44½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	99
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	8	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	106½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	46
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,504,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	90½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'98-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	89
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	76¾
Columbus and Indiana Central:						
2d Mortgage	$21,000	7	May & Nov.	New York.	1886	62
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1885	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1896	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	735,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	$70,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage	6,000,000	7	" "	" "	1883	86½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	" "	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4'h *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	103
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	96
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,580,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95¾
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	99
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	67½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113¾
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1858	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1885	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	129
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	89½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	87½
North Shore, L. I:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1886	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	97½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	935,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
3d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	80
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	72½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	67
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	69½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	93
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,186,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	203,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'00–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	125½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	74
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	88
2d Mortgage ($5,000 per mile)	380,000	7	Jan. & July.	" "	1893	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	93½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	73½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95-'99	87½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	60½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	88½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	95
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	75
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	76½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Ranking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	71
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †...New York.	5,839,598	347,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800.000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	.....	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †.....Georgia.	5,784,189	*	53,417	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †. N. Carolina.	.....	.....	50,000	—	.....	.....	.....	—	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio †. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	127½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	999,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	—	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	—	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany....Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,834,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	155
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,044	*	.....	.....	624,600	400,000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	18	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	21,318,631	*	.....	.....	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	7½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	1?0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	244.136	1,565,462	453,780	10	100	147½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	139
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	79½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	114½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West Jersey.)		.....	.....	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,998	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*..Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,000	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,587,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	148½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	159
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249.259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa,	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Lessees of San. & Cin.							Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	—	.....	.....	500,000	2,000,000	.....	—	—	(Leased	to Ind., Ci	n. and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	.....	.....	.....	—	(Leased	to Kentucky	Central.)	.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	18	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	?253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.2	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	634,449	7	100	74
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg...	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	99
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	93
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Leased to Pittsburg Cincinnati and St. Louis.)					—	100	19¾
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Leased to Pittsburg Cincinnati and St. Louis.)					—	100	19¾
Mar. 30, 1868	64.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	...
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	80¼
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	46,081	40,999	23,704	74,706	27,542	—	100	84
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to Concord.)					7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,469	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	131
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	...
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	...
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,516	523,329	163,178	—	50	...
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	372,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	158,420	17,479	—	100	...
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,365	loss.	—	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	...
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18¾	50	105¾
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	...
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	...
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased to Illinois Central.)			975,186	—	4s	100	109
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	...
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)					—	100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)		—	100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)					—	50	...
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	118½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila., Wil. & Balt.)					—	100	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)					6	50	...
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,275	565,168	191,033	—	50	82
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,091	133,709	—	100	...
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	—	—	(Oper. by Evansville, Henderson & Nashv.)			82,923	8,095	—	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	...
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	100	56
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,666	*	2,276,118	18,506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	25
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	...
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,993	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	...
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	30,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	...
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130½
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,945	16,661	6	100	...
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	...
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)					—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,306	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	...
Mar. 31, 1868	171.0	61.0	....	—	42	25	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	...
Sept. 30	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	...
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	109
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,125	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,568	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	...
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,000,000	*	—	—	2,000,000	2,000,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	...
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	...
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669,382	2,616,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	...
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	...
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,466	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,676	7,817,629	2,414,985	6	100	145¾
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is now operating Terre Haute, Alton & St. Louis R. R.)					302.5	—	—	—	—	—	—	50	26
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	...
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	...
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	...
Jan. 30, 1868	13.0	—	....	—	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	87,322	2,107	—	50	...
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	...
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)				152,927	7	100	92½
Dec 31, 1868	46.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	...
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	...
Dec 31, 1868	31.0	—	113	34.0	2	5	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	600,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	102	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolidated.)			619.3	.....	.....	.....	.....	.....	—	100	88
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coal	and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	108¼
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			8	100	....	
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	50	83
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	....
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	6.5	—	—	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,683	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			.....	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	(In progress 66 miles.)			.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138,055	.....	—	(In hands of receiver.)			.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles. Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	251,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	121½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22.1	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	74½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			302,048	8	50	103	
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,324	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	•	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	86½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,361	712,158	230,254	132.5	322,136	.....	.....	444,162	125,923	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,?55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,546	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	50	....	
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	116
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,488	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	147½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	139
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland.....N.Y.	.....	*	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	81.0	(Leased to New York Central.)			60,000	6	100	....	
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	[67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
															(In progress.)														100	
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.		*																									85
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779	—	—	
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1,015,394	388,240	5a	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080		561,370	128,943	—	100	
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	88¼
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	107
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)					145.0	279.621				3,345,141	253,994	—	—	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,965			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	65
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534		2,964,041	663,427	—	100	294
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880			1,197,090	653,185	—	50	80
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95¼
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,444			291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	—	Orange and Newark	New Jersey.	618,649	63,889		13,612	289,550	380,000	26,500			9.0					147,327	24,479	—	100	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	56,811	—	100	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256.568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		83,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535			3,086,592	1,064,338	—	100	170½
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6							24	100	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased to Erie.)					53,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased to Erie)						—	100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased to Erie.)					26,500	5	100	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000								(Leased to Camden and Amboy.)			—	100	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0							20	50	230
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased to Chic. R. I. and Pacific.)					125,000	8	100	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1.000,000	1,000,000											—	100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3					212,892	93,883	—	100	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336.551	*			218,000	800,000	212,500			39.0	87,111				156,746	19,424	—	50	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000 000	328,633			287.5					2,804,250		—	50	58½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775				642,639	295,901	10	50	149½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	36	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	20,301,352	7,030,220		1,921,976		806.7	4,500,135				8,791,937	3,150,837	10	50	97¼
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5					995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	905,891	8	50	105½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,338,531	646,466	—	50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400.985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,804,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782		23.0	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34.971				60,642	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			518,592	130,420	6	100	112
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased to Concord.)					24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170.000	200,000					(Leased to Eastern.)				77,755	24,737	—	100	
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896				112,572	21,541	—	100	
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,659	21,943	1,900,000		129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.		*															—	100	
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390			92.3					254,899	30,667	—	100	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		605,848	1,000,000					159,744				178,456	26,995	—	50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,620	4,086,393	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,72¹	—	100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000						(Not in operation.)					—	100	
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							—	100	
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under construction.)					—	100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2					1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000									166.3	694,409	4 069,421	11,712,202	993,239			—	100	25
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000						(About $5 0,000 a month.)					—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to Ind. & St. Louis.)			517,941		—	100	28½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.0					612,000	171,000	—	100	41
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased to Chi. & Alton.)				240,000		—	100	
Dec. 31, 1868	63 7	8.2	....	—	....	....	....	....	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under construction.)						—	100	
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)						—	100	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0					209,534	87,404	—	100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,056	5,791		86.0	142,341	1,791,700			232,950	100,415	—	100	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased to West Jersey.)					16,533	6	50	
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487				(Operated by Boston & L.)			17,500	16,788	—	100	
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299			416.916	106,052	—	100	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*			1,299 150	97,000	145,578			54.0	152,360			167,518	344	—	50	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased to Phila. and Reading.)						5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3					312,577	12,909	—	100	
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0					218,441		—	100	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				28.0	178,705				277,763	83,511	5	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265.000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100.000	37,800				20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334	—	100	
Dec. 31, 1868	101 7	6.5		—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009				75.0				127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109 0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased to Central of New Jersey.)						6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	860	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431				1,294,962	590,706	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000							(In progress.)					—	100	
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,892	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440		77,017	16,961	3	100	
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in full operation.)						—	100	
Sept. 30, 1868	123 0	5 h	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	67,876	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under construction.)							—	100	
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*												260,000			—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the columns signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0						—	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	.....	.....	448,700	.....	.....	.....	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	.....	2,700	.....	267,300	.....	.....	1,126	—	(Leased to Boston & Lowell.			19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	625	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	23	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	47½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass. R. R.)			32,000	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	8	100	102
Dec. 31, 1868	900.0	—	....	175	58	25	2,810		*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	29	21	10	782		*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	(Leased to Vermont Central.)			.....	.....	8	100	102
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	227,980	4,414,382	3,557,671	508,097	114,080	2	100	58
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)			.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	872,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	883,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,520	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George†.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,385	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	80
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	.....	50	131
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	.....	100	....
Dec. 31, 1868	20.8	—	—	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Wicomico and Pokomoke .....Maryland.	330,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	163,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	764,998	123,653	1,147,018	1,560,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	297,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	136
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	82
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	83
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)	.....	.....	.....	.....	.....	.....	.....	.....	14	100	121
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	.....	.....	.....	603,067	397,785	—	50	66½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	102.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	.....	.....	.....	258,300	30,197	—	50	31¼
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,000,000	749,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	18¼
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	18.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101½
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	38,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19¼	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	280,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	49	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	13
Dec. 31, '68				Hoboken and Hudson City..N.J.										....
Dec. 31, '68				Hoboken and Weehawken..N.J.										....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67⅞
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	78	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.26	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.35	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	63
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19¼	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,383	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov, 30,'67	4.06	44		Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1876	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	71
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	93½
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,983,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43
Hannibal and St. Joseph, pref.	5,253,836	....	....	109
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,589,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	89
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	141
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	84
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	34½
Mariposa Mining, pref.	5,775,400	7	7	20½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 —	@ 34 —
Pig, American, No. 1		34 —	@ 35 —
Pig, American, No. 2		33 —	@ 34 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold).	85 —	@ 97 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes..Less 5 per ct.		120 —	@130 —
Bar, Refined	" "	82 50	@ 85 —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	100 —	@130 —
Band	" "	105 —	@ — —
Horse Shoe	" "	105 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	110 —	@155 —
Nail Rod	Less 5 per ct...per lb.	— 8	@ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold)...per ton.	57 —	@ — —
Rails, American, at Works in Penna.	c'y.	76 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 16	@ — 20
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 11	@ — 18
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— —	@ — 18
American, Spring,	do.	— 9	@ — 12
American Machinery	do.	— —	@ — 12
American German	do.	— 10	@ — 12

NAILS—Duty: Cut, 1½: Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 60	@ 4 62½
Clinch		6 10	@ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23	@ —22
Copper		— 38	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32	@ — —
Straits	(gold).	— 30½	@ — 31
English	(gold).	— —	@ — 29½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....per box.	8 — @	8 37½	10 — @	10 50
I. C. Coke	6 75 @	7 37½	8 50 @	9 50
Coke Terne	— — @	6 —	7 50 @	8 —
Charcoal Terne	7 50 @	8 —	9 25 @	10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.		— 16½	@ — 16½
Crude, 40 @ 47 gravity (in shipping order)		— 22	@ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29	@ — —
Refined, Standard White (in ship'g order).		— 30½	@ — 31½
Refined, prime White (in shipping order).		— —	@ — —
Refined, S. W. (in merchantable order)		— 33	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 11	@ — 11½
Residuum	per bbl.	4 50	@ 5 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)	
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 —	@ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50	@ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 —	@ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50	@ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 —	@10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50	@12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50	@12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50	@16 —
28 by 38 to 28 by 44....(3 qlts.)	22 —	@16 50
28 by 46 to 30 by 48....(3 qlts.)	23 —	@17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50	@18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50	@19 50
34 by 58 to 34 by 60....(3 qlts.)	30 —	@22 —
36 by 60 to 40 by 60....(3 qlts.)	36 —	@28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Canton Co.	58	59½	59	58½	58½	59½
Central Pacific 6s	94½	94½	95	95½	95½	95½
Central of N. Jersey	98	98½	99	99½	100½	100½
Chicago & Alton	145	145	146	147	148	149
" pref.	....	....	....	....	....	150
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	88½	....	....	....	....	....
Chicago, Burl. & Q.	155	155	....	158	....	158
" 8s, 1883	110	....	....	111	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73	72½	72½	72½	72½	73½
" pref.	89½	89	89½	89½	89½	89½
" 1st M.	....	....	....	91	....	92½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	90½	....	....	....
Chic., Rock Isl. & Pac.	....	....	....	....	....	118½
Chicago & R. I. 7s, 1870	100½	....	....	100½	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	96½
Clev., Col., C. and Ind.	73½	74	74	74	74	....
Clev. and Pittsburg	92½	92½	95	96½	97	98
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	74½	75	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	97½	....	98	....
Col., Chi., & Ind. C.	21½	21	20½	20½	19½	19½
" 1 M.	76	76	75½	77	76½	76½
" 2 M.	....	....	....	62	....	....
Cumberland Coal pref.	33	33½	....	32½	33½	34½
Del. & Hudson Canal	....	....	....	....	121	....
Del., Lack. & Western	105½	105½	105½	....	105½	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	109	108½	....	108½	109	....
Erie Railway	25½	25	....	25½	25	24½
" pref.	43	....	....	....	....	43
" 1 M. 7s, 1897	....	....	95	....	95	....
" 2 M. 7s, 1879	90	90	90	90	90	91
" 3 M. 7s, 1883	86½	....	....	....	....	....
" 4 M. 7s, 1880	....	80	80	80	82½	....
" 5 M. 7s, 1888	....	75	....	....	....	....
Great Western 2d mort.	77	77	77	....	77	77
Hannibal & St. Joseph	107½	107½	108	109½	108½	108½
" pref.	107½	107½	108	109½	109	109
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	105
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	138	141	142½	144	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	85½	85½	86½	86½	88	....
Lake Shore Div. bonds	....	88	....	....	....	....
Marietta & Cin. 1st pref.	....	....	20	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	118½	119	119½	120	....
" S. F. 8s, 1882	....	....	....	....	....	120
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	97½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	10	10½	10	10½	10	....
" pref.	20½	19½	21	21½	21½	20½
" Tr. 10s ctfs.	....	50½	51	....	....	....
Milw. and St. Paul	72½	72½	73½	....	....	74½
" pref.	86½	86½	87½	87½	87½	88½
" 1st mort.	89½	90	....	90	90	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	103	103	....
" 7 3-10s con.	....	89½	....	....	....	89½
Missouri 6s	91½	90½	90½	90½	91½	90
" H. & St. J. iss.	91	....	90½	....	....	91
Morris and Essex	86½	86½	86½	86½	86½	....
" 1st mort.	100½	....	....	....	100	101
" 2d mort.	92	92	92	....	92	92
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90	....	....	....	....	91
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	98½	98½	97½	98½
" certificates	94½	94½	95½	96½	96½	96½
N. York and Harlem	....	140	142	144	148	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	101
N. Carolina 6s	42½	....	43	43½	44	44½
" new	25½	25½	27½	25½	25½	25½
Ohio and Miss.	28½	28½	26½	28½	28½	29½
" pref.	....	....	....	....	....	....
" 1st M.	93	....	....	....	....	....
Pacific Mail S. S. Co.	42½	40½	41½	41½	41½	41½
Panama	175	....	173	170	171	172
Phila. and Reading	96½	96½	97½	97½	97½	97½
Pitts., Ft. W. & Chi. gtd.	89	89½	89½	90	90½	91½
" 1 M.	....	....	....	104½	105	....
" 2 M.	96½	....	96	....	....	....
" 3 M.	....	90	92	93	....	....
Quicksilver Mining Co.	15½	15½	14½	15½	14½	....
St. L., Alton & T. H.	....	26	24	27½	28½	....
" pref.	....	59½	62	60	61	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	79	79	....	....	....
" Income bds.	....	75	74½	....	....	....
Tennessee 6s	54	55	55	56	57	56½
" new	42½	48½	49½	49½	49½	49½
Tol., Wab. & Western	....	....	48½	47½	47½	....
" pref.	....	....	....	....	....	....
" 1 M. ex.	89	....	89	....	....	....
" 2 M.	....	....	85	....	....	....
" Equipment	....	....	73½	....	....	....
Union Pacific 1st mort.	86½	85	86½	86½	87½	87
Virginia 6s, ex-coupon	62	62½	62½	62½	62½	62½
" new	65	66	67	69	68½	68

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112⅜	111¼	112¼	....	....	112⅜
U. S. 5s, 10-40s, reg	....	....	109⅜	....	....	109
U. S. 6s, 1881, reg	118	117⅞	117⅞	118	....	118
U. S. 6s, 1881, coup	118¼	118⅜	118¼	....	....	118
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115¼	115	115½	115¼	114⅞	115
U. S. 6s, 5-20s, reg. '64	....	....	114⅝	....	....	...
U. S. 6s, 5-20s, c. 1864	....	115	....	115	....	....
U. S. 6s, 5-20s, reg. '65	115	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115¼	114⅞	115⅜	115	113⅜	....
U. S. 6s, 5-20s, r. n. '65	....	....	113⅜	....	....	....
U. S. 6s, 5-20s, c. n. '65	....	113⅜	113⅝	113⅜	113⅜	113⅜
U. S. 6s, 5-20s, reg. '67	114⅛	....	....	....	....	113⅞
U. S. 6s, 5-20s, c. 1867	114⅛	114⅛	114⅛	114⅛	114	114⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	114⅜	....	....	....
U. S. 6s, Pac.R.R.issue	111⅛	....	111⅛	....	111⅛	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	35	....	....
Camden and Amboy	114⅛	114⅛	114⅛	114⅜	113⅜	115
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	84	....	....	83¾	....
.. 6s, 1889	....	....	83	....	....	....
.. mort. 6s, '89	....	93	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33	32⅝	....	33	33¼	....
.. 6s, 1884	....	84	84¼	....	83¾	....
.. Gold L	91⅞	92¼	....	92¼	92	92⅜
.. R. R. L	88¼	....	....	89	89	....
Lehigh Valley R. R.	53⅝	54	54	54¼	54¼	....
.. 6s new coup	....	94¼	95	....	....	....
.. 6s new reg	....	....	....	96	96	96
Little Schuylkill R.R	....	....	41¼	41¼	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¼	51¼	51¼	51¼	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	62	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	55⅛	56	55⅞	56	56⅛	56⅛
.. 1st M	....	98	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	104½	....	104½	104	....
.. 6s, 2d series	....	106	....	106	....	....
.. 6s, 3d series	....	107⅞	108	....	....	108
.. 6s, W. L	100	....	....	100⅛	....	....
Philadelphia City, 6s	....	....	....	98	....	....
.. new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor	....	75	....	74⅛	....	....
Phila. & Reading	47⅛	48⅛	48⅛	48⅛	48⅛	48⅛
.. 7s, 1893	....	104	....	....	....	....
Philadelphia and Erie	28⅛	28⅛	....	....	28⅞	29
.. 6s	....	....	....	....	....	....
.. 7s	86⅛	87	87⅛	88	88	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	15	15	....	....	16¼	....
.. 6s, 1882	55	56	....	....	58	58
.. 6s, 1876	50	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	12½	....	12½	13	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	40½	40	....	....
Spruce and Pine	....	20½	....	....	....	....
13th and 15th sts.	....	....	....	....	19½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	92½	....	....	....	92½
.. 1886	....	90	....	....	91½	....
.. 1890	91¼	....	92½	....	92⅜	92⅜
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	128⅛	....	....	....	127⅛
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880.	92	....	....	....	....	....
.. .. 1885	....	....	93	....	....	....
Marietta & Cin. 1st M	87	87	87	....	....	87½
.. 2d M	68	68	68	....	....	67½
Northern Central	44⅜	44½	....	....	44	44½
.. bonds, 1885	....	....	....	....	....	88½
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	92	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	18	....	18	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	154	154½	154½	....	154½	155
Boston and Lowell	....	....	135	135	....	....
Boston and Maine	...	....	147	....	....	147½
Boston and Providence	....	....	139½	139	....	139
Boston, Hartford & Erie	6⅞	6⅞	6⅞	7⅛	7⅛	7⅛
.. 7s, new	44½	43⅞	44⅞	45	....	44¼
Cheshire, pref	....	93	93	....	....	93½
Concord	....	....	....	....	....	81½
Connecticut River	....	....	....	....	....	....
Eastern	117½	....	118	....	118	118½
Fitchburg	....	....	130½	....	130½	130½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118½	119	119	119	....	119½
Northern, N. H	....	....	....	....	....	112½
Ogdens. & Lake Champ	63¼	....	63½	64	....	65
.. pref	....	108½	....	....	....	....
Old Colony & Newport	95⅞	95⅞	96	....	96	95⅞
Ph., Wil. & Baltimore	....	52⅜	52⅜	52⅜	52⅜	52⅜
Portl'd, Saco & Ports	....	....	112½	....	....	112
Union Pacific 6s	86⅛	86	....	85⅞	86⅛	86⅛
" Land Grant 7s	64⅛	64	65	66⅛	68⅛	66⅜
Vermont & Canada	....	101½	101½	101⅝	102	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	101½	....	....	....	101½
Metropolitan ..	67½	....	....	....	....	67⅝
Middlesex ..	....	....	78	78	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	6¼	6	6¼	6⅜	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	6	....	....	6	....	....
Pittsburg ..	....	....	....	....	....	8½
Quincy ..	....	....	31½	....	....	....

London Stock Exchange.

	Closing Prices. Jan. 14.	Jan. 21.
Atl. & Gt. West. N. Y. scc. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	24½— 25½	25½— 26½
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c	65 — 67	65 — 67
Erie shares 100 dol. all paid	17 — 17½	18 — 18⅜
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	99¼—101½	103½—104½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	88 — 89	88 — 89
Do. with option to be paid in Phila.	88 — 89	88 — 89

American Railroad Journal.

Saturday, February 12, 1870.

Stock Exchange and Money Market.

The Money Market has shown no really new features. The supply available to borrowers, especially on call, has been in excess of the demand for accommodation, and rates have been quoted easy on the basis of 4@6 per cent. in a temporary form, and 7@8 per cent. per annum on prime mercantile credits. The city banks, last week, added over 4½ millions to their deposits, and 1¼ millions to their reserve of legal tender notes, while reporting a reduction of nearly 1½ millions of their specie average. The loan and discount average was increased over four millions. The specie average is now about 39 millions; and the legal tender hoard exceeds 58 millions. The deposits are 215 millions, against 190 millions at the beginning of the year. The U. S. Sub-Treasury, last week, reported an increase of about 1½ millions in its currency balance, with a slight addition to its coin reserve. The general balance of the office on Wednesday, was $82,617,568, as against $80,766,970 on the 1st inst.

The specie reserve of the city banks according to the latest return is $38,997,246, against $27,939,404 same time last year. The city bank deposits are now $214,739,179, against $196,602,899 week ending Feb. 6. 1869. The legal tender reserve amounts to $58,048,384, against $53,424,133 same time last year. The circulation now stands at $33,746,481, against $24,246,436 same time last year. The loans are now $264,514,119, against $266,541,732 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $90,206,700 a day, against a daily average of $91,603,925 the preceding week, and $88,361,485 the week ending with Jan. 23, 1870. The current week's exchanges average about 87 millions a day. The city banks, last week, reported a loss of $1,478,468 of specie, with a further gain of $4,588,266 of deposits, and $1,266,216 of legal tender notes. They increased their loans, $4,189,848; and their circulation, $34,199.

National Bank notes to the amount of $188,270 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $320,514,391, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $20,922,010, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,592,381. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,310,350; and for the public deposits, $18,571,000—making a total of $360,881,350. The Treasury Department last week redeemed and destroyed $552,300 of worn and mutilated fractional currency, and issued $247,600 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 5, were $5,105,287 in coin, (including $2,304,000 from customs duties,) and $4,227,612 in currency; payments, $5,101,871 in coin, (including $563,248 of coin interest,) and $2,729,741 in currency; balance at the close of the week, $81,156,217 (including $75,552,602, of coin, and $5,355,314 of currency,) against $80,681,207 at the close of the preceding week, showing an increase of $465,010. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $691,769 in coin, (including $618,000 from customs,) and $552,546 in currency; payments, $66,851 in coin, (including $53,000 of coin interest,) and $248,141 in currency. On Tuesday, receipts, $663,196 in coin, (including $561,000 from customs,) and $497,206 in currency; and payments $61,917 in coin, (including $55,000 of coin interest,) and $408,538 in currency. The balance at the close of business on Tuesday stood at $82,617,568, (including $5,748,388 of currency, and $76,778,779 of coin,) against $79,931,305 a week previous; and $79,126,407 on Jan. 25, 1870.

The aggregate receipts of the office in January were $68,407,045, including $10,152,398 in coin from customs at the port; aggregate payments, $77,697,503, including $17,693,727 of coin interest, and $1,232,271 of currency interest.

The U. S. Sub Treasurer retired, last week, $2,168,673 of coin certificates, received for customs.

Government revenues, since our last, have been yielding quite handsomely for the season. The customs show an important increase, in the current week. The excises are up to a fair average,

The excises have yielded about four millions; customs at the port of New York, $2,270,674, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $8,133,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 103 millions.

A moderately active movement has been reported in Gold, which has ranged from 120⅜@121⅜, leaving off on Wednesday at 120⅜. The speculative inquiry has shown some spirit. The customs call has been on an enlarged scale. There has not been much demand, however, for shipping purpose. The imports of foreign specie, last week, were considerably heavier than the exports of specie from the port. Government disposed of a million of Gold on the 3d inst., at 121.03@121.38. On Wednesday, of this week, the bidding for the million of Government Gold was unusually brisk. Messrs. Fisk & Hatch offered 120.40 for the whole amount. Messrs. Trevor & Colgate offered the same price for $800,000. The million was awarded at from 120.40@120.60. The aggregate of the bids was nearly four millions ($3,840,000.) The exciting news from Paris tended to stimulate speculation toward the close.

The customs demand for Gold last week, averaged $384,000 a day; thus far this week, it has averaged $589,000 a day, or equal to a weekly aggregate of $3,534,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $509,632; and since Jan. 1 1870, $2,030,238, against $600,794 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $76,749,653, against $71,650,340 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Jan. 28, was $415,590, against $452,750 same time last year.

The exports of specie, from this port, last week, were $249,304, against $996,953 same week last year; total, since July 1, 1869, $19,588,248, against $26,020,331 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $563,248, and since July 1, 1869, $62,006,443, against $62,240,371 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to Jan. 28, were $3,188,344, against $3,161,497 same time last year.

Foreign Exchange has been in fair demand, most of the week, and generally held with firmness. The offerings of prime bankers' bills have been very moderate. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108⅞@109⅛, and on Paris to 5.21¼@5.17½; sight bills on London to 109½@109¾, and on Paris to 5.16¼c.@5.15. The offering of produce bills continue on a rather more liberal scale. The week's exports of domestic produce have been to the currency value of $3,461,230, making the total since July 1, 1869, $124,382,381, against $96,364,510 same time preceding fiscal year.

Government securities have been in rather better supply, and very moderate request at drooping prices. The principal holders have not been offering their bonds with freedom at the going rates, as they have been generally looking for an early rally in values. The later issues of the Five-twenties, and the U. S. Currency Six per cents have been most sought after. The foreign advices have not been favorable to active movements. Operators have been unwilling to do much either way, pending the action of Congress, on the funding project. The ruling of the Supreme Court, in the legal tender case, as published in the daily journals on Tuesday, though freely canvassed in the street, had but little influence on the public funds.

The bonds purchased by Secretary Boutwell up to the 1st of February, amount to $96,278,050; and the accrued interest to $809,334 36—making a grand total of $97,082,384 36. The market value of these bonds, estimated at an average premium of twelve and a half per cent., would be $108,307,181; $25,497,500 of these belong to the sinking fund, and $70,075,550 are held subject to the future action of Congress. The Secretary recommends in his annual report that the latter be added to the sinking fund, and the funding bill just reported provides for so doing.

U. S. sixes of 1881 closed here rather heavily at 118@118¼; U. S. Five-twenties of 1862, 114⅞@115⅛; U. S. Five-twenties of 1864 at 114⅛@114¾; U. S. Five-twenties of 1865 at 114⅝@114⅞; U. S. Five-twenties of 1865, consolidated, 113½@113¾; U. S. Five-twenties of 1867, 113¾@114; U. S. Five-twenties of 1868, 113⅞@114⅛; U. S. Ten-forties at 112⅛@112¼; U. S. Six per cent. currency bonds, 111⅞@112.

State bonds have been generally strong and buoyant, on a fairly active business.

On Tuesday, an unusually brisk investment call was started for the Railway Mortgages, to which the ruling of the United States Supreme Court in the legal tender issue, gave additional interest leading to quite liberal purchases at advancing prices. Central Pacific Sixes were taken as freely as offered, and closed quite buoyantly at 96. Union Pacific Sixes were quoted at 87½@87¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 26.	Feb. 2.	Feb. 9.
Consols	92½	92⅜	92½
U. S. 5-20's of 1862	86⅞	86⅞	87
U. S. 5-20s, 1865	86¾	86¾	86⅞
" 1867	85¼	85⅞	85⅞
" 10-40s	84¼	84½	84¾
Erie	17¾	20	20
Ill. Central	103¼	103½	107¾
At. and Gt. West	25½	26½	....

The dealings in railway and miscellaneous share property have been fairly active at, in most instances, a further improvement in prices, favored by the unusual ease in money.

There has been a moderate trade reported in the leading kinds of domestic produce, but at less buoyant prices in most instances. Middling upland cotton closed heavily on Wednesday at 25¾cts. per lb. The stock of cotton now here is given at about 65,000 bales. The receipts at the port this week, have averaged about 3,750 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,806,125 bales, against 1,415,700 bales in 1868–'9; exports, same time 987,850 bales, against 706,750 bales same time in 1868–'9; stock on hand at latest dates, 503,550 bales, against 385,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 687 pkgs., against 840 pkgs., same time in 1869. From Boston, 393 pkgs., in 1870, against 826 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 9½@17c½., per lb.; week's receipts, 6,817. Milch cows continue very dull, at $40@$100 each, receipts, 125. Veal calves have been plenty and heavy at from 8@13c. per lb.; receipts, 704. Sheep and lambs in liberal supply and limited demand at from 4½@8½c., and 6½@9c. per lb.; receipts, 30,080. Swine in less request at 9¼@10c. per lb., all live weight; receipts, 15,565.

Foreign goods have been in pretty fair demand, and held with firmness, as a rule, though the dealings have shown nothing like general activity. The week's imports of foreign dry goods were to the specie value of $2,936,004; and of foreign merchandise, $3,439,481, making a total of $6,375,485, against $4,625,828 same week last year.

Ocean freights have been inactive and depressed. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 4½@1s. 6d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 3½d.@3d. by steamer, per bushel; cotton at $\frac{5}{32}$d.@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 402.

The balance in the Sub-Treasury on Wednesday was $82,927,097 42.

The New York exports, exclusive of specie, for the week ending Feb. 8, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$2,660,313	$3,461,230
Previously reported	14,777,193	14,675,326
Since Jan. 1	$17,437,506	$18,136,556

The imports for the week ending February 5, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,887,580	$2,936,004
Gen. merchandise	2,738,248	3,439,481
Total for the week	$4,625,828	$6,375,485
Previously reported	20,586,534	20,295,335
Since January 1	$25,212,362	$26,670,820

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 89; do., new, 84; Louisiana 6s, 72½; do., 6s, Levee bonds, 72; do., 8s, Levee bonds, 83; Alabama 8s, 95; Illinois coupon bonds, 1879, 100; New York State 7s, Bounty Loan, reg., 108¾; Brooklyn 6s, W. L., 92; Jersey City W. L., 92⅛; Milwaukee and St. Paul 1st mort., Iowa Div., 88; Toledo, Peoria and Warsaw 1st mort., W. D., 78; do., E. D., 80¾; Quincy and Toledo 1st mort., 83; Chicago and Milwaukee 1st mort., 90½; Galena and Chicago 1st mort., 101; Ohio and Miss. consol. bonds, 80; St. Louis and Iron Mt., 41; do., 1st mort., 81½; St. Louis, Jacksonville and Chicago 1st mort., 90; Lackawanna and Western 1st mort., 98; Am. Dock and Imp. 7s, 95; Great Western (Ills.) 1st mort., 1868, 103; Pacific 7s, guar. by Mo., 93; New York and New Haven R. R., 139; do., scrip, 138; Western Union Telegraph, 85¾; do., 7s, 86½; Brunswick City Land, 8; Atlantic Mail S. S. Co., 25; American Coal, 87; Pennsylvania

Coal, 230; Adams' Exp. Co., 64¾; Am. Mer. Union Exp., 87¾; U. S. Exp., 50; Wells-Fargo Exp., 20½.

Philadelphia.—Phila. and Reading 6s, 1893, 80; do., 6s, 1848-'80, 89; do., 1844-'80, 88; West Jersey 6s, 88¾; Camden and Burlington County R. R. 6s, 84; Lehigh Nav. conv. loan, 76½; Huntingdon and Broad Top 1st mort., 80¼; Connecting R. R. bonds, 85; Oil Creek and Allegheny River R. R., 40; Chesapeake and Delaware Canal, 41½; Green and Coates streets R. R. 7s, 85¼; Chestnut and Walnut streets R. R. bonds, 85; Camden and Amboy scrip, 63¼; Allegheny County 5s, 76½; Pennsylvania coupon 5s, 93½; Ocean oil, ¾; Clinton Coal, ½; Buck Mt. Coal, 35¼. The latest quotations are: City 6s, 97¾@98; do., free of tax, 100½@100⅝; State 5s, coupon, 94@—; do., 6s, W. L., 100½@101; do., 1st series, 104¼@104½; do., 2d series, 106@106¼; do., 3d series, 107¾@108; Reading, 48⅝@48¾; do., 7s, 1893, 104@105; do., mort. 6s, 1880, 89@—; Camden and Amboy, 114¼@114½; do., mort. 6s, 1889, 93@93; do., 1883, 84@—; do., 1889, 84@85; Penn. R. R., 56½@56⅝; do., 1st mort., 98@98½; do., 2d mort., 97@—; Little Schuylkill R. R., 41@41½; Morris Canal, 30@31; do., pref., 64@65; do., bonds, 75@80; Susquehanna Canal, 8@10; do., 6s, —@51; Schuylkill Nav., 8@10; do., pref., 16⅞@17¼; do., 6s, 1882, 58¾@59½; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 88@—; do., 5s, 59@60; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 84¼@84½; do., R. R. Loan, 89@89¼; do., Gold Loan, 92¼@92½; North Pennsylvania, 36@36½; do., 6s, 89¾@90¼; do., Chattle 10s, 111@115; Philadelphia and Erie, 29@29⅛; do., 6s, 88@89; Minehill, 51½@51¾; Catawissa, 14@15; do., pref., 35½@35⅝; Lehigh Valley, 54½@54¼; do., 6s, 96@96¼; do., 6s, reg., 96@96¼; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 39@40; Thirteenth and Fifteenth, 19½@19¾; Spruce and Pine, 21@21; Green and Coates, 35@40; Chestnut and Walnut, 43½@45; Hestonville, 12⅞@13; Union, 40@45.

Boston.—Vermont Central 1st mort., 81½; Stanstead, Shefford and Chambly 7s, 80½; Burlington and Missouri River R. R., 79½; do., 8s, 1879, 99; do., 7s, 1894, 90; Old Colony and Newport 7s, 101⅞; do., 6s, 1876, 95; Chicago and Southwestern 1st mort., 7s, gold, 97; Ogdensburg and Lake Champlain R. R. 8s, 102⅝; Vermont and Massachusetts R. R. 6s, 91⅜; Cin., Sandusky and Cleveland 7s, 1890, 74½; Eastern R. R., 6s, 1874, 96¼: Carthage and Burlington R. R., 8s, 1879, 95¾; Dixon and Peoria 8s, 1889, 95⅜; Keokuk and St. Paul R. R., 8s, 1879, 97⅞; Vermont Central and Vermont and Canada 8s, 1889, 101; Eastern (N. H.) R. R. 114; Worcester and Nashua R. R., 130; Connecticut and Passumpsic Rivers pref., 87¼; do., 7s, 1876, 100; Norwich and Worcester R. R., 107; Boston Water Power, Co., 17; Cary Imp. Co., 7⅛; Qaincy R. R. Bridge, 125; Gilberton Coal, 36; Collateral Coal, 95½; Rhode Island 6s, 99; Massachusetts 5s, 1878, gold 102; do., 1880, 101⅞; do., 1883, gold, 101¾; do., 1894, gold, 101⅞; do., 6s, 1871, gold, 119; 6s, 1873, 113¼; New Hampshire 6s, 1884, 98; Connecticut 6s, 1882, 98½; Chicago 7s, sewerage, 97½; do., River Imp., 96¾; do., 7s, Tunnel, 96⅝; do., 7s, Park Loan, 95¼; do., 7s, Jail Loan, 95; St. Louis 6s, sewerage, 1889, 85; do., 1887, 84; St. Louis County 7s, 1885, 95; Hartford 6s, 1893, 95¾; do., 1881, 97; do., 1879, 97½; Portland 6s, 1887, 95½; do., 1870, 99½; Brunswick, Me., 6s, 1870, 99⅞; Bath 6s, 1891, 89; Charlestown 6s 1874, 99¾; do., 5s, 1877, 93⅜; Bangor 6s, 1894, R. R. Loan, 87½; Albany 6s, 1896, 93; do., 1893, 95; Cook Co., Ills. 7s, 95½; Cambridge 5s, 1893, 100¾; Cincinnati 7 3-10s, 1888, 101; Boston 5s, 1876, gold, 103¼; do., 1878, 102; do., 1880, 102⅛; Allouez Mining Co., 2; Calumet, 65; Hecla, 81.

Baltimore.—Virginia 6s, old, reg., 51⅝; do., 1866, 59; do., 1857, 54; do., coupon 6s, new, 65; Maryland Defense Loan, 100⅜; Wilmington and Welden bonds, 89; Orange, Alexandria and Manassas 7s, 1882, 69¾; Western Maryland bonds, 75; do., guar. by Washington Co., 75; Pittsburg and Connellsville bonds, 89; North Central 6s, 1900 gold, 97¾; Orange and Alexandria 2d mort. 6s, 1875, 72½; Parkersburg Branch R.R., 23. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¼@89; Balt. and Ohio, 126@127; do., 6s, 1875, 91⅛@92; do., 1880, 91¼@93; do., 1885, 93⅛@—; Northern Central, 44¼@44½; do., 6s, 1885, 88½@89; do., 1900, 83@84; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 92@92; do., 2d mort., 92@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 87@87; do., 2d mort., 67½@68; Central Ohio, 23@25; do., 1st mort., 81@84; Western Md. 6s, 1890, 68@75; do., guar., by Baltimore City, 90@90; do., 2d mort., guar., 89½@91; do., 6s, pref., 50@60; do., 6s, guar., by Washington Co., 78@80; Richmond and Danville bonds, 70¾@71¼; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 70@71; do, 3d mort., 8s, 81½@82; do., 4th mort., 8s, 69¾@70; Orange, Alexandria and Manassas 7s, 69½@70; Virginia and Tennessee 8s, 73@73⅞; Baltimore 6s, 1875, 92½@92½; do., 1886, 91@—; do., 1890, 93@93; do., 1893, 92@92; do., 5s, 1838-'70, 71½@—; Memphis City 6s, 51@55; Maryland Defense Loan, 99½@100½; City Passenger R. R., 18@18½; George's Creek Coal, 63@70; Atlantic Coal, 2.25@3.00; Bare Hill, 0.08@0.20.

Intercolonial Railway.

The Intercolonial Railway Commissioners will receive proposals until the 4th of April for the construction of two sections in the Province of Quebec—a distance of 43 miles on the east section eight.

Two sections in New Brunswick of thirty one miles.

The east section is to be completed by the first of July, 1872.

The Commissioners will also receive proposals for sections 3 and 4, the former contracts for these sections having been annulled by the Commissioners. Sections 3 and 4 to be completed by first of July, 1871.

☞ A bill has passed both houses of the North Carolina Legislature to recall to the treasury the unsold special tax bonds, and to stop the collection of the special tax, *pro rata*, with amount of bonds returned.

☞ A company has been organized for the building of a railroad from Dubuque to Bellevue. The Western Union Company will build from Sabula to Bellevue.

Worcester and Nashua Railroad.

The annual meeting of the stockholders of this company was held at Worcester on the 20th ult. The annual report of the directors, which was adopted, states that the earnings of the road for the year ending November 30th, 1869, were $538,021 23, and the expenses, $387,059 89, making the net profits, $150,961 34. Two semi-annual dividends, one of $4 and one of $5, free from Government, State and local taxes, have been declared, leaving an undivided surplus of $11,461 34. The assets of the road over its liabilities are $90,717 96. The earnings of the road, both from passenger and freight traffic, have materially increased over the preceding year, notwithstanding the great depression in the mechanical and manufacturing business which interests this road so much. The directors recommended that the construction account which was closed by a vote of the stockholders at a special meeting held on the 20th of March, 1856, be re opened, and that all permanent improvements and extraordinary expenses hereafter be charged to this account; and that new stock from time to time be issued and sold and the proceeds applied to the payment of such outlays. The following resolution was offered and adopted:

Resolved, That the directors be and hereby are authorized to charge to the construction account of the road such permanent expenditures, improvements, and changes as have been and may be hereafter made which they deem properly chargeable to that account.

It is proposed to lay a double track the entire length of the road, and to commence the work this season. The following gentlemen were elected directors for the ensuing year: Francis H. Kinnicutt, of Worcester, Stephen Salisbury, of Worcester, Alexander Dewitt, of Oxford, Jacob Fisher, of Lancaster, Thomas Chase, of Nashua, Asa F. Lawrence, of Groton, Francis H. Dewey, of Worcester, Alexander H. Bullock, of Worcester, Calvin B. Hill, of Nashua.

☞ At the regular meeting of the directors of the South Carolina Railroad Company, recently held, it was determined to begin the payment of quarterly dividends in July next. The road, which is one of the oldest in the country, has been rebuilt, and is in fine order; the rolling stock and motive power are thoroughly efficient; the debt of the company has been amicably adjusted, and the business of the road is steadily increasing.

☞ A special general meeting of the shareholders of the Great Western Railway of Canada will be held in London, Eng., on the 16th inst., for the purpose of approving or otherwise an agreement entered into between this Company, the Michigan Central Railroad Company, and the Detroit and Milwaukee Railroad Company, for the division of the through traffic of the three Companies.

☞ A dividend of four per cent., less U. S. government tax, has been declared, payable on the capital stock of the Peoria and Bureau Valley Railroad Company, at its office, No. 13 William street, on and after February 10th.

☞ The bill loaning the credit of the State to the amount of two millions of dollars to the Alabama and Chattanooga Railroad Company, has passed both branches of the Alabama legislature.

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1869 are complied from official sources by Mr. C SLACK, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
Consolidation	121,224	101,645	33,921	256,790
Central	114,309	128,989	.....	243.298
American	91,771	128,225	.....	219,996
Cumberland	99,027	78,908	30,990	208.925
Hampshire and Balt.	109,548	47,727	1,278	158.553
Borden Mining	81,045	71,590	954	153,589
George's Creek	100,310	32,153	16	132,479
Piedmont	92,021	.....	.....	92,021
Atl & George's Creek	79,185	.....	.....	79,185
Potomac	67,458	.....	.....	67,458
Franklin	59,487	.....	.....	59,487
Midlothian	23,179	26,320	.....	49,499
Swanton Mining	48,334	.....	.....	48,334
Maryland	31,322	13,018	.....	44,340
Cooke Mines	8,782	23,472	529	32,783
Barton	32,720	.....	.....	32,720
Savage Mountain	2,936	104	.....	3,040
George's Creek Min'g	172	.....	.....	172
	1,162,830	652,151	67,688	1,882,669

Compared with 1868 the Consolidation Company shows an increased production of 73,313 tons; the American, 71,744; Cumberland Coal and Iron, 50,661; Hampshire and Baltimore, 4,761; Borden Mining, 46,729; George's Creek Coal and Iron, 54,377; Piedmont Coal and Iron, 45,762; Atlantic and George's Creek, 47,217; Potomac Coal, 12,497; Franklin Coal, 41,732; Midlothian Coal, 42,230; Swanton, 25,872; Maryland Coal, 44,340; Cooke Mines, 11,661; Barton Coal, 26,370; Savage Mountain, 335. There was a decrease of 32 397 tons in the production of the Central Mining Company; 39 tons in that of the George's Creek Mining Company; 9,749 in the New Hope Mines, and 5,190 in the National Coal Company. The net increase of production during the year was 552,226 tons. The following table gives a recapitulation of the manner of transportation of the coal:

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	981,297	
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	573,243	
By Cumberland and Pennsylvania Railroad to Local	35,480	
		1,590,020
By Cumberland Coal and Iron Co.'s Railroad to Baltimore and Ohio Railroad	99,027	
By Cumberland Coal and Iron Co.'s Railroad to Chesapeake and Ohio Canal	78,908	
By Cumberland Coal and Iron Co.'s Railroad to Local	30,990	
		208,925
By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad	82,506	
By Hampshire and Balt. Co. (Va. Mines) to Local	1,218	
		83,724
Total tons in 1869		1,882,669

The following table shows the aggregate production of the mines from 1842 to 1869, inclusive—twenty-eight years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	H. R. R. Tons.	Ag'rate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6 421	.....	.....	10,082
1844	5,156	9,734	.....	.....	14,890
1845	13,738	10,905	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52.940
1848	36,571	43,000	.....	.....	79.751
1849	63,676	78,773	.....	.....	142,449
1850	76,950	119,898	.....	.....	196,848
1851	122 351	135,348	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227.245	65.570	662,272
1856	167,381	227,094	269,210	42,765	706,450
1857	135,917	242.573	252,368	51,628	582,486
1858	214.730	153,548	218,318	63,060	649,656
1859	260.054	158,626	257,740	47,934	724.354
1860	302,947	144,100	289.298	52,564	788,909
1861	92,181	55,279	85 554	36,660	266,674
1862	148,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	266,430	36,240	748,345
1864	481,246	132,198	.....	44 552	657,996
1865	669,592	162,558	.....	71,345	993,495
1866	883,957	104,410	.....	90.964	1,079,331
1867	1,008,280	113,010	.....	72.532	1,193,822
1868	1,083,521	158,264	.....	88,658	1,339,443
1869	1,590,020	208,925	.....	83,714	1,822,669
	8.475,609	3,284,881	2,190,673	884,823	14,835,986

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN COMMON CARRIERS OF PASSENGERS BY FREIGHT TRAINS—PENALTY TO PASSENGERS FOR VIOLATING RULES—WHEN NEGLECT OF COMPANY'S AGENTS EXCUSES PURCHASE OF TICKET.

The facts of the recent case of The Chicago and Alton Railroad Company *vs.* Flagg (43 Ill., 365,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action on the case brought by the appellee against the railway company for wrongfully expelling him from one of its trains. Being desirous of traveling a short distance on the road, he entered what is called a caboose car, attached to a freight train, without a ticket. From the conversation which subsequently took place between him and the conductor, as drawn out by the defendant's counsel on the cross-examination of witness, it appears he was unable to procure a ticket because the ticket office was closed. When his ticket was demanded on the train he offered to pay his fare, and also offered to give the conductor ten dollars to be kept by him until a ticket could be procured at the next station.

The conductor replied that he was forbidden by the rules of the road to receive money for fares, and should he do so he might lose his place. The train stopped at a water tank about a quarter of a mile from a station called Lanndale, and the conductor there required the plaintiff to leave the train. No resistance was made by him, and no violence or insult offered by the conductor. The jury gave the plaintiff a verdict of one hundred dollars, for which the Court rendered judgment.

It appears from the record that, although this was a freight train, yet it regularly carried passengers, and was held out to the public as so doing. The company itself put in evidence a printed notice, with certain regulations in regard to the carriage of passengers on freight trains, and forbidding conductors to carry them unless provided with tickets in advance. It was therefore a common carrier of passengers by this train as well as by its regular passenger trains, and would have no more right to expel a traveler, wantonly and without cause, from one train than from the other.

It is urged, that the company must have the power to make reasonable rules for the government of its trains. Undoubtedly, and if a company deem it advisable to require tickets to be purchased before taking passage on certain classes of trains, its authority to do so must be conceded. If its rules in this respect are knowingly disregarded, a passenger may be required to leave the train at any regular station, but only at such stations, as decided in the C., B. & Q. R. R., *vs.* Parks, 18 Ill., 465. The wilful neglect to comply with the rules in this matter would be like a refusal to pay the fare, and could place the passenger in no worse position. But when the company requires tickets to be purchased at the station, it must furnish convenient facilities to the public by keeping open the office a reasonable time in advance of the hour fixed by the time table for the departure of the train. Should it fail to do this, a person desiring to take passage would have the right to enter the train and be carried to his place of destination by payment of the regular fare to the conductor. To permit a company to complain of a violation of its own rules necessitated by the negligence of its own agents, would be absurd. If then, as is fairly inferable from the evidence, the plaintiff was prevented from buying a ticket by the absence of the ticket agent, he was rightfully on the train, and his expulsion was unlawful.

But even if wrongfully on the train from wilful non-compliance with this rule, he was expelled at a place which, under the statute, rendered the expulsion itself illegal. It is urged, that a water tank, if an "usual stopping place," is within the letter of the law. It is within the letter, but so obviously without its spirit, that to permit a passenger to be expelled at a water tank, often miles from a station, and from remote highways and habitations, would defeat the object of the law, and be a striking instance of "sticking in the bark." As has been several times said by this Court, the statute means the usual stopping places for the discharge of passengers.

It is in proof that passengers, desiring to enter or leave the train at Lanndale station, often did so at this water tank, as the freight train frequently passes the station itself without stopping, and the tank was only a quarter of a mile distant. It is also in proof, that passengers left at the station when the train stopped there. Whether this tank was the usual place for the discharge of passengers from freight trains, was distinctly left to the jury by the sixth instruction for the defendant; and they found it was not. Their finding was undoubtedly right. A local usage, adopted by persons living in the neighborhood and familiar with the ground, for their own convenience, cannot be considered as making any place but the regular station the proper point for the discharge of passengers.

It is also urged, that, as the conductor acted in good faith, and without violence or insult, and there is no proof of actual damage to the plaintiff, the verdict should have been for only nominal damages. The verdict was for one hundred dollars. It was after dark when this affair occurred, and the plaintiff was lame and had two bundles that seemed to be heavy. In order to reach the station or village, he had to pass over a covered railway bridge which spanned a stream, and which he had to cross by means of a plank walk or foot path, about three feet wide, laid down upon the timbers. The only light came from below and from the ends of the bridge. For a stranger laden with bundles, to be compelled to walk through a dark railway bridge at night, on a narrow path, uncertain as to when a train may come, and liable to be crushed if one does come, is certainly not a desirable experience. The jury had the right to take these things into consideration, and as the plaintiff himself had been guilty of no delinquency, and was anxious to pay his fare, and as his legal rights were violated in expelling him from the train, it was proper for the jury also to consider, not only the annoyance, vexatious delay and risk, to which he was subjected, but also the indignity done to him by the mere fact of expulsion. This case is widely different from that of the Chicago and Alton R. R. Co., *vs.* Roberts, 40 Ill., 503. We cannot say the damages were accessive.

It is urged that the Court erred in refusing the defendant's seventh instruction, which was, in substance, that, even if the plaintiff was wrongfully put off the train, yet if the conductor acted

in good faith and without violence, the jury could give only such actual damages as the plaintiff sustained, or if he sustained none, then only nominal damages. It is unnecessary to add, what we have already said on this subject. In a case of this character, where the plaintiff was without fault, the jury had a right to give more than nominal damages, even though no pecuniary loss or actual injury to the plaintiff's person was proven. The considerations above named may properly enter into the verdict in a reasonable degree. Neither did the Court err in modifying the other instructions by adding that the phrase "usual stopping place," means in the statute a regular station for passengers to get on and off the train. That is what it does mean. Chicago, B. and Q. R. R. *vs.* Parks, 18 Ill., 465.

The judgment must be affirmed.

Judgment affirmed.

Anthracite Coal Trade of the United States.

We present our readers this morning with the official returns of the Anthracite Coal Trade of the United States, together also with the official returns of the Bituminous Coal Trade moving towards the seaboard which have been heretofore embraced in our tables. It will be seen that the supply of Anthracite coal has fallen off only 183,630 tons, while the Semi-Anthracite and Bituminous coals embraced in our table have increased 674,835 tons during the year.

The whole supply of Anthracite sent to market

	Tons.
In 1869 was	13,221,386
In 1868	13,405,016
Decrease in 1869	183,630
Semi-Anthracite and Bituminous in 1869	2,693,818
" " in 1868	2,040,495
Increase in 1869	653,323

Making the whole increase in Anthracite and Bituminous coal embraced in our table, for the year 1869, 491,204 tons against 1,336,813 tons in 1868.

The whole supply of coal mined in the United States in 1869 we give as follows:

	Tons.
Official quantity of Anthracite sent to market	13,221,386
Consumed in Coal Regions, (estimated).	2,500,000
	15,721,386
Bituminous, (official), including 423,810 tons imported.	3,117,628
Bituminous mined and consumed in the United States, in 1869, not embraced in our tables (estimated).	11,000,000
Total product for consumption in 1869.	29,889,014

The consumption of coal in England in 1868 was 103,141,157 tons. In 1859 it was 71,900,000 tons, showing an increase of 31,241,141 tons in ten years. Our consumption seems small compared with the consumption of Great Britain, which is not as large in territory as the States of Pennsylvania and New York. With ample protection to our home industry, our annual coal product will increase in a very short time equal to that of Great Britain.

To give a stronger comparison of our trade with that of Great Britain, we can state that the whole product of Anthracite coal sent to market from the Schuylkill and Lehigh Regions from 1820 and 1822 to 1869 inclusive, amounts in the aggregate to 112,640,632 tons, and only exceeds the product of Great Britain in the single year of 1868, 9,499,485 tons.

Of the total product of 15,721,386 tons Anthracite furnished in 1869, about 6,700,000 tons were consumed on the lines of the different transporting companies short of tide water, leaving but about 9,000,000 tons that reached tide. Of this quantity there was not less than 7,000,000 tons sent to New Jersey and markets East of New Jersey. Besides the consumption of Philadelphia and vicinity, there were only 171,631 tons, including 17,182 tons sent to foreign ports, shipped South of Pennsylvania, from Philadelphia.

The following is the official statement of the quantities sent to market in 1869, from the different Regions embraced in our table, compared with 1868, giving the increase and decrease from each region:

	1868. Tons.	1869. Tons.
Schuylkill Region:		
By Reading Railroad	3,120,923	*3,688,923
By Schuylkill Canal	987,628	698,879
By Lehigh and Mahanoy	465,331	423,156
From Pinegrove	32,925	†37,768
	4,606,807	4,848,726
Less Shamokin & Trevorton	192,451	99,757
	4,414,356	4,748,969
		4,414,356
Increase in 1869	.....	334,613
Lehigh Region:		
Lehigh Valley Railroad	2,258,532	‡2,076,333
Lehigh and Susquehanna Railroad	535,750	‖967,470
Lehigh Canal	989,947	605,144
	3,784,229	3,648,947
Less Wyoming and Schuylkill Coal	1,276,647	1,719,424
	2,507,582	1,929,523
	1,929,523	
Decrease in 1869	578,059	.....
Wyoming Region:		
Wyoming Canal South	340,490	348,706
" " North	89,152	76,308
Pennsylvania Coal Co.	953,855	§966,637
Scranton North	610,721	453,173
" South	1,118,064	1,110,815
Delaware and Hudson Co.	1,611,113	¶1,369,319
Lackawanna & Bloomsb'rg	456,102	447,143
By Lehigh	811,316	1,296,268
	5,990,813	6,068,369
		5,990,813
Increase in 1869	.....	77,556
Shamokin Region	492,265	**474,525
	474,525	
Decrease in 1869	17,740	.....
Total Anthracite	13,405,016	13,221,386
	13,221,386	
Total Dec. in 1869	183,630	.....
Semi-Anthracite:		
Short Mountain Coal Co	123,710	104,766
Lykens Valley Coal Co	88,376	78,965
Williamstown Col	178,302	201,018
Trevorton	38,728	45,612
Broad Top	280,936	359,551
	710,052	789,912
Bituminous:		
Lehigh Valley Railroad	.....	21,237
Chesapeake and Ohio Canal	482,325	652,151
Baltimore & Ohio Railroad	858,118	1,230,518
Total Bituminous	2,040,495	2,693,818
Imported	402,299	423,810
Total Tons	2,442,794	3,117,628
Add Anthracite	13,405,016	13,221,386
Total	15,847,810	16,339,014
		15,847,810
Total inc. in 1869	.....	491,204

* The whole coal tonnage of the Reading Railroad in 1869 was 4,239,457 tons—the balance was derived from other regions, &c., and reported elsewhere.

† The coal trade of Pinegrove was 146,241 tons in 1869. The balance is reported in the Reading Railroad Report.

‡ The whole quantity transported over the Lehigh Valley Railroad in 1869 was 2,310,170 tons anthracite, and 21,227 tons bituminous coal, in all 2,331,497 tons, but a portion was delivered to and reported in other returns.

‖ The whole quantity transported over Lehigh and Susquehanna Railroad in 1869 was 1,297,825 tons. The balance is reported in Lehigh Canal, Lehigh Valley Railroad, &c.

§ Of this quantity 18,707 tons was sent *via* Delaware and Hudson Canal. The balance by rail.

¶ Of this quantity 181,684 tons was sent by Railroad from Honesdale.

** This is only the product of the Shamokin Region transported over the Shamokin Division Northern Central Railroad—the other is reported in the Reading Railroad and Canal reports.

The supply of Anthracite coal sent to market in 1868 and 1869 was furnished as follows:

	1868.	1869.
Wyoming Region	5,990,813	6,068,369
Schuylkill "	4,414,356	4,748,969
Lehigh "	2,507,582	1,929,583
Shamokin "	492,265	474,525
	13,405,016	13,221,386
	13,221,386	
Loss in 1869	183,630	

To show the course of the trade and the supply from different regions, we subjoin the following for reference:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,433,265	3,759,610	1,984,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	1,822,535
1866	4,633,487	4,736,616	2,128,867
1867	4,334,820	6,328,322	2,062,446
1868	4,414,356	5,990,813	2,507,582
1869	4,748,969	6,068,369	1,929,583

At the close of last year's business we stated that if Congress, then in session, would remodel the Tariff in the interests of domestic industry, and our anthracite furnaces, the market would take about one million tons increase between the coal regions and the seaboard. They did not settle either of these questions, and the increase was only 491,204 tons. Many inquiries have also been made as to the prospects of the present year's business. We can only repeat what we stated last year, that if the Tariff question is adjusted early in the session in favor of American interests, and the financial questions settled satisfactorily to the producers, not the money changers, the market will take an increase of not less than one and a half million tons Anthracite, if prices are kept at a moderate rate, and about 400,000 tons Bituminous coal. If a different policy is pursued by Congress, it will reduce the consumption about a half million tons from the above estimate. With constant work, free from difficulties and stoppages, and with fair prices for coal, wages and transportation, the different coal regions can easily furnish this increase in 1870.—*Miners' Journal.*

☞ A dividend of three per cent., free, has been declared on the full shares of the capital stock of the Louisville, New Albany, and Chicago Railway Company, payable February 15, at the office of the Farmers' Loan and Trust Company, N. Y.

☞ The Cincinnati and Muskingum Valley Railroad Company has been incorporated for the purpose of building a railroad from Cincinnati to Cleveland. Capital four millions.

☞ The completion of the Mansfield and Framingham Railroad was celebrated on the 25th ult. This road is 21 miles in length, extending from the South Framingham Junction of the Boston and Albany Railroad to the Mansfield Junction of the Boston and Providence Railroad. The cost of the road has been $550,000. E. P. Carpenter is President, and H. A. Blood Superintendent.

☞ The Martinsburg and Potomac Railroad Company has been organized by the election of a board of directors with Hon. C. J. Faulkner as president. This company has been authorized to construct a railroad from the Potomac River to Martinsburg, West Virginia. It will be an extension of the Cumberland Valley Railroad, and is expected to be built during the present year.

☞ The following gentlemen have been elected officers of the Little Rock and Fort Smith Railroad for the ensuing year: C. G. Scott, president; J. L. Shinn, vice president; G. N. Peay, secretary and local treasurer; J. H. Haney, consulting engineer; G. L. Adams, treasurer, (at Boston.) Messrs. C. G. Scott, U. M. Rose and J. H. Haney were appointed an executive committee.

☞ The connection of the new branch of the South Side Railroad at Hunter's Point will be complete by the latter part of this week. The work of extending the eastern end of the road to Setank is being rapidly pushed forward. Ground has been broken on the Hempstead branch, and it is thought that by the 1st of July it will be in running order.

☞ The New York and Boston Railroad Company have concluded contracts for the construction of a railway from Brewster's, on the New York and Harlem Railroad, to Carmel and Lake Mahopac, a distance of eleven miles, and it is intended to begin work next week.

To Contractors.

SEALED PROPOSALS will be received until the 25th inst., for doing the Grading, Masonry and Bridging on the Ridgefield and New York Railroad from Port Chester, N. Y., to Ridgefield, Ct., 23 miles. For further particulars apply to

S. N. HAIGHT, Chief Eng.,
Morrisania, N. Y.

MORRISANIA, Feb. 7th, 1870.

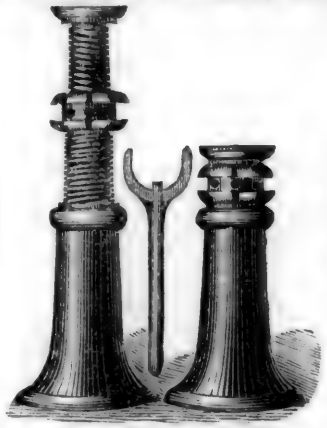
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Notice to Contractors.

CHESAPEAKE AND OHIO RAILROAD.

SEALED PROPOSALS will be received at the Engineer's office at Charleston, W. Va., until 12 M. March 1, 1870, for the GRADUATION, MASONRY and the SUPERSTRUCTURE OF BRIDGES on the Chesapeake and Ohio Railroad between the Falls of Kanawha and the Ohio River, including THREE MILLIONS CUBIC YARDS OF EXCAVATION, and SEVENTY THOUSAND CUBIC YARDS OF MASONRY.

Also, at the Engineer's office at Richmond, Va., until 12 M. March 10, 1870, for several heavy sections east of the Falls of Kanawha, including the unfinished work near Millboro', and that eight miles east of the White Sulphur Springs, the Great Bend tunnel, 6,400 feet; Lewis tunnel, 3,800 feet; five other tunnels from 500 to 1,700 feet long; several sections in rock cutting; and about 70,000 cubic yards of masonry.

Profiles and specifications can be found at the office of the company, 54 William street, New York, on and after February 1; at Richmond, Va., and at Charleston, W. Va., on and after January 15, 1870. The company reserves the right to reject any or all the bids offered, and to make private contracts for the work.

Information as to time, etc., will be given at the letting. For further information apply to H. D. Whitcomb, Chief Engineer, Richmond, Va., or to W. A. Kuper, Principal Assistant Engineer, Charleston, West Virginia.

C. P. HUNTINGTON,
President.

414

TO BRIDGE BUILDERS.

OFFICE OF SOUTH STREET BRIDGE COMMISSION, No. 234 South FIFTH Street.
PHILADELPHIA, Jan. 17, 1870.

SEALED PROPOSALS for erecting a bridge over the River Schuylkill at South street will be received at the office of the Commission, in the Department of Surveys, No. 234 South FIFTH Street, until 12 o'clock M. of the FIRST DAY OF MARCH, 1870, for the construction of a wrought iron drawbridge, with Murphy's modification of the Pratt truss. To have cast iron piers in river, and stone abutments, with approaches of retaining walls; arches of brick, and iron I girders, as described in the specification. The entire length of structure to be 2,419 feet, the truss spans to be 185 feet each, with pivot draw, giving an opening of 77 feet on each side.

The proposal to be for an aggregate bid, to be accompanied by a bond with two approved sureties to an amount of $50,000. Fifteen per cent. to be retained as the work proceeds until the same, inclusive of the $50,000 noted in bond, shall amount to fifteen per cent. of the contract price, after which the current estimates will be paid in full.

Plans may be seen and specifications obtained at the office of the Commission on and after the 29th instant.

MOSES A. DROPSIE,
President of the Commission.

414

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The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

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Supt. Portland Locomotive Works,
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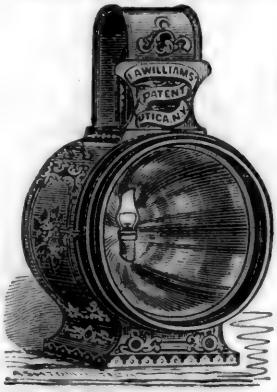
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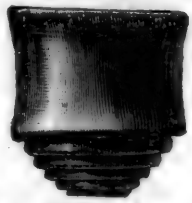
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15 La Salle-St., Chicago,

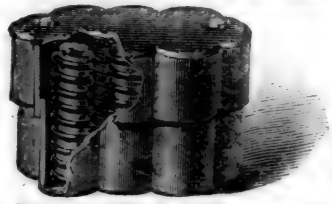
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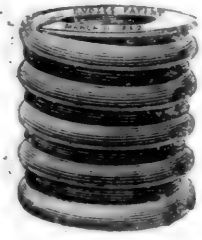
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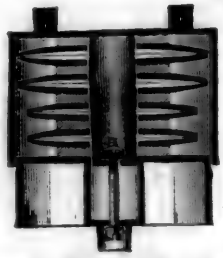
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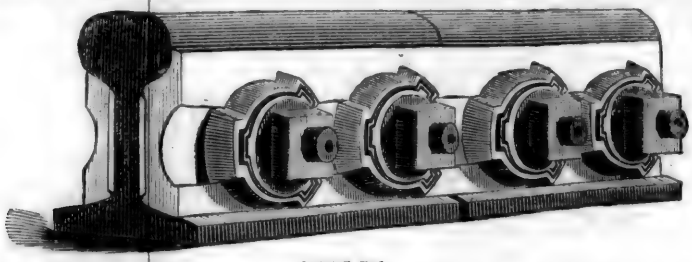
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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ON 5TH AND 21ST OF EACH MONTH,

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Steamer JAPAN, will leave San Francisco March 1, 1870, for China and Japan.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVI., No. 8.] SATURDAY, FEBRUARY 19, 1870. [WHOLE No. 1,766, VOL. XLIII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 19, 1870.

The Railroad System of Massachusetts.

The first annual report of the Board of Railroad Commissioners of the State of Massachusetts, lately published by order of the Legislature, is a document of much general, as well as local interest; and a few facts selected from the great mass of valuable information it contains will, doubtless, prove of interest to our readers in all parts of the country. The work for which the Board was appointed was to examine and report on the actual workings of the State Railroad system in its bearings upon the business and prosperity of the Commonwealth and to make such suggestions as to the general railroad policy of the State as might be needed for the information and guidance of the Legislature. In fulfillment of this duty the commissioners began their investigations in July last, and since that time have inspected, either privately or officially, all the railroads of the State, and have also gone carefully over such portions of the Boston and Albany, and Boston, Hartford and Erie Railroads as are situated in New York and Connecticut. With regard to their condition the report speaks favorably. They are said to be in very good order throughout, and under the control of experienced and thoroughly competent officials. In travelling upon roads in other parts of the country the Commissioners claim to have found nowhere, outside of New England, as luxurious accommodations as those afforded by the first class passenger cars in use in their own State. In order to admit of the use of still more commodious carriages, the Commissioners recommend that the tracks of all narrow gauge roads be separated so as to give a space of eight feet between them, which would admit of the wide cars now in use on the roads from Chicago to New York being run direct to Boston.

With reference to what is styled "the traditional railroad policy" of the State, the report speaks at considerable length. The key to that policy has ever been the ruling desire to open new and broader channels of commerce with the West. The Western Railroad was projected and chartered in 1833, and Massachusetts first identified itself with the system of railroad development in 1836 by subscribing to ten thousand shares of the capital stock of the enterprise. The precedent then established has been followed in repeated instances. State aid, as the loan of the credit of the State to private corporations has been called, was granted to a number of railroads, but almost invariably to corporations formed with a view to what is called through business; and in the great majority of cases to through business with the West. As a result of this liberal system, without considering the Northern lines of railroad connecting directly with the West, *via* Ogdensburg, or the Old Colony and Newport and the Boston and Providence Railroads connecting with the same region *via* Long Island Sound and New York City, none of which lines were ever subsidized by the State, Massachusetts and its railroad center, Boston, now have completed or in progress three distinct through lines connecting with the interior of the Continent. To these three lines—the Boston and Albany, the Boston, Hartford and Erie, and the Troy and Greenville roads—the State has already involved itself to the extent of $15,000,000. All of these lines have been thus subsidized simply to render Massachusetts and Boston as accessible to the West as the other seaboard states and commercial centres. The whole railroad policy, and nearly the whole of the railroad agitation and discussion for thirty years has been directed to this road. Other interests have been ignored, or considered only incidentally, but those who have come to the Legislature with any project of development or reform, whether asking for money for special legislation, for power to take property or for acts of consolidation, have ever been attentively and favorably listened to, providing only they proposed to have this end in view. It will thus be seen that an absorbing desire to successfully compete in the field of Western export and import trade has, from the first, been the leading feature of the public railroad policy of Massachusetts.

This policy, say the Commissioners, has not, up to this time, resulted in any marked success. It is, in the present stage of the discussion, wholly immaterial whether it has been caused by the inactivity of the railroads, by lack of competition, by insufficiency of means, or by geographical disadvantages. The fact of failure is patent, and has for years been made the subject of loud and reiterated complaints against certain of the Massachusetts Railroads. Whatever the cause may be, it is a matter of record that there are several great trunk lines running to seaboard cities of other States, any one of which yearly transports to and from the West, much more than all the Massachusetts lines combined. In view of these facts the Commissioners urge the proposition that great competing through lines of railway have proved a failure and are oppressive to the local trade and traffic. Competition is either merged in combination, by which rates are increased, or, where rivalry does exist, the reduction in through rates is made good by an increase on local traffic. Thus the people are taxed in their local business by the great lines, in order to meet the competition which reduces through prices. In the local traffic there can be, of course, no competition. The remedy for this suggested by the Commissioners is to discourage competing lines but strengthen and consolidate the main ones now in existence. Competition is recognized as oppressive to the internal business of the State, because, while decreasing through charges, it makes the reduction good, or more than good, by increased rates in home business. By the process of strengthening and consolidating existing railroad interests, the Commissioners argue that relief

could be enforced for the local trade. The report shows that passenger fares within the limits of the State are double those charged on through passengers. It is a difficult question to meet without doing injustice to one or more of the important interests involved, and the plan suggested by the Commissioners might have been good at the outset of railroad building, but we do not see how, in the event of its adoption by the legislature, it could be enforced at this time without depriving the railroads of their most valuable vested rights. The question is one, however, which we do not propose to discuss, as it is doubtful if any system could be devised to remedy the evils complained of by the Board that would command any general acceptance or stand the test of criticism.

Among the less important features of the report we notice a statement to the effect that between the 15th of July and the 1st of December 1869, seventy one accidents were reported on the railroads of the State. Fourteen of these happened to passengers, five of which were fatal; and all but one of the fourteen resulted from the recklessness of the victims in jumping from the cars while the trains were in motion. Twenty four accidents happened to employees from various causes assigned in the report, seven at crossings where the persons killed or wounded had themselves to blame, and twenty-five were incurred by persons unlawfully walking on the track. Of the total number forty were fatal. From this statement it will be seen that passenger travel in Massachusetts has been comparatively free from risk during the past year to persons who properly regarded their own safety by observing the rules of the companies. In the compilation of this able and comprehensive document the Commissioners have manifested a conscientious desire to discharge in every respect the responsible duties required of them, and from the imposing array of facts they have accumulated during the short space of time since they entered on the work, the Legislature will, doubtless, find valuable data for future reference and guidance in shaping the railroad policy of the State.

Boston and Albany Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 9th inst.:—C. W. Chapin, Esq., President, in the chair. The report of the directors, an abstract of which was published in our last issue, was accepted. The following gentlemen were elected directors for the ensuing year: Chester W. Chapin, of Springfield; Daniel Denny, of Boston; Ignatius Sargent, of Brookline; Josiah Stickney, of Watertown; Ginery Twitchell, of Brookline; D. Waldo Lincoln, of Worcester; William Claflin, of Newton; Henry Colt, of Pittsfield. The President stated that the temporary loan of £250,000, borrowed of Baring Brothers & Co., London, in 1868, to meet the bonds maturing in October of that year, was so conditioned that either party might terminate the loan on six months' notice. On the 6th of January notice was received from the Barings that they desired to recall the loan, and it was therefore necessary for the company to provide for the payment of the loan, £125,000 falling due on the 6th of July next, and £125,000 on the 24th of July. The President announced that this would probably be provided for by the issue of new stock, and that the balance of the foreign debt falling due in 1871 over and above the amount of the sinking fund would also be provided for in the same manner.

Rome, Watertown and Ogdensburg R. R.

The gross earnings of the road and branches of this company, (including the Oswego and Rome Railroad, leased) for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$477,088 41	$496,473 96
" freight	658,143 50	699,975 25
" mails, etc.	73,708 54	77,684 84
	$1,208,940 75	$1,274,134 05
Expenses, viz:		
Operating & maintaining road	$691,383 54	$686,794 70
Expended on new construction	30,705 07	30,000 00
Taxes paid	56,996 29	55,341 66
	$779,084 90	$772,136 36
Leaving a balance of	$429,855 85	$501,997 69
Add balance from previous year		642,054 12
Add income of sinking fund		22,545 86
Total		$1,166,597 67
Thus accounted for:		
Rent to Rome and Oswego Railroad.		$50,540 85
Coupons and interest		119,090 72
Two dividends, 5 per cent. each, and taxes		262,500 00
Fifty per cent. on 4,764 shares new stock		238,200 00
Iron credited surplus account in error in 1868		19,296 29
Surplus, December 31, 1869		476,969 81
Total as above		$1,166,597 67

It will be seen that the earnings exceed those of the previous year $65,193 30, while the expenses are $6,948 54 less—showing a net increase of $72,141 84. The report says:

Often before, and now again, are we permitted, on reviewing the transactions of the year, to find new pleasure in the fact, that as the years move on in their ceaseless course, each makes its mark in advance of those of the past, while our confidence in the present and future value of the property acquires new strength and assurance. It could not well be otherwise, in view of the fact, that such confidence is based upon the already highly prosperous condition and progressive character of the country through which the road extends, and which cannot be expected, in the ordinary course of events, to reach the point of culmination for a great many years to come, either as regards the general agricultural advancement, or the progress which may be reasonably expected to utilize the immensely valuable mineral resources pervading so large a section on the northern portion of our line. That which has already been done, in the mining and shipment of the ores of this region, has served to attract the attention of capitalists and consumers from many sections of our own and other States, where the excellence of the article produced here is now appreciated. In the report of 1868, it was remarked, that the extent to which this ore could be marketed, was likely to be limited only by the quantity which could at present be mined and transported, the truth of which has been abundantly proven, by the experience of the year just closed. Furnaces for the manufacture of iron upon a large scale, and depending on the ore from this region for a supply, have been, and are being, erected at Rome, Syracuse, Rochester, and elsewhere in this State, requiring, for their use alone, as much as the entire quantity hitherto produced from the mines, leaving the larger demand already manifest from the Hudson river, and from Pennsylvania, to which much of this ore has been taken, without a supply, unless it shall come from the more extended facilities for mining, and transport to be yet supplied and set in motion. Several new lines of railroad are contemplated, and some already in progress, tending to a connection with our road, whereby to secure the readiest means of transport between the coal regions of Pennsylvania and the mountains of iron ore, lying contiguous to our line, in northern New York.

Several coal and railroad companies, already engaged in this trade, are earnestly looking and acting in view of the importance to them of any route which can be opened, securing to them, at the same time, a market for coal, and a return freight so well adapted, and almost the only available article that is adapted, to transportation in the class of cars used by them. The consumption of coal in northern New York, is now estimated at 100,000 tons a year, and constantly increasing, even under the present cost of transportation. This will doubtless be increased many fold as these new routes are opened for moving this class of freight, in opposite directions, thereby largely reducing the cost of each, to the consumer. Whenever this is done, it is believed, the ore trade from this region will far exceed, in quantity, the coal that will be sent here, but not the quantity of the latter that will be sent, in this direction, as far as Oswego, which is destined to become the great coal mart of the Lakes, within a very few years. These facts, now so apparent, will lead to every exertion being made by those at present engaged in the business, and also by new parties now preparing to enter the field of production, leaving to us, mainly the duty to ourselves and to the community dependent upon us, to supply the equivalent means of transportation to the end of our line. About 150 new cars were added in 1868, mainly for this purpose, and yet, during a considerable portion of the last autumn, the demand for cars upon our road was far beyond our ability to supply.

The business of mining ore for sending abroad from this section, began about 1868, during which year, the amount received by us was small; the past year, the freight earnings at the principal stations where ore is shipped, amount to about $80,000—what they will become henceforth, we are quite content to entrust to the future to develop. It does not seem unlikely that 200 additional cars will soon be required to meet the demands that will be made upon us. The rule which should govern in this case is, to ascertain, by the most careful and reliable means, what number and description of cars are needed, and can be permanently employed to advantage, and then, without regard to the number or what they may cost, to supply the demand.

In our report for 1867, reference was made to the project, then in contemplation, of building a railroad westward, from the city of Portland, Maine, across the States of New Hampshire and Vermont, to intersect the Ogdensburgh and Lake Champlain Railroad at or near Rouse's Point. By the report of the Portland and Ogdesburgh Railroad Company, just received, we learn that several sections in Maine, and several in Vermont, are under contract, and in process of construction, with an earnest intention of prosecuting the work vigorously, until the same is coempleted and the cars running upon the whole line.

The interest felt by us at first, when the road was only in contemplation becomes more intense in the nearer view of its completion. By it there will be opened a more direct route westward from the British Provinces, from the State of Maine, and from all northern New England, by an American line, of which the road of this company will form an important link.

It may in truth and perfect propriety be stated, that the excellent financial exhibit shown in this report, is not in any degree due to withholding from the road. On the contrary, a very full and liberal allowance has been made, of material, labor, and expenditure of every kind, to maintain

the same in all its parts, including machinery, buildings, &c., in the same excellent condition they were in at the beginning of the year. Indeed, in some respects there has been decided improvement.

The expenditures for this purpose in 1868, including taxes..... $323,685 31
The expenditures for this purpose in 1869, including taxes..... 318,748 96

More than 2,000 tons of new iron has been laid during the year, with a proportionate quantity of ties, and other material.

The new iron has been laid with the Howe joint, that in use previously having been found to realize our best expectations. There have been used for the first time on this road, a considerable quantity of the new and improved screw spike, in reference to which, it may be regarded as certain, that their holding power must be as much greater than an ordinary spike driven in wood—as a screw, under other circumstances, is more than that of a nail—hence, when used upon bridges, curves, switches, and other places where spikes are apt to work loose, must cause the track to be much more secure.

A large amount of ballasting has been done in the year. Culverts have been rebuilt, cattle guards and fences have received fully the usual attention, and in every department relating to the road proper, no known requirements have been neglected to maintain the same in the best and safest condition.

The rolling stock of the company at present consists of the following: 88 locomotives, 28 passenger coaches, 14 baggage and mail cars, 275 box and caboose cars, 20 cattle and barrel cars, 359 platform cars, and 4 snow plows.

It was supposed that the considerable additions made to the car stock of the company, in 1868, would prove quite sufficient for the present, and, therefore, not much has been done in new work, during this year, beyond building new cars in place of those which had become worthless, and rebuilding some of every class which could not otherwise be used safely. One new locomotive has been placed on the road, and another is under way. Perhaps the most important change which has been, or could well be made, to improve the rolling stock, is that of replacing the tires of very many of the locomotives with steel in the place of iron. Those of the latter material having been found to wear so uneven as to involve, besides frequent renewals, considerable loss of time, or the use of the engine, when in shops for the purpose of turning down the tires; the injury in this respect, aside from the cost of labor, often being as much for a single operation, as the difference in cost between iron and steel—the latter, also, being far superior in many other respects. It is our intention to maintain, as nearly as possible, each locomotive, coach, and car of every description, in condition to do a day's work for every day they may be required.

Fully the usual amount of material for construction and repair is now on hand in this department, and which has always to be provided in advance of the time when required for use.

The principal expenditure of the year, for new buildings, has been made at the city of Watertown, to accommodate the steadily growing business of that station, which is, undeniably, of greater importance to us than any other upon the line. The new structure is of brick, fifty feet square, three stories in height, and, together with the improvements made and contemplated to the former building, will afford excellent accommodations for the transaction of our own business and the convenience of our patrons.

Both as a matter of comfort, safety, and economy, the whole of the new building and the old are heated by steam apparatus of the best construction. At Rome, a new and large coach house has been built, which has been much needed, to obviate the necessity of having our coaches, in daily use, stand for many hours each day exposed to the elements. The one now built, is 85 feet by 240, and, with the one in use previously for coaches not in daily use, will be quite sufficient for many years to come. There has also been built, at the same place, an additional building of brick, connected with the paint shop, for the purpose of storing materials belonging to that department.

The freight house, destroyed by fire at Richland, in the autumn of 1868, has been replaced, also a new and larger freight house at Potsdam Junction, together with a new ice house at the same place, and another at Cape Vincent, at both of which points the ice is secured and housed for use in the cars, for butter, fish, &c. Tank houses, and sheds for the storage of coal, have been erected at several places on the line, as well as many minor improvements not necessary to specify in this report.

About the usual quantity of new or re-rolled iron, will be required for use this, as for several years past. Also, in consequence of considerable having been used in branches, side tracks, etc., it will probably be thought expedient to add a few hundred tons this Spring; and, perhaps, of steel rails instead of iron for use at points where most exposed to wear. Doubtless the policy of the past should be continued, of making some additions and improvements each year to our station buildings, at points where they are most needed.

The greatest outlay required for the coming year will doubtless be in making the necessary additions to the rolling stock, but the need for such expenditure brings its own recompense.

It will be observed that the balance of supply account, which covers fuel, lumber, materials for track and car construction, repairs, etc., is less than at the beginning of the year. It was then $274,192 64; from this should be deducted $19,296 29, erroneously credited in 1868 to surplus instead of supply account, still leaving the balance $22,961 86 less than it was at the time stated.

The results arrived at by our own experience thus far, in the use of coal, corresponds with that of others who have used it in part or altogether for many years. We have had an average of about six coal burners in use during the year, and from the most careful computation of cost and service performed, as compared with wood, there is no room left to doubt that there is great economy in the use of coal. We shall act upon this fact, and use more coal burners in future. There is not only a very material gain in the first cost, but an important saving in weight of fuel transported to do the same work, and also a large gain in time and expense for handling, storage, piling, etc., etc. There are some who have claimed that one important objection to its use, is the alleged abbreviation of the life or durability of the boilers, flues, fire boxes, etc., of the coal engine, as compared with those using wood, but from such facts as have come to our knowledge, we are more inclined to agree with those who consider this difference, if it exist at all, as quite inappreciable, and not to be compared with the decreased liability on account of the spark risk to property contiguous to the track, whether belonging to the company or to others.

An increase to the capital stock authorized by a vote of the stockholders to the extent of five thousand shares, has been mostly issued during the year, having been divided *pro rata* among the stockholders, at $50 per share, *and none otherwise*, bringing into the Treasury of $238,200, leaving the difference between that sum and par (or upon what has been delivered,) the same sum as above, viz., $238,200, which has been charged to surplus account, leaving still to the credit of that account an amount quite sufficient for all practical purposes, or for contingencies.

All that has been used of the money thus received for new stock, has been applied in payment of the company. The balance has been loaned on call on the best collaterals by instructions of the finance committee, to be used as required in further payment of bonds, or otherwise, as the board may direct. If there has been any apprehension that this company have fallen into the practice, too common nowadays, of stock *dilution*, one simple statement will doubtless be found sufficient to dispel any such fear. The stock, bonds, and debts of every description, outstanding, after applying the surplus and available means on hand, do not aggregate a sum equal to the actual cost of the property by several hundred thousand dollars.

The funded debt has been reduced $114,000 during the year, leaving the present amount of bonds outstanding, $1,439,000.

The company have no floating debt.

Two dividends of five per cent. each and Government tax on the same have been paid during the year, and one of same amount on the 15th January instant, which is the thirty-third dividend in order, and the thirteenth consecutive semi-annual dividend of five per cent. and tax, which has been paid by the company.

BALANCE SHEET, DECEMBER 31ST, 1869.

Cost of road and equipment		$4,000,000 00
" additional equipment		347,026 62
" new engine house		18,884 75
" new depot at Watertown & New work		23,880 59
		$4,389,291 96
Bonds paid by sinking fund	$354,176 18	
Bonds paid and on hand	206,700 00	
		560,876 13
General supplies	$181,934 49	
New York and Rome Transp. Co	18,500 00	
Wood lands	11,079 45	
		161,513 94
Paid for fractions new stock	$10,170 00	
New stock, 236 shares	23,600 00	
Income bonds Oswego and Rome Railroad	87,000 00	
Cash loaned on collaterals	141,570 00	
Cash on hand & in bank	111,709 34	
Due from agents & U.S. Government	51,059 20	
		375,108 54
		$5,486,790 57
Capital stock		$3,000,000 00
Funded debt—(of this $354,176 18 is in the sinking fund, and $206,700 in bonds paid and on hand, leaving but $1,439,124 87 outstanding)		2,000,000 00
Due sinking fund	$676 13	
Dividends unpaid	8,630 00	
J. Graves	500 00	
Finishing account, Oswego and Rome Railroad	4,975 60	
Special sinking fund, Oswego and Rome Railroad	39 03	
		9,820 76
Surplus		476,969 81
		$5,486,790 57

President.—WM. C. PIERREPONT.

Vice President.—MARCELLUS MASSEY.

Directors.—Wm. C. Pierrepont, Marcellus Massey, Charles E. Bill, Samuel F. Phelps, John Ferguson, C. Zabriskie, Jr., Isaac N. Phelps, David Utley, S. D. Hungerford, Talcott H. Camp, Delos Dewolf, Gardner Colby, Jno. S. Farlow.

Gen'l Superintendent.—J. W. MOAK.

Secretary and Treasurer.—J. A. LAWYER.

☞ The following gentlemen have been elected directors of the Philadelphia and Reading Railroad Company for the ensuing year: Franklin B. Gowen, H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, and Stephen Colwell. President, Franklin B. Gowen. Treasurer, Samuel Bradford. Secretary, Wm. H. Webb. General Superintendent, G. A. Nicolls Chief Engineer, Charles E. Byers.

Philadelphia and Reading Railroad.

We gave in our issue of 15th ult., an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1869. In our present issue we give the Report of the President. Below will be found several important tables referring to the years 1868 and 1869, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842-'43:

Roadway.	1868. Miles of	1869. Track.	1868. M. of	1869. Sidings.	1868. —Total—	1869.
Phila. and Reading	198.80	198.80	121.44	129.20	320.24	326.00
Mt. Carbon & Port Carbon	5.29	5.00	9.33	9.60	14.62	14.60
Mount Carbon	9.47	8.50	5.14	6.50	14.51	15.00
Lebanon Valley	86.66	94.70	15.80	15.80	102.46	110.50
Chester Valley	21.50	21.50	2.39	2.40	23.89	23.90
Schuylkill Valley	29.88	16.30	3.34	16.10	33.22	32.40
Mill Creek	15.58	7.60	8.71	17.10	24.29	24.70
Union	3.47	3.40	0.53	.....	4.00	3.40
Good Spring	14.88	20.50	1.80	2.60	16.68	23.10
Lorberry Creek	5.94	5.20	0.66	1.30	6.60	6.50
Little Schuylkill	32.83	28.20	18.62	26.10	51.45	54.30
East Mahanoy	11.12	7.50	2.98	6.60	14.10	14.10
Port Kennedy	0.78	1.20	.....	0.30	0.78	1.50
West Reading	1.74	1.70	1.00	1.00	2.74	2.70
Mine Hill and Sch. Haven.	93.33	74.60	52.33	62.10	145.66	136.70
Zerbe Valley	15.32	15.10	4.33	4.70	19.65	19.80
Perkiomen	10.20	11.00	1.50	1.90	11.70	12.90
Colebrookdale	.....	12.80	.....	1.20	.....	14.00
North. Liberties & Penn. T.	.....	1.80	.....	0.60	.....	3.40
Lebanon & Pine Grove Br.	.....	16.70	.....	0.20	.....	16.90
Reading and Columbia	.....	39.50	.....	12.70	.....	52.20
East Pennsylvania	.....	36.00	.....	13.90	.....	49.90
Allentown	.....	4.50	.....	0.30	.....	4.80
Schuylkill & Susquehanna	.....	53.20	.....	8.80	.....	62.00
Pine Grove and Lebanon	.....	5.80	.....	.....	.....	5.80
Mahanoy and Broad Mt.	.....	32.60	.....	48.00	.....	80.60
Mahanoy Valley	.....	6.80	.....	0.20	.....	7.00
Enterprise	.....	8.90	.....	3 90	.....	12.80
Shamokin and Treverton	.....	9.20	.....	1.20	.....	10.40
Total miles of iron	556.79	747.60	249.90	394.30	806.69	1141.90
Do., previous year	532.34	556.79	238.26	249.90	770.60	806.69
Increase	24.45	190.81	11.64	144.40	36.09	335.21

Equipment.	1868.	1869.
Locomotives	236	267
Do., on Minehill Railroad (not included above)	33	30
Total	269	297

	1868. No. of Cars.	1869.	1868. Equiv. 4 wheel.	1869.
Coal cars	9,045	9,780	13,306	15,030
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel, house cars	397	511	794	1,022
" " cattle cars	38	49	76	98
" " platform	661	778	1,322	1,556
" " lime	40	44	80	88
" 4 wheel house	68	46	68	46
" " cattle	2	4	2	4
" " platform	26	22	26	22
" " sand and ore	10	6	10	6
" " lime	130	121	130	121
Total freight cars	1,373	1,582	2,512	2,967
Passenger cars—8 wheel	84½	99½	169	199
Baggage " "	23	30	46	60
Mail and express cars—8 wheel	11	11	22	22
Total passenger trains	119	141	237	281

In addition to the above there are used in the management of the road:

In the *Transportation Department*:	1868.	1869.	1868.	1869.
8 wheel house cars, wreck trains	5	5	10	10
" platform cars, with cranes	9	10	18	20
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars, wreck trains	5	5	5	5
" open cars, for cord wood	58	58	58	58
" " depot, fuel, etc	8	11	8	11
Total in transportation department.	82	91	98	108
In use on Mine Hill Railroad	103	102	116	115
And in the *Roadway Department*	332	339	393	411
8 wheel passenger cars	1	1	2	2
Aggregate of all cars	11,058	12,042	16,664	18,914

General Account.

	1868.	1869.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	22,304,301 85	24,749,551 74
Stock issued in payment of dividend	2,445,250 39	2,697,248 54
Bonds converted into stock	.....	24,500 00
Aggregate stock	$26,301,351 74	$29,023,100 28
Loans—5 p. c. sterling bonds, 1886-'80	$182,400 00	$182,400 00
" 6 p. c. dollar " 1849-'70	401,600 00	381,800 00
" 6 p. c. " " 1861-'71	106,000 00	102,000 00
" 6 p. c. " " 1843-'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843-'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844-'80	804,000 00	804,000 00
" 6 p. c. " " 1848-'80	101,000 00	101,000 00
" 6 p. c. " " 1849-'80	67,000 00	67,000 00
" 6 p. c. " (conv)" 1857-'86	171,500 00	147,000 00
" 7 p. c. sterling " 1836-'72	110,400 00	110,400 00
" 7 p. c. " " 1836-'74	43,200 00	43,200 00
" 7 p. c. " " 1836-'77	134,400 00	134,400 00
" 6 p. c. dollar " 1868-'93	477,500 00	1,086,300 00
" 7 p. c. " " 1868-'93	2,255,000 00	2,266,000 00
Aggregate loans	$6,379,800 00	$6,951,300 00
Bonds and mortgages on real estate	$650,425 17	$868,292 13
Balance of reserved fund	1,921,975 78	2,258,284 56
Total debtor side	$35,253,552 69	$39,100,976 97
Railroad	$19,410,393 59	$19,410,393 59
Depots	1,736,463 78	1 890,922 29
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	2,405,275 43	2,569,010 17
P., R. and P. telegraph stock	20,780 00	20,780 00
Willow street railroad	100,000 00	100,000 00
Allentown Railroad stock	320,582 99	320,582 99
Pottstown Gas Company stock	3,000 00	.....
Sch. and Susq. R. R. stock	383,172 84	388,240 84
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Greenwood Coal Co. purchase of railroad	18,750 00	18,750 00
Mahanoy and Bd. Mt. R.R. stock and bonds	1,924,050 00	2,121,600 00
Lorberry Creek R. R. stock	50,950 00	50,950 00
East Mahanoy R. R. stock	247,295 61	247,295 61
Good Spring R. R. stock	100,000 00	100,000 00
Port Kennedy R. R. stock	10,550 00	10,550 00
East Pennsylvania R. R. stock	364,500 00	364,500 00
Reading and Columbia R. R. stock	232,480 00	232,480 00
Union Canal R. R	200,000 00	200,000 00
Good Spring R. R. Extension	.....	73,326 75
Enterprise R. R. stock	222,000 00	232,000 00
Lebanon and Pine Grove Branch	.....	158,318 44
Zerbee Valley R. R.	.....	400,000 00
Added in past year—		
Real estate	163,734 74	742,735 73
Good Spring R. R. Extension	73,326 75	135,943 71
Mahanoy and Broad Mt. R. R. stock	197,550 00	163,350 00
Rolling Mill at Reading	154,458 51	.....
New Iron foundry at Reading	.....	22,802 54
New engines and cars	.....	1,162,286 53
New steam colliers	.....	251,142 19
Lebanon and Pine Grove Branch	158,318 44	653,433 85
Lorberry Creek R. R. stock and bonds	.....	30,000 00
Schuylkill and Susquehanna R. R. stock	5,068 00	8,347 50
Zerbee Valley R. R.	400,000 00	.....
	$32,728,425 13	$35,895,467 18
Assets—cash and cash items	753,243 72	1,041,765 51
" stock and bonds held by company.	2,341,232 58	3,674,054 09
Materials on hand, &c	997,383 75	1,021,732 55
Debts due (current, partly secured)	885,771 19	745,671 47
Total assets	$4,927,631 24	$6,483,223 62
Liabilities—debts due by company	$1,511,728 87	$1,777,228 25
" coupons to Jan. 1	160,575 50	181,288 00
" interest on bonds & mortgages	14,669 73	25,804 12
" sinking funds	513,458 04	573,708 04
" credit balance of insurance fund	61,240 50	77,592 37
" credit balance renewal fund	12,290 60	4,858 17
" U. S. and State taxes on div	128,540 44	141,834 88
" East Pennsylvania R. R. bonds due 1888	.....	495,900 00
Total liabilities	$2,402,503 80	$3,277,713 83
Assets over liabilities	$2,525,127 56	$3,205,509 79
Total credit side	$35,253,552 69	$39,100,976 97

	1868.	1869.
Coal transported in tons of 2,240 lbs	3,574,874	4,239,457
Total amount of coal to date, in tons of 2,240 lbs	49,652,458	53,891,915
Merchandise transported—total way-billed and paying freight in tons of 2,000 lbs	1,220,596	1,422,738
Materials transported—including ballast, timber, rails, etc., in tons of 2,000 lbs	220,946	337,117
Tonnage, including passengers, in tons of 2,000 lbs.	5,488,568	6,667,190
Total tonnage of road to date, in tons of 2,000 lbs	70,463,884	77,120,624
Number of passengers carried	1,194,575	1,527,769
Number of miles traveled by passengers	30,767,718	40,625,071
Equivalent number of through passengers	330,835	435,764
Total number of passengers to date	11,884,945	13,412,714

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1868.	1869.
From travel	$987,606 41	$1,184,006 33
" freight on merchandise	1,415,723 41	1,579,622 58
" freight on coal	6,252,223 73	8,346,240 15
" United States mail, etc	136,388 50	98,512 17
Total receipts	$8,791,937 05	$11,208,381 18
Schuylkill Nav. Co., rents, etc	110,948 19	.....
Balance from previous year	1,454,031 42	505,181 21
Balance of interest account	.....	66,859 49
Total resources	$10,356,916 66	$11,780,421 88
Expenses, viz:		
Running account	$1,596,742 58	1,897,973 04
Workshop "	1,363,876 96	1,424,229 09
Depot "	211,421 38	238,312 14
Superintendence	406,084 07	418,884 72
Roadway	697,983 01	779,804 20
Bridges	64,671 75	47,692 91
Buildings	99,852 89	122,583 48
Machinery	55,164 55	60,088 60
Richmond wharves	66,808 58	61,317 48
Police	87,573 79	88,236 86
Sundries	39,124 69	22,887 83
Drawbacks	147,607 82	194,668 62
Rents and ground rents	550,852 51	609,179 73
Profit and loss, damages, prem. on exch., etc.	72,937 33	77,950 07
Insurance account	15,150 00	18,502 25
Taxes—U. S., State, County and City	216,948 11	260,575 67
Renewal fund	521,410 89	603,479 48
Total expenses	$6,162,510 91	$6,876,812 67
Interest on bonded debt and mortgages	418,007 01	484,803 03
New works and equipment	409,837 20	569,105 78
Sinking funds	68,600 00	68,600 00
Total disbursements	$7,053,955 12	$7,998,321 48
Total reserved fund	$3,302,961 54	$3,782,100 40
Dividends to January	2,797,570 83	3,158,357 08
Leaving a balance of	$505,391 21	$623,743 32

PROGRESS OF THE COMPANY.

Statement of the number of engines and cars, and of the mileage of engines annually, 1843-'69:

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5 086	1,047,014
1850	92	28	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,946,225
1856	141	58	5,719	1,942,317
1857	142	58	5 755	1,707,366
1858	142	58	6,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328,229
1865	254	87	9,663	3,688,309
1866	267	105	10,517	4,261,326
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4,500,135
1869	297	141	11,895	5,159,301

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843-'69:

Years.	Passengers. Carried.	Tonnage carried. Coal.	Merchandise.	Material.	Total.
1843	66,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,139	602,599
1845	63,719	814,279	26,039	102,409	1,046,312
1846	88,641	1,188,258	74,971	101,471	1,516,473
1847	97,643	1,360,681	71,718	166,493	1,700,816
1848	105,720	1,235,044	58,123	118,676	1,570,521
1849	95,577	1,097,762	51,204	146,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,749,600
1851	127,590	1,650,270	63,807	219,731	2,145,722
1852	165,164	1,650,912	75,769	181,217	2,422,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,643
1855	277,617	2,213,292	154,384	247,478	2,909,567
1856	282,300	2,068,903	198,986	236,700	2,818,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	286,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,123	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,733	171,399	3,260,953
1863	576,861	3,065,261	652,363	224,071	4,291,877
1864	1,048,521	3,065,577	807,106	242,908	4,606,286
1865	1,461,632	3,090,814	846,105	249,863	4,742,016
1866	1,444,257	3,714,684	1,037,121	226,996	5,574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,598
1868	1,194,575	3,574,874	1,220,596	220,946	5,448,568
1869	1,527,769	4,239,457	1,422,738	337,117	6,667,190

Statement of the gross receipts annually, 1843-'69:

Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,535	1,386,605	117,457	1,692,556
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,522	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,194	180,612	2,686,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	22,996	3,661,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,996	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	41,409	2,828,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,839
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,095,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11,208,381

Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1869:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	430,526		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	4
1851	16,649,515	2,294.975	1,304,291	990,684		
1852	17,141,987	2,480,262	1,340,797	1,139,829	722,971	{ 8* 6
1853	17,905,018	2,686,287	1,329,511	1,358,776	172,935	1
1854	18,464,115	3,781,689	1,771,101	2,010,438	587,423	10*
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	{ 9* 4
1856	19,163,151	2,879,584	1,979,019	1,900,565	770,530	5
1857	19,262,720	3,065,522	1,601,753	1,463,769	366,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,835	2,724,943	1,478,477	1,245,816		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,706		
1862	25,126,389	3,911,830	1,816,155	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	689,090	7*
1864	25,469,544	9,269,341	4,961,190	4,923,151	3,618,199	45*
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,226,411	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	2,066,318	10†
1867	31,203,443	9,106,496	6,266,434	2,840,062	2,100,022	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,797,570	14†
1869	35,896,467	11,208,381	6,874,313	4,339,068	2,949,010	14†

* Paid in stock. † Stock or cash as preferred. ‡ Half Stock, and half Cash.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,324		
Audubon Central...100	800,000	J. & J.	Jul. '69 3
Augusta and West Point...100	1,423,200	J. & J.	July '69 4
Atlantic & N. Carolina...100	5,445,225		
Atlantic & Gt. Western...50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,464,900	J. & J.	Jan. '70 2
Augusta and Savannah...100	733,700	J. & J.	Jul. '69 2½
Baltimore and Ohio...100	16,141,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,449,000	A. & O.	Oct. '69 5
Baltimore City Passenger...	670,000	F. & A.	Feb. '70 3
Bay de Noquet & Marq...100	1,165,800	A. & O.	Apl. '68 3
Bellefonte Delaware.....	998,250		
Berkshire*.....100	680,600	J. A J. & O.	Jan. '70 1½
Bloomsburg & Corning*.... 50	280,000	J. & D.	Dec. '69 2½
Boston and Albany.....100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea.....100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,800		
do. do. pref..100	1,340,400	M. & N.	Nov. '69 3
Do. do.	1,291,500	J. & J.	Jan. '70 4
Boston and Lowell.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Maine.....100	8,380,000	J. & J.	Jan. '70 5
Boston and Providence ...100	2,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Jan. '70 2½
Broadway & 7th Av. (N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City.....10	1,000,000	F. M. A. N	Nov. '69 3
Brooklyn City & Newt'n..100	396,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic, pref. 50	600,000		
Camden and Burlington Co.100	331,000		July '69 3
Cape Fear.....50	721,928	J. & J.	Jan. '70 3½
Cape May and Millville*.. 50	447,000	J. & D.	Dec. '69 5
Catawissa.....50	1,180,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov. '69 3½
Cayuga & Susquehanna.*.50	689,110	J. & J.	Jan. '70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J.	July. '69 5
Central of New Jersey.....100	15,000,000	J. & J.	Jan. '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec. '69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct. '67 2½
Chesapeake*.....100	380,000	J. A. J. & O.	Jan. '70 3
Cheshire, preferred.....100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '70 5
" pref...100	2,425,400	M. & S.	Mar. '70 5
Chicago, Burl. & Quincy.. 50	13,825,025	M. & S.	Sept. '69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec. '69 4
" " pref.100	18,159,097	J. & D.	Dec. '69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct. '69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '69 5e
Cincinnati City Passenger...	.....	J'n & J'ly	Jan. '68 2
" Street.....	.....	J. & J.	Jan. '68 $2
Cin., Sand. & Clev. pref... 50	383,073	M. & N.	Nov. '69 3
Citizens' Passenger (Phila) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb. '70 3½
Cleveland & Mahoning*.... 50	2,054,400	M. & N	Nov '69 3½
Cleveland and Pittsburg... 50	5,935,775	J. A J. & O	Jan. '70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug. '69 4
Ost., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....50	1,500,000	M. & N.	Nov. '69 5
Concord & Perts., guar....100	350,000	J. & D.	Dec '69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passump. Rivers.100	188,000		
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*.....50	594,250	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000	F. M. A. N	Feb. '70—
Dubuque and Sioux City.100	1,673,641	J. & J.	Jan. '70 5
Do. do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy.....50	892,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,800	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania.....50	654,600		
East Tenn. and Georgia....100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.)....100	1,000,000	J. A J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Aug '69 2½
Elmira & Williamsport*..50	800,000	M. & N.	Nov '69 2½
Do. do. pref. 50	800,000	J. & J.	Jul. '69 3½
Erie Railway.....100	30,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,838,910	Annual.	Dec '69 7e
Erie & Pittsburg.....50	962,990		
Evansville & Crawfordsv.100	1,143,448		
Fitchburg.....100	3,940,000	J. & J.	Jan. '70 4
Fitchburg & Worcester..100	248,000	J. & J.	Jan. '69 3
Flint and H'dy.....100	800,000	M. & N.	M'y '67 5
Foxy Sec. & R. C. Ry.100	750,000	A. & O.	Oct. '67 5
Frankf. and Bristow.(Ph.) 50	491,630	J. @ J.	Jan. '70 3
Georgia.....100	4,136,000	J. & J.	Jan. '69 4
Germantown (Phila.).....50	112,245	J. & J.	Jan. '70 5
Girard College (Phila.) ..50	100,000	J. & J.	Jul. '67 2
Grand Rapids & Ind.....100	.....	M. & R.	Mar. '70 4
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,200,000	J. A. J. & O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,238,830		
Hanover Branch, Pa..... 50	116,860	M. & N.	Nov. '69 5
Housatonic.....100	320,000		
" pref.....100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,230		
" " pref. 50	190,750	J. & J.	Jn. '68 3½
Illinois Central.....100	23,415,750	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Jan. '70 1½
Joliet & North. Indiana*..100	500,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	688,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,163,365	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y. '67 5
Lehigh Valley.....50	10,731,400	J. A. J. & O	Jan. '70 2½
Lehigh Luzerne.....50	844,650	J. & J.	Jan. '69 4
Little Miami.....50	3,572,400	J. & D.	Dec. '69 3½
L. M. & C. and X. Joint*..100	1,804,597	J. & D.	Jun. '69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	2,000,000	F. M. A. N.	Aug. '66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul. '69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence.....100	200,000	A. & O.	Oct. '69 3
Lowell Horse.....100	66,880	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '69 6
Marietta & Cincinnati.... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio.....100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central.....100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '69 3
Mill Creek and Minehill*. 50	323,378	J. & J.	July '69 4
Millville and Glassboro'....	405,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien..100	.....		
" " " 1st pref 100	.....		
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,063	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,000	J. & J.	Jan. '70 4
Mobile and Ohio.....100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex.....50	3,616,350		Jul. '69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov. '69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,533		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern.....100	895,000	M. & S.	Sept '68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug. '69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan. '70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,793,900	F. M. A. N	Nov. '69 2
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania.....50	3,150,150		Jan. '70 5a
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	8,500,000	J. & D.	Dec. '69 3½
Oil Creek & Allegheny R. 80	4,250,000	J. A. J. & O	Jan. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J. A. J. & O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania.....50	21,045,750	M. & N.	Nov. '69 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,561,800	J. & J.	Jan. '70 5
Phil., Germ'n'n & North'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*..... 1 0	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,048,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby.... 50	400,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	13,596,000	J. A. J. & O	Jan. '70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	579,500	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec. '69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct. '69 2½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport.....100	88,450		Nov. '61 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb '69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040.000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov. '69 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St. (Ph.) 50	203,757	J. @ J.	Jan. '70 3
Schuylkill Valley*..... 50	576,050	J. & J.	Jul. '69 2½
Seaboard and Roanoke.....100	868,200		
Second Avenue (N. Y.).....100	670,000	A. & O.	Oct. '68
Shamokin V. and Potts.* 50	869,450	F. & A.	Feb. '69 3
Shore Line.....	856,900	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov. '67 5
Somerville 100	75,000	M. & N.	May '69 2
South Carolina 100	8,819,275		
South Shore 100	259,686		Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	A'g '68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	Nov. '69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	445,700		
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,150		
Taunton Branch 100	250,000	J. @ D.	Dec. '69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan '70 2½
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870, 11.4
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref 100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,476	J. @ J.	Jan. '70 3
Utica and Black River.....100	834,400	J. & J.	July '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan. '70 0
Vicksburg and Meridian...100	357,403		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Feb. '70 5
West Philadelphia.....50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	.....	J. & J.	Jan. '70 3
Warren.....100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan '70 $5
CANALS.			
Chesapeake and Delaware 50	1,812,963	J. & D.	Dec. '69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10.000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated..... 10	1,026,000	F. & A.	Feb. '67 3
" (preferred).....100	1 175,000	F. & A.	Feb. '70 5
Pennsylvania.....100	4,300 000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb. '67 6
" " (pref.) 50	2 888,505	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50	.....		
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS & D.	Sept. '69 3
Union Navigation 100	4,000,000	MJS & D.	Dec. '66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	880,060	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July '66 5
Fulton Coal.....	.....	J. & J.	Jan. '70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec '66 3½
Pennsylvania Coal 50	2,200,000	F. M. A. & N	Aug '69 5
Roaring Brook Coal..... —	200,000		Dec '66 3½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	8,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '69
Adams Express.....100	10,000,000		Mar. '70 3
Am. Merchants Union Exp.100	12,000,000		Jan. '70 1
United States Express 100	5,000,000	F. M. A. & N	Nov. '69 3½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,882	262,770	299,422	286,562	342,743	2,300,767
1869	212,604	218,982	301,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,346	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104.372	122,084	132,301	145,542	140,187	157,948	170,044	170.910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,870	307.803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,196	503,746	409,560	361 701	4,508,643
1869	330,762	304,828	393,048	331,140	345,556	391,685	353,736	501,667	501,259	463,109	408,691	348,996	4,679,085
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	186,013	198,679	243,178	224,980	307,874	375,866	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	291,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268.360	297,625	276,681	297,513	444,024	566,403	599,640	442,275	377,063	4,368,514
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	434,589	433,436	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,551,297
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,556
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,663	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,036	1,200,216	1,010,892	712,359	9,299,400
1867	606,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,220,530	879,990	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,567,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	12,455,465
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,509	236,435	193,969	203,696	218,247	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	292,615	271,566	242,621	3,095,965
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041.116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,693	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,678	640,179	799,236	661,391	657,141	603,402	6,329,947
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,606	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477,027	516,498	525,242	709,327	735,530	823,901	727,510	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	665.401	681,041	7,817,629
1869	681,656	558,783	711,559	595,356	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103.373	98,043	106.921	104,866	113.504	112,962	123,802	1,201,230
1867	94,136	78,976	92.910	92.768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125.065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,083	118,648	114,496	129,383	140,473	132,869	131,019	103,629	1,390,822
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189.145	238 012	308.106	375.567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402.219	407,107	445,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301.613	418.575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	388,858	384.401	429.177	496.655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313.130	434.318	458.388	530.571	429,755	380,034	4,663,508
1868	362,021	338,335	378,735	452,429	399,300	365.117	808,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186.039	174,002	172,189	216.624	295.956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376.470	3,970,946
1865	306,324	279,137	344.228	337,241	401,456	365,663	329.105	413,501	476.661	490,694	447,670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493,646	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,278	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	821,013	392.942	456.973	511,820	410,826	390,671	4,... 251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,104
Milwaukee and St. Paul:													
1867	319,763	240,755	261.143	316.266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522.682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	566,241	525,363	724,514	1,039,811	801,163	596,550	7,...48 810
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,534,434	1,526,839	1,486,856	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,583	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200.466	309,261	269.444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239.139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,653	284 319	3 793,005
1866	267,541	246.109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 083
1867	242,793	219,065	279,647	284,729	282,939	240,135	284,633	322,521	346,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	288,329	274,637	233,861	2,964,041
1869	180,366	216,050	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	264,996	2,915,543
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	454,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,173	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,198,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	636,990	10,637,124
1867	500,488	534,561	703,618	886,603	965,358	903,974	864,687	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,384	370,083	3,745,810
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,758	407,077	463,569	505,814	466,360	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,062	7,120,466
1865	690,144	678.504	857,588	783,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	699,806	682,510	633,667	552,378	648.201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	690,557	586,484	507,451	537,381	606.218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,564	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.993	220,788	219,160	230,340	205,095	180,971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143.987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	180,095	2,008,286
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123.987	127,010	156,338	139,626	244.114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374.024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304.917	396,248	349.117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317.052	329,078	304,810	309,591	364.724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434.209	450,208	429,696	323,279	309,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	557,332	537,388	716,529	5,709 183

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	114
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	6	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	" "	1881	118
and March 3, 1863 ..... coupon		6	" "	1881	118
Oregon War Bonds of March 2, 1861	945,000	6	July.	1881	....
.. ..		6	"	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	114½
(5-20s).....coupon		6	" "	1882	115
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	114½
(5-20s).....coupon		6	" "	1884	114½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	114½
(5-20s).....coupon		6	" "	1884	114½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	114½
(5-20s).....coupon		6	" "	1885	114½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113½
(5-20s).....coupon		6	" "	1886	113½
.. .. 3d series (5-20s)...registered	379,591,350	6	" "	1887	113½
(5-20s).....coupon		6	" "	1887	113½
.. .. 4th series (5-20s)...registered	42,589,350	6	" "	1888	114
(5-20s).....coupon		6	" "	1888	114
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
(10-40s).....coupon		5	" "	1904	112½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,530,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	288,632	var	.....	Due.	....
Treasury Notes (7-30s).....	743,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,404,190	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,960	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,110,258	nil.	.....	Dem.	....
Fractional Currency	40,063,513	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	94½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	120
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92½
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81½
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	685,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	70
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	94½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94½
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	100½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,606	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	102½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	114
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	110
.. —	650,000	6	" "	'72-'73	113½
.. —	720,000	6	" "	'74-'75	112½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	102
.. —Back Bay Loan of 1862-'63...	230,000	6	May & Nov.	1880	101½
.. —Bounty Fund Loan of 1863...	200,000	6	Jan. & July.	1883	102
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	102½
.. —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (Interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,784,000	6	" "	'82-'90	91½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	46½
.. — .. (new).....	3,059,045	6	" "	'92-'98	28½
.. — .. (Chatham R. R.)	2,439,900	6	Jan. & July.	1900	....
.. — .. (funding)	2,026,171	6	Jan. & July.	1870	100
Ohio—State Loan (New York).....	1,600,000	6	" "	1875	99
.. — .. (")....	4,095,309	6	" "	1881	100
.. — .. (")....	2,400,000	6	" "	1886	102
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	87½
.. —Funding Bonds	1,282,971	6	" "	'70-'90	81
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,180	6½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	58½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	49½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	62½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	66½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1870	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	"	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	42½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	84
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1890	99½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'90-'72	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	96½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1861	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	90½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	90
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	105
Chillicothe and Brunswick:						96
1st Mortgage	500,000	8	May & Nov.	New York.	1894	93½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	90
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	....
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	73
Cincinnati and Indianapolis Junc.:						70
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	860,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	100
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	98
Consol. S. F. Mort. ($5,000,000)	$76,000	7	May & Nov.	" "	1900	75
						84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1906	82
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	61½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	375,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,630	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1866	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	99
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	86½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,360	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105½
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	85
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	35
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	497,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1868	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1898	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95½
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
3d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	85½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	67½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	96½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89½
1st Mort. (Iowa and Minn. Div.)	6,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	53
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'78–'79	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	90½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	103
2d Mortgage	276,500	7	— & —	"	18—	87½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	97½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	165,000	6	" "	"	1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	935,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	586,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	80
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,343,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	72½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	67
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70
Va. State Loan	249,962	6	" "	"	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	348,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,598,000	6	April & Oct.	"	1875	100¼
2d M. stg. } Harrisb. to Pittsb.	2,288,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,231,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	295,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	295,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	108,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	6*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1893	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	298,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	202
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	82½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,385,000	7	April & Oct.	New York.	1884	88
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,878	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	568,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1890	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	73½
Consol. M. (T.,W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	77½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1876	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	87
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	50
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	"	"	1890	....
" " " 3d class	154,000	7	"	"	1890	....
" " " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1990	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	88½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,031,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	75
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	90,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,800	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1896	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	600,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	8	" "	"	1877	74
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	75
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1904	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1882	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	8	Jan. & July.	Philadelphia.	1878	90

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,000	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	18	7	182	Albany and Susquehanna ¶....New York.	5,899,598	547,857	—	—	1,861,398	2,802,000	560,000	401,830	120.0	201,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	337.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	58,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,324	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	18.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	608,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	2	6	2	62	Atlantic and North Carolina ¶..N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.0	8.0	329.0	—	290	137	27	3,346	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	10,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	127
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	900,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,896	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	.....	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,696	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	184½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	.....	.....	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	18	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	180,949	—	100	75
Nov. 30, 1868	83.8	19.5	12.8	121.0	43	52	24	696	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,621	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	870,191	1,238,657	223,834	—	100	7½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,426	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,966	413,730	957,144	235,139	8	100	136½
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,566,462	453,780	10	100	147
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,068	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	138½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,284	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	79½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	—	—	—	7,830,525	2,527,458	10	100	115
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	8	121	Cape Cod .....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	.....	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	—	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,892	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	99½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,394	Central Pacific.....California.	60,000,000	*	—	1,992,160	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	119
Apr 30, 1869	270.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	158
Dec 31, 1868	75.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	.....	.....	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	122½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	485,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	3	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	.....	.....	—	—	(Leased	to Kentuc	ky Central.)	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,075	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. P.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.*	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	300,000	9,000	.....	37.0	29,000	.....	.....	49,686	1,076	—	100	....
Jun. 30, 1868	96.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	3,947,660	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	88½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,675,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,050	.....	.....	16,068,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	109
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	88,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	961,515	.....	.....	.....	.....	.....	.....	190.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	52½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	186.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,008	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.8	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	.....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	100	....
Oct. 31, 1868	12.5	25.1	38.6	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130½
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Own	ed by Co	ncord.)	.....	.....	.....	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	62	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	982,323	14,620,866	6,324,342	479,761	.....	284.8	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	86	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	62.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarksv. and Louisv. †..Tenn.	3,037,009	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	122
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	3,876,580	247,141	863,732	505.5	2,667,191	66,165,807	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	67
Oct. 31, 1868	24.5	68.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	68.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,788	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell.....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	4,063,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	96	5,468	New York Central .....New York.	36,607,097	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,308	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....Penn.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	.....	.....	.....	197,800	.....	53,962	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,396,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	147
Mar. 31, 1869	62.8	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	888,528	62.2	838,178	69,247,430	6,736,230	2,168,875	840,929	10	100	141
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	109	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,606	*	294,611	[67 658	4,000,000	433,000	147,045	732,885	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)												100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1 015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.0	—	18	19	10	419	Northern	Canada.										96.8		4,738,284	13,598,080		561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	88½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362		3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	112½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373		35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	107
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141		253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,968				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	70½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,534			2,964,041	663,427	—	100	30½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	298	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	653,185	—	50	81
May 31, 1869	72.5	68 5	32.3	—	35	04	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612		289,550	380,000	26,500		9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387							111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,850,471		289,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241			33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	151	Panama	New Granada.	5,000,000					7,000,000	1,192,000			47.6							24	100	170½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased	to Erie)						100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000				(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000							(Leased t	o Camden	and Amb	oy.)		100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	114½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000		47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				(Leased	to Chic. R. I. and Pac	ific.)			125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000											100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3					212,892	93,883		100	....
Dec. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				218,000	800,000	212,500		39.0	87,111				156,746	12,424		50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633		287.5					2,804,250			50	58
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950			24.3	342,775				642,639	295,901	10	50	150
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128		26,301,352	7,030,220		1,921,976	806.7	4,500,135				8,791,937	3,150,837	10	50	98½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063			1,259,120				26.5					995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099		9,084,300	2,935,000	514,390	1,101,105	103.8	897,200				2,393,897	905,891	8	50	105½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*				5,000,000	4,008,000	4,750,000		222.5	1,568,097				2,338,531	646,465		50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663		508,626	181,065		50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774		11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782		450,000			782		50,080	1,217,879	670,258		108,394	27,450	6	100	85½
Sept. 30, 1868	28.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					28.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923		1,500,000		399,709	6,680	51.3	258,977				518,592	130,420	6	100	111½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					(Leased	to Concor	d.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000				(Leased	to Eastern	.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000			14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943		1,900,000		129,656	23,426	54.4	351,060	10,423,316	10,439,968		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																		100	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390		92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000				159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000			175.0	555,727	16,355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439		190.2	284,520	4,086,398	6,123,789		574,020	219,091		100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	88,034	490,409	75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073		146,985	58,729	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000					(Not in o	peration.)					100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402				22.0								100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000			12.0		(Under c	onstructio	n.)				100	....
Dec. 31, 1868	141.3	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*		376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2					1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	789	Rutland	Vermont.	6,500,000									166.3	694,409	4 069,421	11,712,202		993,239			100	22
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050.000					(About $5	0,000 a mo	nth.)				100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000			132.0		(Leased to	Ind. & St.	Louis.)	517,941			100	32½
Dec. 31, 1868	196.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000			120.6					612,000	171,000	—	100	43
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000				(Leased	to Chi. &	Alton.)		240,000			100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,000,000	1,000,030					(Under co	nstruction	.)				100	....
Dec. 31, 1868	68.0	—	....	—	96	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under co	nstruction	.)				100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000			80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*		99,044	14,200	1,993,075	100,000	233,666	5,791	86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000				(Operat	ed by Jers	ey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679		243,305	226,900	487			(Operat	ed by Bos	ton & L.)		17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,236	*				900,235	2,150,000	50,000		116.3	240,299				416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84*	*				1,269,150	97,000	145,578		54.0	152,380				167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050					(Leased	to Phila. a	nd Readin	g.)			5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	8	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000											100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				999,050	796,830			119.3					312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100			160.0					218,441			100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	264,000	121,900		25.0		265,000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville	e.)			100	....
May 31, 1869	50.5	—	2.5	—	10	15	6	35	Shore Line	Connecticut.	091,200	*				636,200	55,000			50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,000			75.0					127,000		—	100	....
Dec. 31, 1868	68.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4,510		109.0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300					(Leased	to Central	of New J	ersey.)			6	100	....
Dec. 31, 1868	137.0	100.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,926,406		8,819,275	3,860,741	514,388	1,295,967	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000								(In	progres	s.)		100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				484,000	750,000	150,000			(Not in fu	ll operatio	n.)					100	....
Sept. 30, 1868	123.0	5.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*		36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,586	3,666,425		389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000				(Und	er const	ruction.)						100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1868	91.0	—	—	236.0	...	...	...	...	*Southwest Pacific* †.....Missouri.									91.0							100	
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	398,792	227,684	3,210,000	430,000	386,015	130,224	207.5	333,302			920,544	342,759	5	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.									68.0							100	
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston & Lowell.		19,773	15,979	6½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	—	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part		t of the Rondout		and Oswego Line.)		—						—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.			3,274,000	.....	654,000	2,620,000	.....	.....	—						—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	296	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,586	—	160	48
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,708,756	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudson River.)				7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Vt. & Mass.,	R. R.)	.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsylvania.)		32,000	.....	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,956	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermont Central.)				8	100	103
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,567,671	508,097	114,080	2	100	61½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutland.)				—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	872,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,462,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,647,650	511,400	.....	.....	18.3	863,212	75,075	—	100	....			
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Del. Lac. & W'tn.)		410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,993	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	...	West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	50	131
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston,	Concord and Mont	real.)	.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua and Lowell.)			13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	131½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	396,535	—	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	—	—	—	—	13.6	—	—	—	445,950	362,488	—	50	83
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	1,983,563	2,089,400	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	8,229,594	—	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	1,633,350	800,000	—	—	108.0	—	—	—	.....	.....	14	100	120
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	14,997,300	2,031,000	.....	.....	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	64,000	813,511	.....	.....	108.0	—	—	—	603,067	397,785	—	50	67
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004,387	.....	.....	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	.....	.....	2,200,000	1,049,260	120,553	61,000	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	2,750,000	701,000	.....	.....	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	4,797,185	7,762,720	536,411	.....	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,002,746	2,628,310	149,296	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	2,907,850	3,000,000	.....	.....	123.0	—	—	—	267,884	20,513	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,100,000	749,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60
														800,000	600,000	.....	.....									

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	18¼
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.58			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	288,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	102¼
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,646	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	136,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	2,443				
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	296	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,658	159				
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Contes st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31, '68				Hoboken and Hudson City .N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	108,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	129,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	77½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,920			50	50	....
Oct. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,286	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,630	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	50,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	486	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	108	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	5	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,096	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Sept. 30,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,833	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62.152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Edw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Contes (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1876	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1886	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	71½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	93
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,000,000	...	10	....
Chicago and Northwestern, pref.	18,189,097	7	10s	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	42½
Hannibal and St. Joseph, pref.	5,253,836	...	...	108½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	68½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,900	7	7	62
Sandusky and Cincinnati, pref.	445,496	6	6	84
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	64
Schuylkill Navigation, pref.	2,888,907	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	34½
Mariposa Mining, pref.	5,774,400	7	7	21½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	22 —	@ 24 —
Pig, American, No. 1		24 —	@ 25 —
Pig, American, No. 2		23 —	@ 24 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 32 50
Bar, Swedes, assorted sizes	(gold)	85 —	@ 97 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 —	@130 —
Bar, Refined	" "	82 50	@ 85 —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	105 —	@130 —
Band	" "	105 —	@ — —
Horse Shoe	" "	105 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	110 —	@155 —
Nail Rod	Less 5 per ct.	per lb. —	8 @ — 8½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 6½	@ — 7
Rails, English	(gold) per ton.	57 —	@ — —
Rails, American, at Works in Penns.	c'y.	76 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 18
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 12
American Machinery do.		— — @ — 12
American German do.		— 10 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 60 @ 4 62½
Clinch		6 10 @ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23 @ —29
Copper		— 38 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½@ — —
Straits	(gold).	— 32 @ — 32½
English	(gold).	— 29½@ — 30

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 25 @ 8 50	10 25 @ 10 75
I. C. Coke	7 00 @ 7 50	8 75 @ 9 50
Coke Terne	5 75 @ 6 —	7 25 @ 7 55
Charcoal Terne	7 37½@ 7 87½	9 25 @ 9 87

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 16 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 21 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29 @ — —
Refined, Standard White (in ship'g order)		— 30½@ — 30½
Refined, prime White (in shipping order)		— — @ — 31
Refined, S. W. (in merchantable order)		— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 11 @ — —
Residuum	per bbl.	4 50 @ 5 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	23 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16.
Canton Co.	59½	....	59	....	58	....
Central Pacific 6s	96½	96½	96½	96½	96½	96½
Central of N. Jersey	100	....	99½	99½	99½	99½
Chicago & Alton	148½	....	113s	115	116	117
" pref.	....	....	....	....	....	....
" 1 M.	....	....	102	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	159	159½	....	....	....	158
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	73½	73½	74½
" pref.	90½	90½	90½	90½	90½	91½
" 1st M.	93	93	....	93½	....	93½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	119½	120	120½	122½	122½	122½
Chicago & R. I. 7s, 1870	....	....	....	105	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	98½	98½	....	98
Clev., Col., C. and Ind.	....	....	74½	74½	74½	74½
Clev. and Pittsburg	99	99	99	99½	101½	102½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	75	....	75	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	19	19	19½	20½	20½
" 1 M.	76½	76½	77	78½	80½	81½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	35	35½	35½	35	....	....
Del. & Hudson Canal	121	121½	....	120½	121	....
Del., Lack. & Western	105½	105½	105	105	105½	105½
" 1 M. 7s	98	....	99½	100	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	109	110	109½	109½	109½	109½
Erie Railway	25	25	25	25½	25½	25½
" pref.	....	....	42½	....	....	42½
" 1 M. 7s, 1897	....	....	....	....	....	96
" 2 M. 7s, 1879	....	....	93½	....	95	95
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	82	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	77	....	....	....	78	78½
Hannibal & St. Joseph	109	108½	108½	....	....	107½
" pref.	109	108½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	102
Illinois Central	145½	145	145	....	143	142½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88½	88	88½	88½	88½	89½
Lake Shore Div. bonds	....	....	89½	89½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	124	123½	122	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100	....	102	....	102	....
" 2 M.	96	....	....	96½	....	....
Mariposa Mining Co.	....	....	9½	....	9½	....
" pref.	20½	20½	....	....	20½	20½
" Tr. 10s cfts.	....	....	....	....	....	49
Milw. and St. Paul	74½	74½	....	....	67½	67½
" pref.	89½	89	88½	88½	81½	81½
" 1st mort.	90½	....	....	91	91½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	89½	....	....	89½	....	....
Missouri 6s	90½	90½	91	91½	91½	91½
" H. & St. J. ins.	....	....	....	....	....	....
Morris and Essex	86½	86½	86½	....	86½	86½
" 1st mort.	....	....	100½	....	100½	100½
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	....	....	....	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	96½	97½	97½	97½	98½
" certificates	95½	95½	95½	95½	95½	96½
N. York and Harlem	147½	150	149½	....	147	147½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	103	....	....	103
N. Carolina 6s	44½	45½	45½	46	47½	46½
" new	25½	25½	25½	26½	26½	26½
Ohio and Miss.	29½	30½	29½	29½	30½	30½
" pref.	68½	....	....	68½	68½	68½
" 1st M.	....	....	....	....	....	96
Pacific Mail S. S. Co.	41½	41½	42	41½	43	42½
Panama	170½	171	....	170	....	....
Phila. and Reading	97½	97½	98½	98½	98½	98½
Pitts., Ft. W. & Chi. gtd.	92	92½	92	92	91½	92
" 1 M.	....	....	....	105	....	....
" 2 M.	....	....	....	....	97½	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	13½	....	13½	13½	13½
St. L., Alton & T. H.	29	32	33	32	32½	32½
" pref.	....	63	64	....	....	62
" 1 M.	....	....	....	....	....	94
" 2 M. pref.	....	81	82	....	....	....
" Income bds.	....	....	76	76	....	....
Tennessee 6s	58	57½	57	55½	56½	....
" new	50	51	51	52½	50½	49½
Tol., Wab. & Western	47½	47	47	....	45	47½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	92	....
" 2 M.	....	85½	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	87½	....	....	86½	86½	86½
Virginia 6s, ex-coupon	62½	62	62½	62½	62½	....
" new	65½	65½	....	65½	....	66

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	112½	112½	112½	112	112½	112⅝
U. S. 5s, 10-40s, reg.	109½	....	109½	109½	....	....
U. S. 6s, 1881, reg.	118	....	....	....	....	....
U. S. 6s, 1881, coup.	117⅞	117⅞	117⅞	117⅞	117⅝	118
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	114½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	115½	114⅝	114⅝	114½	114⅝	115
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	114⅝	....	114½	113⅞	114⅝	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	113½	114½	114⅝
U. S. 6s, 5-20s, c. 1865.	114⅝	114½	....	114	114⅝	114⅝
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113½	113⅝	113⅝	113	113⅝	113⅝
U. S. 6s, 5-20s, reg. '67.	113½	....	....	....	....	113⅝
U. S. 6s, 5-20s, c. 1867.	113⅛	113⅛	113⅛	113⅛	113⅛	113⅜
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	114	....	114	113⅜	....	114
U. S. 6s, Pac.R.R.issue	111⅛	....	....	111½	111⅝	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Catawissa	....	....	....	....	....	....
.. preferred	35½	....	....	....	....	35½
Camden and Amboy	114½	114⅝	114⅝	114⅝	114⅝	115
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	84	....	....	....	....	....
.. 6s, 1889	84½	....	....	....	....	....
.. mort. 6s, '89	93	....	....	94	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33⅜	33⅜	....	....	....	33⅜
.. 6s, 1884	84½	....	....	....	85	....
.. Gold L.	92⅜	92½	....	92½	92⅜	....
.. R. R. L.	....	89	....	....	89½	....
Lehigh Valley R. R.	54½	54⅜	54⅜	54⅜	54⅜	54⅜
.. 6s new coup.	....	95	....	95	....	95
.. 6s new reg.	96	....	....	....	96	96
Little Schuylkill R.R.	41½	41½	....	....	41½	41½
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	51½	51½
Morris Canal	....	....	....	....	....	....
.. pref.	64	....	....	....	....	64½
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	86	....	....	....	....	....
.. 6s, 1880	....	....	....	91	90½	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	56⅜	57	57⅛	57⅛	57⅛	57⅛
.. 1st M.	98	....	....	....	....	100⅛
.. 2d M.	....	....	....	....	100½	....
Penn. State, 6s, 1st series	104½	....	....	....	104½	....
.. 6s, 2d series	....	106	....	106½	....	106
.. 6s, 3d series	....	108	....	....	....	....
.. 6s, W. L.	100⅜	....	....	101½	101⅜	....
Philadelphia City, 6s	97⅛	....	....	....	99	99
.. new	100⅜	100⅛	....	100⅜	100⅜	100⅛
Philad., Germ. & Nor.	....	75	....	....	....	....
Phila. & Reading	48⅜	48⅜	48⅜	49	49⅛	49⅛
.. 7s, 1893	....	....	....	....	104½	....
Philadelphia and Erie	29	29⅛	....	29⅛	29⅜	29⅛
.. 6s	88⅜	90	....	....	....	....
.. 7s	88⅛	89½	....	....	....	89
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	16⅜	17	....	....	....	....
.. 6s, 1882	58½	59½	59⅜	59½	....	59⅛
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	80	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	12
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	40
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Baltimore City 6s, 1875.	92⅞	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	93	93½	....	93	....	93½
.. 1893	....	....	....	....	....	....
Balt and Ohio	127	....	....	....	....	127
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	95	....
.. .. 1885	92½	....	....	....	95½	....
Marietta & Cin. 1st M.	....	83	....	....	....	88½
.. 2d M.	....	....	....	....	....	67⅞
Northern Central	44½	....	....	....	44½	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	83½	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	18½	....	....	18	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany	155	....	154½	....	....	154½
Boston and Lowell	....	....	136½	....	....	....
Boston and Maine	146	146	146½	146½	....	147
Boston and Providence	....	....	138½	....	....	138½
Boston, Hartford & Erie	7	6⅜	6⅜	6½	6⅜	6⅜
.. 7s, new	44½	....	44	43	42½	42⅝
Cheshire, pref.	....	....	....	92½	....	93
Concord	....	....	....	80½	....	80½
Connecticut River	....	....	130½	....	....	....
Eastern	117	117½	117⅜	....	....	117⅜
Fitchburg	....	130½	130	....	....	129½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	124	123	....	122
Northern, N. H.	....	112½	112	....	112½	112½
Ogdens. & Lake Champ.	....	71	71	70½	71	70½
.. pref.	....	108½	....	....	....	....
Old Colony & Newport	....	95½	95½	95½	95½	95⅝
Ph., Wil. & Baltimore	..	52½	52½	....	....	52⅜
Portl'd, Saco & Ports.	....	....	....	....	....	111½
Union Pacific 6s	....	....	86½	86½	85⅝	86⅛
" Land Grant 7s	....	66	66½	66⅞	67	67
Vermont & Canada	....	....	....	....	....	103
Vermont & Mass.	63	....	62½	....	....	61½
South Boston (Horse)	....	....	64½	....	....	....
Cambridge ..	102½	....	....	102½	....	....
Metropolitan ..	....	....	67½	67½	....	67½
Middlesex ..	....	....	....	....	....	77½
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	6	5⅝	....
Franklin ..	....	7½	....	7½	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Jan. 28.	Jan. 21.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	25 — 26	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	65 — 67	65 — 67
Erie shares 100 dol. all paid	18 — 18½	18 — 18½
Do. sterig. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	103 —104	103½—104½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	75 — 78
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —106	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 87	86 — 88
Philadelphia and Erie 1st mort. 1881.	88 — 89	88 — 89
Do. with option to be paid in Phila.	88 — 89	88 — 89

American Railroad Journal.

Saturday, February 19, 1870.

Stock Exchange and Money Market.

Money has been in quite moderate demand on speculative account at from 4@6 per cent., and for mercantile purposes at from 6½@8 per cent. per annum on very choice to prime grades of business paper. The offerings of capital from private hands have been liberal at the going rates. The city banks report an increase of nearly 1⅜ millions in their loan and discount averages, with, however, a loss of nearly 1½ millions of legal tender notes, nearly a million of specie and over 1⅛ millions of deposits. The city banks now hold about 33 millions more of specie and legal tender notes than the 25 per cent. of their liabilities on account of deposits and circulation, required by the national banking act. The U. S. Sub Treasury reduced its coin reserve nearly a million and increased its currency balance nearly ¾ths of a million, during the week. The general balance of the office on Wednesday, was $82,778,916, as against $80,766,970 on the 1st inst.

A few unimportant mercantile failures have been reported, since our last.

The specie reserve of the city banks according to the latest return is $38,072,184, against $27,854,331 same time last year. The city bank deposits are now $213,192,740, against $192,977,860 week ending Feb. 13, 1869. The legal tender reserve amounts to $56,603,000, against $52,334,952 same time last year. The circulation now stands at $33,703,572, against $24,263,451 same time last year. The loans are now $265,864,652, against $264,380,407 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $85,140,471 a day, against a daily average of $90,206,700 the preceding week, and $91,603,925 the week ending with Jan. 30, 1870. The current week's exchanges average about 92½ millions a day. The city banks, last week, reported a loss of $925,062 of specie, $1,546,439 of deposits, and $1,445,384 of legal tender notes. They increased their loans, $1,350,533; and reduced their circulation, $42,909.

National Bank notes to the amount of $288,350 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $320,802,741, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $21,239,385, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,563,356. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,307,350; and for the public deposits, $18,496,000—making a total of $360,803,350. The Treasury Department last week redeemed and destroyed $776,800 of worn and mutilated fractional currency, and issued $726,142 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 12, were $2,733,452 in coin, (including $2,495,000 from customs duties,) and $4,131,308 in currency; payments, $3,645,000 in coin, (including $521,394 of coin interest,) and $3,297,045 in currency; balance at the close of the week, $82,133,007 (including $74,641,054, of coin, and $6,089,576 of currency,) against $81,156,217 at the close of the preceding week, showing an increase of $976,790. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $872,300 in coin, (including $638,695 from customs,) and $438,767 in currency; payments, $46,109 in coin, (including $34,000 of coin interest,) and $330,366 in currency. On Tuesday, receipts, $867,993 in coin, (including $854,064 from customs,) and $462,637 in currency; and payments $75,895 in coin, (including $67,316 of coin interest,) and $243,168 in currency. The balance at the close of business on Tuesday stood at $82,778,916, (including $6,417,447 of currency, and $76,259,343 of coin,) against $82,647,568 a week previous; and $79,931,305 on Feb. 20, 1870.

The aggregate receipts of the office in January were $68,407,045, including $10,152,898 in coin from customs at the port; aggregate payments, $77,697,503, including $17,698,727 of coin interest, and $1,232,271 of currency interest.

The U. S. Sub Treasurer retired, last week, $2,350,735 of coin certificates, received for customs.

Government revenues, have been up to a fair average yield since our last The excises have yielded about 3¼ millions; customs at the port of

New York, $2,449,735, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,790,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 106 millions. The reported yield of the excises from July 1, 1869 to Jan. 1, 1870, was $83,585,124 against $68,730,160 same time in the preceding fiscal year. It has been stated that the total for the six months ending Dec. 31, 1869, will be increased by twelve districts not yet heard from.

Government revenues from all sources for the quarter ending with Dec. 31, 1869 have been officially reported at $116,374,291; expenditures on all accounts, same time, $108,925,912.

Gold has been offered more freely and has been depressed in price, ranging from 119⅜@120⅞, and leaving off on Wednesday at 119¾. The speculative demand has been less confident, while the inquiry for Custom House purposes has been on an enlarged scale, and the export call has been somewhat brisker. Both the city banks and the Sub-Treasury have reported a decrease in their specie reserve, since our last, the former of nearly a million, and the latter of $911,548. The *Alaska* has delivered here $82,428 of specie from California, since our last. The specie shipments hence, during the past week, were up to ¾ths of a million. On Tuesday of the current week, the *Westphalia* took out $88,000 in specie. A rumor gained currency on Wednesday, to the effect that Government had marketed a million of Gold, privately, on the preceding day, but the rumor was deemed unfounded.

The coin interest payment of the Sub-Treasury on Wednesday were $1,548.

The customs demand for Gold last week, averaged $415,833 a day; thus far, this week, it has averaged $746,379 a day, or equal to a weekly aggregate of $4,478,274. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $241,382; and since Jan. 1 1870, $2,271,620, against $1,330,362 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $79,246,771, against $75,050,739 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Feb. 4, was $603,451, against $594,384 same time last year.

The exports of specie, from this port, last week, were $741,721, against $927,899 same week last year; total, since July 1, 1869, $20,329,969, against $26,948,230 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $521,894, and since July 1, 1869, $62,527,837, against $62,743,131 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to Feb. 4, were $4,535,797, against $3,547,432 same time last year.

Foreign Exchange has been in better supply and less request at a partial reduction in rates, chiefly on Sterling bills, which have been most freely offered. Bankers' prime sixty day bills on London closed tamely and heavily on Wednesday at 108¾@108⅞, and on Paris to 5.21¼@5.17½; sight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills continue on a moderate scale. The week's exports of domestic produce have been to the currency value of $2,247,559, making the total since July 1, 1869, $126,629,940, against $99,692,575 same time preceding fiscal year.

Government securities have been comparatively quiet, most of the week, though prices have further receded a fraction, in partial sympathy with the decline in Gold. The offering of bonds to private buyers, however, have been very light, as most holders have been unwilling to sell at prevailing figures. On Thursday of last week, Government bought in a million of Five-Twenties at $112\frac{44}{100}$, net out of an aggregate offering of $5,702,700. The entire amount bought in was purchased of Messrs. Jay Cooke & Co., who made the lowest offer to the Sub-Treasurer. On Wednesday, there was a somewhat livelier inquiry for the coin bearing obligations, and the market closed with more steadiness.

U. S. sixes of 1881 closed here at 117⅞@118; U. S. Five-twenties of 1862, 114⅞@115; U. S. Five-twenties of 1864 at 114¼@114⅜; U. S. Five-twenties of 1865 at 114¼@114⅜; U. S. Five-twenties of 1865, consolidated, 113¼@113½; U. S. Five-twenties of 1867, 113⅝@113¾; U. S. Five-twenties of 1868, 113⅝@113⅞; U. S. Ten-forties at 112⅜@112½; U. S. Six per cent. currency bonds, 111½@111¾.

State and railway bonds have not been quite as active as through the preceding week, but prices have been generally very well supported. The Pacific Railway Mortgages have met with a steady demand from investment buyers, the Centrals at 96¼@96½, at which the offerings were light; the Western Pacifics (recently marketed at 90) at 94@95: and the Unions at 86⅛@86⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 2.	Feb. 9.	Feb. 16.
Consols	92⅜	92⅛	92¾
U. S. 5-20's of 1862	86⅞	87	87¾
U. S. 5-20s, 1865	86¾	86⅞	87⅜
" 1867	85⅞	85⅞	86⅛
" 10-40s	84½	84¾	88⅜
Erie	20	20	20¾
Ill. Central	103½	107¾	109
At. and Gt. West	26½	....	29½

Railway and miscellaneous share property has been moderately active most of the week at, in the main, buoyant prices.

Business in Breadstuffs has shown more animation; Flour and Wheat have been quoted firmer. Cotton has been quiet and declining. A Cotton Exchange was formally opened in this city on the 14th inst. Provisions have been more active but irregular. Other articles of produce have been in moderate request. Middling upland cotton closed heavily on Wednesday at 25cts. per lb. The stock of cotton now here is given at about 73,500 bales. The receipts at the port this week, have averaged about 8,400 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,903,700 bales, against 1,482,500 bales in 1868–'9; exports, same time 1,059,000 bales, against 746,700 bales same time in 1868–'9; stock on hand at latest dates, 509,500 bales, against 405,750 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 997 pkgs., against 999 pkgs., same time in 1869. From Boston, 421 pkgs., in 1870, against 832 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 9½@17c., per lb.; week's receipts, 6,597. Milch cows continue very dull, at $40@$100 each, receipts, 149. Veal calves have been moderately inquired for at from 8½@13½c. per lb.; receipts, 793. Sheep and lambs in reduced supply and fair demand at from 5@8¾c., and 6½@9c. per lb.; receipts, 26,938. Swine in limited request at 9¼@10c. per lb., all live weight; receipts, 16,704.

Foreign goods have been rather more sought after at generally steady rates. The week's imports of foreign dry goods were to the specie value of $2,387,438; and of foreign merchandise, $2,146,761, making a total of $4,534,199, against $3,944,747 same week last year.

The ocean freight market has been tame and weak, since our last. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 3@1s. 6d. by steamer, per bbl.; grain at 3½d. by sail, and 3d. by steamer, per bushel; cotton at $\frac{5}{32}$d.@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 458.

The balance in the Sub-Treasury on Wednesday was $84,028,730 16.

The New York exports, exclusive of specie, for the week ending Feb. 15, and since the beginning of the year, compare as follows:

	1869.	1870.
For the week	$3,228,065	$2,247,559
Previously reported	17,437,506	18,136,556
Since Jan. 1	$20,665,571	$20,384,115

The imports for the week ending February 12, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,057,682	$2,387,438
Gen. merchandise	1,887,065	2,146,761
Total for the week	$3,944,747	$4,534,199
Previously reported	25,212,362	26,670,820
Since January 1	$29,157,109	$31,205,019

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 92¼; do., 6s, 81⅞; South Carolina 6s, 87¼; do., new, 81; Alabama 8s, 94¼; do., 5s, 63; Louisiana 6s, 72; do., 6s, Levee bonds, 70; do., 8s, Levee bonds, 84; New York State 7s, Bounty Loan, coupon, 108½; N. Y. City 6s, 1876, 98¼; California 7s, 120; Brooklyn 6s, W. L., 93; Quincy and Toledo 1st mort., 82; Col., Chicago and Ind. Central 2d mort., 61½; St. Louis and Iron Mt., 43; do., 1st mort., 82¾; Clev., Paines. and Ashtabula old bonds, 94; Toledo, Wabash and Western consol. bonds, 77½; Ohio and Miss. consol. bonds, 80; Central Railroad of New Jersey new bonds, 99; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Long Dock bonds, 82½; Pacific 7s, guar. by Mo., 96; Great Western (Ills.) 1st mort., 10s, 1868, 105¼; New Jersey R. R. 117½; York and New Haven R. R., 141; Western Union Telegraph, 35¾; do., 7s, 87; Adams' Exp. Co., 62¾; Wells-Fargo Exp., 20¼; U. S. Exp., 50¾; Am. Mer. Union Exp., 37¾; Pennsylvania Coal Co., 225; American Coal, 40; Am. Dock and Imp. 7s, 95; Consol. Gregory gold,

Liberty gold, 0.02; Quartz Hill gold, 0.17; Smith and Parmalee gold, 1.95.

Philadelphia.—Phila. and Reading 6s, 1870, 103; do., 6s, 1848-'80, 89; Lehigh Nav. conv. loan, 79; Morris Canal Boat Loan, 78; Sunbury and Erie 7s, 100; West Jersey R. R. 6s, 88⅜; Green and Coates streets R. R. 7s, 85¼; Huntingdon and Broad Top 1st mort., 80⅛; Oil Creek and Allegheny River R. R., 40⅛; Phila. and Trenton R. R., 115; Germantown Passenger R. R., 27¾; Pennsylvania State coupon 5s, 94⅛; Allegheny County 5s, 76⅛; Ocean oil, ¾; Clinton Coal, ⅛. The latest quotations are: City 6s, 99@99¼; do., free of tax, 100⅛@100⅜; State 5s, coupon, 94@95⅜; do., 6s, W. L., 100⅛@102; do., 1st series, 104@104¼; do., 2d series, 106@106⅛; do., 3d series, 107¾@108; Reading, 48⅞@49; do., 7s, 1898, 102@104; do., mort. 6s, 1880, 92@93; Camden and Amboy, 115@115¼; do., mort. 6s, 1889, 93¾@94; do., 1888, 86@87½; do., 1889, 86@87; Penn. R. R., 57@57; do., 1st mort., 100⅛@101; do., 2d mort., 100@100⅛; Little Schuylkill R. R., 41@41½; Morris Canal, 30@31; do., pref., 64¼@65; do., bonds, 80@80; Susquehanna Canal, 8@10; do., 6s, 47@50; Schuylkill Nav., 7¼@10; do., pref., 16@17; do., 6s, 1882, 59⅛@60; Elmira and Williamsport pref., 40@41; do., 7s, 1873, 93@98; do., 5s, 59@60; Lehigh Coal and Navigation, 33¼@33½; do., 6s, 1884, 84½@85¼; do., R. R. Loan, 89@90; do., Gold Loan, 92@92¼; North Pennsylvania, 36@36¾; do., 6s, 91@—; do., Chattle 10s, 111@112; Philadelphia and Erie, 28¾@29; do., 6s, 92¾@93; Minehill, 51½@51¾; Catawissa, 13⅝@15; do., pref., 35½@35⅞; Lehigh Valley, 54⅛@54¾; do., 6s, 96@96½; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 39@40; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 21@21; Green and Coates, 35@40; Chestnut and Walnut, 43@45; Hestonville, 12½@12¾; Union, 40@43.

Boston.—Central Pacific 6s, 96⅛; Chicago and Southwestern 1st mort., 7s, gold, 97; Stanstead, Shefford and Chambly 7s, 80; Maryland and Delaware 6s, 1885, 80; Cedar Rapids and Missouri 7s, 1916, 89⅛; Union Pacific R. R., 26⅛; do., 10s, 1874, 70¼; Eastern R. R., 6s, 1874, 99; Keokuk and St. Paul 8s, 1879, 99; Rutland and Burlington 1st mort. 7s, 200@202½; Old Colony and Newport 7s, 1877, 102; Middlesex Horse R. R. 6s, 87; Cin., Sandusky and Cleveland, 21¼; do., 7s, 1890, 75; Dixon and Peoria 8s, 1889, 96¼; Carthage and Burlington R. R. 8s, 1879, 96¼; Vermont Central 1st mort., 80; Burlington and Missouri R. R. 8s, 99½; Kansas City and Cameron 1st mort. 10s, 1891, 108; Vermont Central and Vermont and Canada 8s, 1889, 101; Nashua and Lowell, 140¼; Connecticut and Passumpsic Rivers pref., 87; do., 6s, 1876, 95½; Rutland R. R., 22; Indianapolis and Cincinnati, 12; Pittsfield and North Adams R. R. 85¾; Taunton and Middleboro' R. R., 85; Worcester and Nashua R. R., 131¼; Eastern (N. H.) R. R., 114; Boston Water Power, Co., 16⅞; Quincy R. R. Bridge, guar., 125¾; Gilberton Coal, 84; Locust Dale Coal, 7; Connecticut 6s, 1881, 99; Massachusetts 5s, 1893@1894, gold 102; do., 6s, 1874, gold 112¼; Maine 6s, 1889, 97⅛; New Hampshire 6s, 1884, 97¾; Portland 6s, R. R. Loan, 96½; Charlestown 5s, 1877, 92¼; do., 6s, W. L., 98⅛; land 6s, 1887, 95¾; do., 1871, 100¾; St. Louis 6s, 1878, 90; do., 1888, 84⅞; Chicago 7s, 96¾; Cincinnati 6s, 1885, 92¼; Cook Co., Ills. 7s, 95¾; Bath 6s, 1891, 88¾; St. Louis County 7s, 1888, 95; do., 1885, 84¾; Bangor 6s, 1894, R.R. Loan, 87½; do., 1874, 96; Boston 5s, 1882@1894, gold, 101½; do., 1876, gold, 103.

Baltimore.—Virginia 6s, old, reg., 50⅞; do., 6s, 1867, 55¼; Maryland 6s, 1890, 94½; do., Defense Loan, 100½; Memphis City 6s, 51¼; Richmond and Danville 1st mort., 72¼; Western Maryland 2d mort. pref., 55; Central Ohio 1st mort., 83; Orange and Alexandria 3d mort, 8s, 83; South Side R. R. bonds, guar., 63; Orange, Alexandria and Manassas 7s, 70; George's Creek, 68; Am. Gas Coal, 0.53. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89; Balt. and Ohio, 126@128; do., 6s, 1875, 92⅛@—; do., 1880, 93@93; do., 1885, 95½@95⅝; Northern Central, 44¼@44½; do., 6s, 1885, 89@89; do., 1900, 83¾@84; do., 6s, 1900, gold, 97@99; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@—; do., 2d mort., 92@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 88½@89; do., 2d mort., 67@68; Central Ohio, 23@25; do., 1st mort., 83@85; Western Md. 6s, 1890, 70@75; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 86@—; do., 6s, pref., 54@55; do., 6s, guar., by Washington Co., 75@80; Richmond and Danville bonds, 7¼@—; Orange and Alexandria 1st mort., 6s, 81@82; do., 2d mort., 6s, 72@—; do, 3d mort., 8s, 82¾@83; do., 4th mort., 8s, 70@70; Orange, Alexandria and Manassas 7s, 69⅞@72; Virginia and Tennessee 8s, 74@—; do., 6s, 1st mort., 75; do., 6s, 2d mort., 68; Baltimore 6s, 1875, 92@92½; do., 1886, 91@—; do., 1890, 93@93; do., 1893, 93@—; do., 5s, 1838-'70, 72½@80; Memphis City 6s, 51@52½; Maryland Defense Loan, 100½@101; City Passenger R. R., 16@18; George's Creek Coal, 63@66; Atlantic Coal, 2.25@2.50; Bare Hill, 0.11@0.25.

☞ Messrs. DAVIDSON & JONES, Bankers, No. 61 Wall st., this city, offer for sale 10,000 shares, at par, of the capital stock of the "People's Gas Company of Baltimore." The capital is $2,000,000 in 80,000 shares of $25 each, of which 12,000 shares, or $300,000, have been subscribed. This stock is recommended as a safe investment, it being the only opposition company in Baltimore, and the stock of the old company has sold at 600 per cent. on the original par.

Martinsburg and Potomac Railroad.

A meeting of the directors of this company was held at Martinsburg, West Virginia, on the 8th instant, at which measures were taken to commence a survey and location of the road immediately, or as soon as the weather would permit, "from the Potomac river to Martinsburg, and from Martinsburg to the Frederick and Berkeley lines, and also to the town of Winchester," if an extension of the corporate rights of the company to that town can be procured from the Virginia Legislature. Edward Watts, Engineer of the Cumberland Valley Road, was selected to make the survey and location, and all other arrangements necessary to the prompt execution of the measure made. The work will undoubtedly be prosecuted to completion.

A new [illegible] been introduced, during the [illegible] Fisk & Hatch, who so successfully [illegible] the Central Pacific, and the Western [illegible]. The road now known as the "Chesapeake and Ohio Railroad," (which is a consolidation of the Virginia Central, and the Covington and Ohio Railroads) is in operation from Richmond to the celebrated White Sulphur Springs of West Virginia—227 miles. The line is being rapidly extended to the Ohio at the mouth of the Big Sandy tributary, 200 miles distant, and it is expected that seventy five miles of this portion will be in operation during the current year. This line, which will be, when completed, one of the great Trunk lines between the seaboard and the Mississippi Valley, has the very important advantage of exceedingly light grades and curves, the average of the grades being from thirty to fifty per cent. lighter than the more northerly lines. The road will derive an important traffic from the transportation of the iron ores which are found in vast quantities and of superior qualities near the centre of its route, and the famous cannel and splint varieties of coal which are found in the Kanawha Valley. Besides the local traffic, its advantages of low grades, cheap fuel and equable climate will enable it to carry the surplus breadstuffs, provisions and the like, of the Ohio Valley, to their destination on the seaboard. The distance between tide water and common points in the interior is less by this line than by any other. It makes very direct and easy connections with the 16,000 miles of inland navigation, and also with the 20,000 miles of Western Railroads. The company are represented by some of our more prominent New York capitalists. Among others, are C. P. Huntington, A. A. Low, Wm. H. Aspinwall, David Stewart, and by Messrs. Fisk & Hatch as the financial agents. The First Mortgage bonds of the company have been brought on the market, with a view to facilitating the work of extending the road through to the Ohio River, as promptly as practicable. The bonds, which are protected by a first mortgage on the entire property of the company, are issued in denominations of $1,000, $500, and $100, in coupon or registered form, and bear interest at the rate of six per cent. per annum, in gold, payable May and November, in this city. The bonds are offered for the present at 90 per cent. and accrued interest.

☞ It is stated that sufficient stock has been subscribed for to pay for the grading of the entire route of the Stony Creek Railroad, which is to shorten the distance between Doylestown and Norristown, by connecting with the North Pennsylvania Railroad at either Gwynedd or Lansdale. James Hoover is President of the company.

☞ The Leavenworth, Lawrence and Galveston Railroad Company are now ready to contract for the grading, bridging and masonry from Garnett to the State line, about 90 miles. O. Chanute is Chief Engineer of the road.

☞ According to the Report of the Philadelphia and Reading Railroad Co., published in another part of this paper, the company has in use 1,141 90, miles of single track road, of which 33 21 miles were constructed during the past year. In addition to this, 59.1 miles are now under contract, and 173 miles located and projected.

RAILROAD LAW.

RAILROAD REGULATIONS—DISTINCTION BETWEEN REFUSAL OF PASSENGER TO SURRENDER TICKET AND PAY FARE—PASSENGERS CAN ONLY BE EXPELLED AT REGULAR STATIONS—COMPANY MAY ENFORCE REASONABLE RULES.

The facts of the late case of Illinois Central Railroad Company and ano. *vs.* Whittemore (43 Ill. p. 420) are clearly and fully stated in the following opinion by

LAWRENCE, J.—This was an action of trespass, brought by Whittemore against the Illinois Central Railroad Company and N. W. Cole, a conductor in the service of the company, for wrongfully expelling the plaintiff from a train. It appears that the plaintiff had taken passage from Decatur to El Paso, and had procured the necessary ticket. After the train passed Kappa, the station preceding El Paso, the conductor demanded the plaintiff's ticket which the latter refused to surrender without a check. This the conductor refused to give, and after some controversy with the plaintiff, stopped the train and with the aid of a brakeman expelled the plaintiff. There is considerable evidence in the record given for the purpose of showing that, even, admitting the right of the defendants to expel the plaintiff, an unnecessary and wanton degree of violence was used, from which the plaintiff received a permanent and severe injury. As, however, the case must be submitted to another jury, we forbear from any comments on this portion of it. The jury gave the plaintiff a verdict for three thousand one hundred and twenty five dollars, for which the court rendered judgment, and the defendants appealed.

In sustaining a demurrer to the fourth plea, and in giving the instructions, the Circuit Court held that, although the rules of the road required the conductor to take up the plaintiff's ticket and notwithstanding he may have refused to surrender it when demanded, the defendants had no right to expel him from the cars, except at a regular station. In support of this position, it is urged by counsel for appellee, that the refusal to surrender the ticket was merely equivalent to a refusal to pay the fare, and that the statutory prohibition against the expulsion of passengers for this cause, except at a regular station, should be applied to cases like the present. We held in the case of C. & A. R. R. *vs.* Flagg 43, Ill. 364, that a neglect to buy a ticket before entering the train, when required by the rules of the road, was the same thing in substance as the refusal to pay the fare, and justified an expulsion only at a regular station. But the refusal to surrender a ticket for which the requisite fare has already been paid, is certainly not the same thing as refusal to pay the fare. It may be no worse offense against the rights of the railroad company than the refusal to pay the fare, but it is not the same offense. Perhaps there was no good reason why the legislature should have forbidden railways to expel a passenger only at a regular station for the nonpayment of fare, and have left them at liberty to expel one at any other point, for the disregard of any other reasonable rule. But it has done so, and it is our duty to leave the law as the legislature thought proper to establish it.

What, then, is the right of a railway company in reference to its passengers? Clearly, to require of them the observance of all such reasonable rules as tend to promote the comfort and convenience of the passengers, to preserve good order and propriety of behaviour; to secure the safety of the train, and enable the company to conduct its business as a common carrier with advantage to the public and to itself. So long as such reasonable rules are observed by a passenger, the company is bound to carry him, but if they are wantonly disregarded, that obligation ceases, and the company may at once expel him from the train, using no more force than may be necessary for that purpose, and not selecting a dangerous and inconvenient place. This is a common law right, arising from the nature of their contract and occupation as common carriers, and, as already remarked, it has been restricted by the legislature only in cases where the offense consists in non-payment of fare. Ch., B. & Q. R. R. Co. *vs.* Parks, 18, Ill. 460. If, then, the regulation requiring passengers to surrender their tickets was a reasonable one, the ruling of the court below on this point was erroneous.

That the rule is a reasonable one really admits of no controversy. It was shown by witnesses on the trial, and must be apparent to any one, that the company must have the right to require the surrender of tickets, in order to guard itself against imposition and fraud, and to preserve the requisite method and accuracy in the management of its passenger department.

The Circuit Court left it to the jury to say whether the rule was reasonable. This was error. It was proper to admit testimony, as was done, but, either with or without this testimony, it was for the court to say whether the regulation was reasonable, and, therefore, obligatory upon the passengers. The necessity of holding this to be a question of law, and, therefore, within the province of the court to settle, is apparent from the consideration, that it is only by so holding, that fixed and permanent regulations can be established. If this question is to be left to juries, one rule would be applied by them to-day and another to-morrow. In one trial a railway would be held liable, and in another, presenting the same question, not liable. Neither the companies nor passengers, would know their rights or their obligations. A fixed system for the control of the vast interests connected with railways would be impossible, while such a system is essential equally to the roads and to the public. A similar view has recently been taken of this question in the case of Vedder *vs.* Fellows 20 N. Y. 126.

The judgment must be reversed; and if it appears, upon another trial, that unnecessary violence was used, the defendants must respond in damages.

Judgment reversed.

☞ A railroad is now being built from Mount Holly, N. J., to Whiting's Station on the Raritan and Delaware Bay road, which, when completed, will make the running time between Long Branch and Camden about two and a half hours.

☞ The gross earnings of the Atlantic and Gulf Railroad for the year ending December 31, 1869, were $784,329 75, actual operating expenses $539,797 19—net earnings $274,532 56, being an increase of $181,270 75 as compared with the year 1868.

Philadelphia and Reading Railroad.

In our issue of the 15th ult., we gave the result of the business of this company for the year ending November 30, 1869, as condensed from the "Transportation and Income Account." In our present issue we give in a condensed form several important tables, referring to the past and preceding years, including the "General Account," and append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842–'43. The President in his report says:

The coal tonnage for the year has amounted to 4,239,457 tons, being 524,772 tons in excess of the amount transported in any previous year, notwithstanding the fact that for six weeks in the months of May and June last, in consequence of a strike in the mining regions, there was an almost entire suspension of shipments of anthracite coal. For the four weeks ending August 5 last the coal tonnage of the road amounted to 513,914 tons, and for a corresponding period ending with November 25, it amounted to an aggregate of 505,756 tons. These figures show that the road is now sufficiently equipped with rolling stock to transport at least one hundred and twenty-eight thousand tons of coal per week, in addition to the large and increasing tonnage of other products and commodities. During the year 1870 it is proposed to add sufficiently to the rolling stock to increase this capacity to at least one hundred and forty thousand tons of coal per week; and judging from the number and extent of new colliery improvements made during the past year in Schuylkill and Northumberland counties, the productive capacity of the two great coal fields depending upon the road for an outlet will fully keep pace with the increasing facilities for transportation.

A reference to the report of the Chief Engineer of the company, herewith submitted, will show in detail the amount of new work completed and in progress during the past year.

The Perkiomen Railroad has been opened from Perkiomen Junction to Schwenksville, a distance of eleven miles, and seven miles in addition—from Schwenksville to Green Lane—are now being constructed. The Colebrookdale Railroad has been completed from Pottstown to Mount Pleasant, a distance of nearly thirteen miles, and it and the Perkiomen Railroad have been leased to and are now worked by this company.

The inhabitants of that part of Chester county lying along the waters of Pickering creek having obtained a charter for a railroad company known as the Pickering Valley Railroad Company, and having located a road tributary to and intersecting our own, the managers have responded to a request for assistance by subscribing for 1,200 shares of their capital stock, and agreeing to guarantee the bonds of the new company to a sufficient amount to construct twelve miles of the proposed railroad. This new road, when finished, will be leased by this company.

The Pine Grove and Lebanon Railroad, extending from Pine Grove to the Lebanon county line, has been completed and is now in operation, and the link which connects it with the borough of Lebanon will be finished and opened for business early in the present year.

Upon the 19th of May last, a lease of the East Pennsylvania Railroad was made to this company, for a term of nine hundred and ninety-nine years, at an annual rent of $78,552, equal to six per cent. clear of taxes, upon the capital stock of the East Pennsylvania Railroad Company. The rolling stock, workshops, materials, real estate and other property of the latter company, were transferred to this company, in consideration of its agreement to pay at maturity, in the year 1888, the bonded indebtedness of the East Pennsylvania Railroad Company, amounting to $506,900, the value of property so transferred being amply sufficent to cover the amount of bonds thus guaranteed to be paid.

That portion of the Allentown Railroad lying

between Port Clinton and Topton, and connecting the main line with the East Pennsylvania road has been placed under contract.

The Shamokin and Treverton Railroad has been finished and is now in operation, and the extension of the Good Spring Railroad to Brookside, near the Dauphin county line, has also been completed. An extension of the Lorberry Creek Railroad, to develop the southern fork of the western portion of the Schuylkill coal field, is now being constructed.

The map annexed to the report of the Chief Engineer exhibits the extent, location and connections of all of these several roads, as well as of all other railroads now owned, leased or controlled by this company, and the tabular statement accompanying the map shows that the aggregate lengths of all of these railroads, including sidings, amounts to 1,142 miles of single track road.

As this system of railroads, projected some years ago, approaches completion, there is no reason to doubt the wisdom of the policy which suggested its construction. So far as the roads are located in the coal regions, it will be seen that the effect of their construction has been to render tributary to the main line almost the entire territory of the southern and middle coal fields; and if a supply of cars sufficient to carry away the product of the mines is hereafter maintained, and the inducement of moderate rates of transportation offered to the trade, the company can rely with confidence upon the individual enterprise and energy of the coal operators as sufficient at all times to furnish a large and constantly increasing amount of tonnage.

The new roads constructed and secured outside of the coal fields are either important links in, or feeders of, the line of road extending from Harrisburg to Allentown, now owned or controlled by this company, over which passes a very large amount of traffic between New York city and the west; or are designed as tributaries of the main line, especially valuable as contributing a large supply of iron ore for the use of the furnaces along the road.

Next in value to the coal traffic, the iron interests of the Schuylkill Valley claim the attention and deserve the protection of the company; and the wisdom of the policy which for the past few years has been securing an unfailing supply of iron ore for consumption along the main line of the road will be fully justified by future results. The Lebanon Valley Branch, the East Pennsylvania Railroad, the Reading and Columbia Railroad and the Colebrookdale Railroad drain regions containing inexhaustible supplies of iron ore; limestone of the best quality is found in great abundance along the line; in the rich agricultural valleys of Montgomery, Berks, Chester, Lebanon and Dauphin counties labor will at all times be found as abundant as in any other portion of the State; anthracite coal of the very best description for smelting, puddling and heating purposes will always be as plentiful as in any other region; and it is believed that there is not at present in Pennsylvania any other locality possessing greater advantages for the manufacture of iron than the valley of the Schuylkill.

The rolling mill of the company at Reading has turned out during the last year 17,037 tons of finished rails, of which amount but two and a half tons have been worn out and removed from the track. Out of the 8,971 tons of rails made at the company's mill and laid in the year 1868, one hundred and eighty tons have up to this time been taken up and returned for re-rolling. While the rails thus manufactured have cost the company an average of less than the current market price, the result in their wear, when subjected to the test of our large tonnage, proves the superiority of their construction.

During the last year two steam colliers of about 600 tons burthen each have been built for the company, and are now engaged in transporting coal from Richmond to eastern ports. Four others, two of 1,000 tons burthen and two of 800 tons each, are now under contract, and will be placed in the trade early in the present year.

A large amount of real estate has been bought during the year, principally situate at Richmond and on Willow street, in the city of Philadelphia.

During the year just closed rolling stock of the value of $1,162,286 53 has been added to the property of the company, as follows:

1,054 eight-wheeled cars, built by the company	$666,736 07
10 first-class engines, built by the company	116,762 09
Work on one engine, built by the company	4,151 65
10 first-class engines, bought of M. Baird & Co.	142,000 00
152 cars, bought of East Pennsylvania Railroad Co	92,136 72
14 first-class engines, bought of East Pennsylvania Railroad Co	140,500 00
Total	$1,162,286 53

The statements accompanying this report will show the details and extent of property acquired by the company during the year; of the entire amount of which $3,170,042 05 has been added to capital account, $569,105 78 has been charged to income account, and the balance will be found included in the items embraced under the head of assets in the Treasurer's general account.

It was originally designed to pay for a proportion of this new work with the plain six per cent. bonds of the company, and during the early part of the year the contractors of several of the branch roads received the amounts of their monthly estimates in such bonds. It being discovered, however, that the necessities of the contractors frequently compelled them to sacrifice these securities at less than their proper value, it was thought advisable to pay for all work in cash, and to furnish the means to do so by a loan to be negotiated by the company itself. Since the first of June, therefore, all payments to contractors have been made in cash, furnished temporarily out of the dividend fund. To reimburse this fund, and at the same time to provide means to prosecute the new work and to supply additional rolling stock during the years 1870 and 1871, the managers have negotiated, at par, without commissions, a loan of $5,000,000 of seven per cent. coupon bonds, dated January 1, 1870, payable in twenty years, one-half convertible at the option of the holder into stock at par at any time after issue; and the other half convertible at par at any time after the 1st of January 1872. Of this loan the sum of $1,500,000 will be used to replace that amount of the past year's earnings used for construction of new work; $2,000,000 will be furnished and expended during the year 1870, and the remaining $1,500,000 during the year 1871, for new rolling stock and for the completion of work now in progress or contemplated to be placed under construction; and hereafter the earnings of the company can be appropriated to the payment of semi-annual cash dividends.

To any of the stockholders who may be disposed to complain of the increase of the capital stock of the company during the last seven years, it will be a sufficient answer to say that the tonnage, gross receipts and net profits have increased in a far greater proportion than the united capital and debt of the company, and that the result of the expenditures upon which the increase of capital was based has been to secure perpetually a great and ever-increasing tonnage for the road.

A railroad company owning a properly constructed and well equipped line of road, connecting two large cities, and relying for its business solely upon the traffic interchanged between the termini of its line, might reasonably expect to earn enough money annually not only to declare a fair dividend to its stockholders, but, in addition, thereto, to enlarge its supply of rolling stock, so as to meet the wants of its increasing business without adding to its debt or capital stock; and such a result would properly be accepted by its stockholders as an evidence of prosperity and financial strength. But in the case of this company, engaged in developing an area of territory embracing two distinct coal fields—one of sixty miles and the other over thirty miles in length—where every valley required a new railroad, and where the increase of tonnage incident to the opening of the new laterals has been so great as to require at times an annual expenditure for additional rolling stock of over a million of dollars, it was necessary to resort to either of the following plans, in order to accomplish the desired result:

First. To charge such high rates for tolls and transportation as would have enabled the company to earn money enough, after payments of cash dividends, to supply the funds required for improvements.

Second. To increase the debt of the company by loans made to finish the new work; or,

Third. To increase the capital stock, either by stock dividends paid in lieu of earnings diverted to improvements, or by receiving additional subscriptions to stock, issued to furnish the necessary funds for new construction.

The first of these plans could not have been seriously thought of for a moment. Although excessive rates of charges might result in a temporary advantage, they would not only have proved in the end destructive to the company, but would have been manifestly unjust to the public. Of the remaining two plans the latter was thought the wiser, and it was considered best to devote the earnings of the company to the construction of new improvements and the building of new rolling stock, and to issue to the shareholders stock dividends in lieu of the money.

During the last seven years the capital of the company has been increased by stock dividends, in all	$12,369,670 77
From the above deduct the amounts based upon the purchase of bonds by the sinking funds	1,685,811 71
Balance	$10,683,859 06

This sum of $10,683,859 06 of aggregate stock dividends has, however, been issued as the representative of $17,597,258 74 of actual net earnings invested in permanent improvements—the difference of $6,913,399 68 having been, from time to time, charged to income account, so that the increased capital stock should represent the property upon which it was based at a gold standard of value; and in conformity to this conservative rule of the company, as a five per cent. stock dividend was paid last July, and an issue of $608,800 of the plain six per cent. bonds was made during the year, there has been charged to income account out of the net earnings of the past year the sum of $569,105 78.

By order of the Board of Managers.

FRANKLIN B. GOWEN, President.

Philadelphia, January 8, 1870.

Whitehall and Plattsburg Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: John Hammond, H. G. Burleigh, Wm. E. Calkins, A. B. Waldo, J. B. Witherbee, John A. Griswold, Matthew Hale, C. F. Norton, E. S. Winslow, M. K. Platt, N. Lapham, of Pern; James Rogers, of Ausable; T. Hoyle. At a subsequent meeting of the directors, John Hammond was elected President, James Rogers, Vice President, Timothy Hoyle, Secretary and Treasurer. The business of the road from Plattsburg to the Ausable River, has exceeded the most sanguine expectations of the company. The company are in hopes of soon being able to make connection at or near Ticonderoga with the Lakes. The speedy construction of the entire route is what is desired as there is but little doubt that the freighting business will alone be sufficient to make it a paying road.

Chicago and Alton Railroad.

The Chicago and Alton Railroad Company will issue on the 1st of March, $3,800,000 new capital, say 38,000 shares, to the stockholders of Feb. 10, both common and preferred, in the proportion of one share of new to two shares of old capital. The stockholders receive one-half the new subscription on the payment of $2 50 per share, to represent their present interest in the surplus income or unrepresented cost of the property. They are required to pay the other half by instalments of $25 per share on the 1st of March, June, September and December, 1870, for the construction of an extension of the line from Dwight to Lacon. The effect of the new arrangement to the present stockholders is a stock dividend of 50 per cent. on the payment, or at the average cost of $51 25 per share, or a fraction over one-half its par value.

Intercolonial Railway.

The Commissioners who have charge of the construction of the Intercolonial Railway announce that they are ready to receive bids for the following rolling-stock: Ten locomotives to be delivered by March 15, 1871; fifteen by the 1st of January, 1872; and fifteen by the 15th of March, 1872; 150 platform cars by March 15, 1871, 250 freight cars by January 1, 1872. Bids will be received up to the 17th of March, 1870.

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The HINCKLEY & WILLIAMS WORKS, Boston, Mass.
CORLISS STEAM ENGINE CO., Providence, R. I.

Second Hand Locomotives for Sale.

THE NEW JERSEY SOUTHERN RAILROAD Company (formerly the Raritan and Del. Bay R. R.) propose to sell Seven (7) Old Locomotives.
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They can be seen at Manchester N. J. upon application to Rufus Blodgett Master Mechanic.
Sealed proposals for their purchase will be received at the office of the N. J. Southern R. R. 95 Liberty street, N. Y., until Thursday March 10th 1870, addressed to
W. S. SNEDEN,
318 Genl. Manager.

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6m89 54 Pine st.

Proposals for Tunnel.

OFFICE SUMMIT BRANCH RAILROAD CO.,
Williamstown, Penna., Feb. 4, 1870.

SEALED PROPOSALS will be received at this office for one month from date, to complete the driving of the Tunnel through the South or Big Lick Mountain at this place, to Bear Valley, say a distance of 800 yards, more or less. To be driven from both ends, and of the following dimensions: 15 feet wide in bottom, 12 feet in top, and 8½ feet high over rail. A water drain or gutter, 18 inches deep and 2½ feet wide, to be carried along the entire length. The proposals to state the price per yard separately for clay, loose rock or boulders, red shale, conglomerate sand stone, slate and coal. All materials except rails and sills to be furnished by contractors.

JOS. ANTHONY, Superintendent.

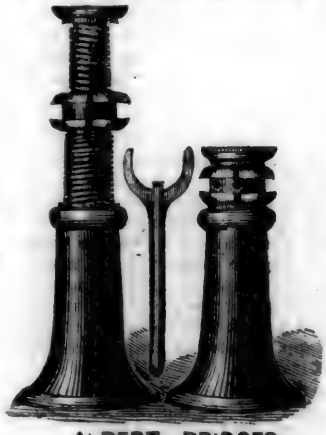
Further information may be obtained at the Office of WM. B. FOWLE, 32 Summer street, Boston.

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SEALED PROPOSALS will be received until the 25th inst., for doing the Grading, Masonry and Bridging on the Ridgefield and New York Railroad from Port Chester, N. Y., to Ridgefield, Ct., 23 miles. For further particulars apply to
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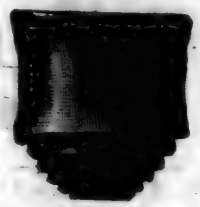
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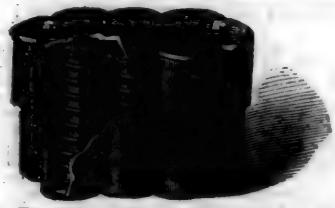
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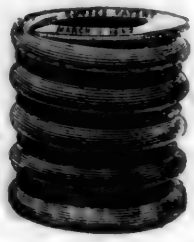
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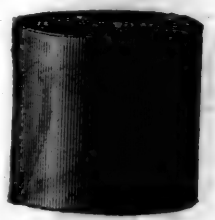
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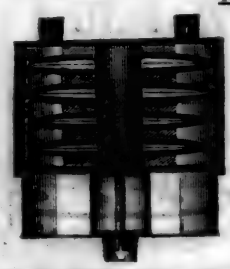
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby prevenating fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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New York Saturday, February 26, 1870.

Chesapeake and Ohio Railroad.

OFFICE OF FISK & HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST., NEW YORK, FEB. 15, 1870.

The remarkable success which attended our negotiation of the Loans of the CENTRAL PACIFIC RAILROAD COMPANY and the WESTERN PACIFIC RAILROAD COMPANY, and the popularity and credit which these loans have maintained in the markets, both in this country and Europe, have shown that the First Mortgage Bonds of wisely-located and honorably-managed railroads are promptly recognized and readily taken as the most suitable, safe, and advantageous form of investment, yielding a more liberal income than can hereafter be derived from Government bonds, and available to take their place.

Assured that in the selection and negotiation of superior Railroad Loans, we are meeting a great public want, and rendering a valuable service—both to the holders of capital and to those great national works of internal improvement whose intrinsic merit and substantial character entitle them to the use of capital and the confidence of investors—we now offer with special confidence and satisfaction the FIRST MORTGAGE BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY.

THE CHESAPEAKE AND OHIO RAILROAD, connecting the Atlantic coast and the magnificent harbors of the Chesapeake Bay with the Ohio River at a point of reliable navigation, and thus, with the entire railroad system and water transportation of the Great West and Southwest, FORMS THE ADDITIONAL EAST AND WEST TRUNK LINE, so imperatively demanded for the accommodation of the immense and rapidly growing transportation between the Atlantic seaboard and Europe on the one hand, and the great producing regions of the Ohio and Mississippi valleys on the other.

THE IMPORTANCE OF THIS ROAD AS A NEW OUTLET FROM THE WEST TO THE SEA magnifies it into one of national consequence, and insures to it an extensive through traffic from the day of its completion; while, in the development of the extensive agricultural and mineral resources of Virginia and West Virginia, it possesses, along its own line, the elements of a large and profitable local business.

Thus the great interests, both general and local, which demand the completion of the CHESAPEAKE AND OHIO RAILROAD to the Ohio River, afford the surest guarantee of its success and value, and RENDER IT THE MOST IMPORTANT AND SUBSTANTIAL RAILROAD ENTERPRISE NOW IN PROGRESS IN THIS COUNTRY.

Its superiority as an East and West route, and the promise of an immense and profitable trade awaiting its completion, have drawn to it the attention and co-operation of prominent Capitalists and Railroad men of this City of sound judgment and known integrity, whose connection with it, together with that of eminent citizens and business men of Virginia and West Virginia, insures an energetic, honorable and successful management.

The Road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 200 miles (now partially constructed) to be completed, to carry it to the proposed terminus on the Ohio River, at or near the mouth of the Big Sandy River, 150 miles above Cincinnati, and 350 miles below Pittsburg.

Lines are now projected or in progress through Ohio and Kentucky to this point, which will connect the CHESAPEAKE AND OHIO WITH THE ENTIRE RAILROAD SYSTEMS OF THE WEST AND SOUTHWEST, AND WITH THE PACIFIC RAILROAD.

Its valuable franchises and superior advantages will place the CHESAPEAKE AND OHIO RAILROAD COMPANY among the richest and most powerful and trustworthy corporations of the country; and THERE EXISTS A PRESENT VALUE, IN COMPLETED ROAD AND WORK DONE, EQUAL TO THE ENTIRE AMOUNT OF THE MORTGAGE.

The details of the loan have been arranged with special reference to the wants of all classes of investors, and combine the various features of convenience, safety and protection against loss or fraud.

The Bonds are in denominations of $1,000, $500 and $100.

They will be issued as coupon bonds, payable to bearer, and may be held in that form; or

The Bond may be REGISTERED in the name of the owner, with the coupons remaining payable to bearer attached, the PRINCIPAL being then transferable only on the books of the Company, unless reassigned to bearer; or

The coupons may be detached and canceled, the Bond made a PERMANENT REGISTERED BOND, transferable only to the registered owner or his attorney.

The three classes of Bonds will be known respectively as:

1st. "COUPON BONDS PAYABLE TO BEARER."

2d. "REGISTERED BONDS WITH COUPONS ATTACHED."

3d. "REGISTERED BONDS WITH COUPONS DETACHED," and should be so designated by correspondents in specifying class of Bonds desired.

They have THIRTY YEARS to run from Jan. 15, 1870, with interest at six per cent. per annum from Nov. 1, 1869. PRINCIPAL AND INTER-

EST PAYABLE IN GOLD IN THE CITY OF NEW YORK.

The interest is payable in MAY and NOVEMBER, that it may take the place of that of the earlier issues of Five-twenties, and suit the convenience of our friends who already hold Central and Western Pacific Bonds, with interest payable in January and July, and who may desire, in making additional investments, to have their interest receivable at different seasons of the year.

The Loan is secured by a mortgage upon the entire Line of Road from Richmond to the Ohio River, with the equipment and all other property and appurtenances connected therewith.

A SINKING FUND OF $100,000 PER ANNUM IS PROVIDED FOR THE REDEMPTION OF THE BONDS, TO TAKE EFFECT ONE YEAR AFTER THE COMPLETION OF THE ROAD.

The mortgage is for $15,000,000, of which $2,000,000 will be reserved and held in trust for the redemption of outstanding Bonds of the VIRGINIA CENTRAL RAILROAD COMPANY, now merged in the CHESAPEAKE AND OHIO.

Of the remaining $13,000,000, a sufficient amount will be sold to complete the road to the Ohio River, perfect and improve the portion now in operation, and thoroughly equip the whole for a large and active traffic.

The present price is 90 and accrued interest.

A Loan so amply secured, so carefully guarded, and so certain hereafter to command a prominent place amongst the favorite securities in the markets both of this country and Europe, will be at once appreciated and quickly absorbed.

Very respectfully,

FISK & HATCH,
BANKERS.

P. S.—We have issued pamphlets containing full particulars, statistical details, maps, &c., which will be furnished upon application.

We buy and sell Government Bonds, and receive the accounts of Banks, Bankers, Corporations and others, subject to check at sight, and allow interest on daily balances.

Eastern (Mass.) Railroad.

The annual meeting of the stockholders of this corporation was held in Boston on the 7th inst. The annual report was presented and accepted. The directors were authorized by vote to make such arrangements with the Boston and Lowell Railroad Company, to secure additional terminal facilities in Boston, as they deemed expedient. The directors were also authorized to consent to the issuing of new stock by the Portland, Saco and Portsmouth Railroad Company, as proposed at the meeting of that corporation in June, 1868. A vote was passed giving authority to the directors to take such action as they deem expedient to encourage and aid the construction of the Wolfborough Railroad. With reference to the proposed consolidation of the Boston and Maine and Eastern Railroads, the President stated that he had sent a letter to the President of the Boston and Maine Railroad Co., in which he set forth the advantages that would accrue to both corporations and the public. The expense of a new depot for the Eastern road would be avoided, and the fares and tariffs of freights would be very much reduced. The President of the Boston and Maine Railroad Co. laid the subject before his board, and a committee was appointed to consult with a like committee of the Eastern. Various propositions have been made, but without any definite result. The last proposition made by the Eastern to the Boston and Maine was that the stock of the latter road should be taken at $150 per share, or $6,825,000 for the entire stock.

Pennsylvania Railroad Company.

OFFICE OF THE PENNA. RAILROAD CO.,
Philadelphia, Feb. 12, 1870.

To the Shareholders of the

Pennsylvania Railroad Company:

Your Directors take pleasure in submitting to you the satisfactory results of the operation of your railways for the year 1869, as follows:

EARNINGS.

From passengers		$3,500,071 06
" emigrant passengers		131,065 93
" mails		118,961 91
" express matter		302,654 54
" general freights		12,932,656 88
" miscellaneous sources		265,401 41
		$17,250,811 73

EXPENSES.

Conducting transportation	$3,503,792 57	
Motive power	3,679,195 15	
Maintenance of cars	1,464,859 22	
Maintenance of road	3,341,568 10	
General expenses	213,852 56	
		12,203,267 60
Leaving net earnings for 1869 of		$5,047,544 13

The total amount of revenues compared with last year is:

1869	$17,250,811 73
1868	17,233,497 31
Increase	$17,314 42

The changes in the sources of revenue are shown below:

Increase in regular freights		$50,491 58
" emigrants		52,821 64
" mails		18,980 66
" express matter		10,773 33
		$133,067 21
Decrease in first-class passengers	$31,832 88	
" miscellaneous sources	83,919 91	
		115,752 79
Increase as above stated		$17,314 42

The apparent decrease in first-class passengers, shown above, is explained by the circumstance that there is included in the earnings of 1868 for military transportation, due in previous years, $113,433 29-100 whilst the collections from the same source in 1869 were but $5,655 66-100. By adding this amount to the reported decrease, and deducting the sum from that received in 1868 ($113,433 29-100, it will leave an actual increase of first-class passenger traffic in 1869 over 1868, of $75,944 75-100.

The gross revenues for 1869 are equal to $48,186 62 100 per mile of the main line of railroad.

The whole number of passengers carried in 1868 was 3,747,178, and in 1869 4,229,363—an increase in the number carried of 482,185, or nearly 13 per cent. The average distance traveled by each passenger was 34 22-100 miles, being 1 82-100 miles less than in 1868; showing this increase still to be mainly upon the local traffic of the line.

The number of tons of freight moved (including 410,966 tons of fuel and other materials transported for the company, was 5,402,991—embracing 2,829,358 tons of coal. The whole tonnage of your railway exceeds that of last year 680,976 tons of which increase 264,309 tons is bituminous coal.

The average charge per net ton per mile upon freights during the year was 1 718-1000 against 1 906-1000 cents last year, and per passenger 2 51-100 cents against 2 71-100 cents last year; or an average decrease in freight charges of 9 9-10 per cent., and in passenger charges of 7 4-10 per cent.

The earnings of the Philadelphia and Erie Railroad in 1869, were:

From passengers	$672,964 46
" freights	2,507,082 93
" express matter	81,327 51
" mails	24,616 67
" miscellaneous sources	26,713 72
Total (exceeding $11,000 per mile of road)	$3,262,705 29

The operating expenses during the same period were:

Conducting transport'n	$671,606 07	
Motive power	749,641 82	
Maintenance of cars	213,546 07	
Maintenance of way	733,415 17	
	$2,368,209 13	
To which add 30 pr ct. of earnings, payable to the Philadelphia and Erie Railroad Company	956,009 12	
		$3,324,218 25
Showing a loss to this company in operating the line under the lease (in addition to interest upon the capital invested in rolling stock, &c.,) of		$61,512 96

which is $21,661 69 less than in 1868.

The low rates at which the Philadelphia and Erie Railroad Company is compelled to carry its freights, averaging but 1 4-10 cents per ton mile, and the small passenger business it can command from the sparsely populated country that its road traverses, added to its greater distances as a through line from Eastern cities to all points in the West, are the reasons that more than 70 per cent. of its receipts are required to meet its working expenses. The operations of this railway during the past year have been carefully and economically conducted by A. L. Tyler, Esq., its General Superintendent.

In this connection it may be stated that, owing to some errors in the location of this line, but mainly from financial sacrifices incurred during its construction, this railway, with a single track of only 288 miles in length, laid with lighter iron rails, and but partially ballasted, cost the Philadelphia and Erie Company, without any equipment, $19,759,171 92, whilst the Pennsylvania Railroad, passing over a much more expensive country to build a railway upon, with a double track of 358 miles laid with heavy iron, and well ballasted, including a third or single track of 29 miles between Lancaster and Middletown, and branches to Hollidaysburg and Indiana, of 26 miles, in all equal to 771 miles of single railway, exclusive of sidings, is represented by $21,346,024 56, a difference of less than $1,600,000 upon the cost of over 265 per cent. more of single track railway.

These facts are referred to at this time only to show why it is that the shareholders of one of these lines have received regular dividends, while the other line has been unable to earn them.

The earnings of the Pittsburg, Fort Wayne and Chicago Railway under its lease to this company, for the six months ending December 31st, 1869, were	$4,146,822 22
And the expenses during the same period were	2,826,695 92
Balance	$1,320,786 80
The semi-annual rent, with the interest on the bonds of the company, expenses of maintaining the organization, contribution to sinking fund, &c., &c., amounted to	1,283,091 87
Showing a profit in the operation of the lease of	$36,794 48

The revenues of the lies operated by this company, and the amounts paid for their working expenses, interest and dividends, are as follows:

From the Pennsylvania Railroad and branches		$17,250,811 73
From the Pittsburg, Fort Wayne and Chicago Railway, for six months, ending December 31st, 1869		4,146,882 22
From the Philadelphia and Erie Railroad		3,262,705 29
Amount		$24,660,399 24
And the expenses of operating these lines were:		
Pennsylvania R. R.	$12,203,267 60	
Pittsburg, Ft. Wayne and Chicago Railway, including rent, &c	4,110,087 79	
Philadelphia & Erie Railroad, including 30 per cent. due that Co.	3,324,218 25	
Total		19,637,573 64
Leaving the net profits from the three railways for 1869		$5,022,825 60
From which deduct dividends declared May and November, with the taxes thereon	$3,075,643 24	
Balance to debit of interest account & discounts on bonds	888,375 10	
Due for the lease of the Harrisburg and Lancaster Railroad	135,274 18	
Annual payment to State of Pennsylvania on account of interest and principal due upon the purchase of her works between Pittsburg & Philadelphia	460,000 00	
		4,559,292 52
Leaving a balance of		$463,533 08

In our last annual report the Board referred in detail to the railway companies controlled through the ownership of a majority of their shares; and it is unnecessary to again mention them, further than to say that they continue to fulfil the objects this Company had in view when this interest was acquired, while they yield a reasonable profit upon the capital invested.

The working expenses of the other lines of railway leased by this Company, not already referred to—all of which are in Pennsylvania—show a balance of receipts over expenses.

The interest held by this Company in the Pennsylvania Canal Company is steadily improving in value, and when the enlargement is complete it will become a profitable addition to your investments in other works. Its cost stands upon your books at $1,101,156.

The coal traffic of this Company is gradually assuming large proportions, and already gives to your railway a constant business at rates that yield a very small profit per ton, but on the large amount transported (2,329,358 tons) the net revenue from it is of considerable importance.

Upon the Philadelphia and Erie portion of the Company's lines, this traffic is chiefly made up from the transportation of anthracite coal to supply the demands of the oil and lake regions, and amounted in 1869 to 138,138 tons, exclusive of 167,383 tons that were sent to Western New York via Elmira. Its bituminous coal fields are too far from the lakes to compete upon equal terms with those of Ohio and Western Pennsylvania in the markets of the West. A portion of the bituminous coal fields upon this railway—east of the tributaries of the Ohio—are favorably situated for the Atlantic markets, but they have not yet been developed to any material extent. The demand for bituminous coal of the Allegheny region in the Eastern markets has been confined, until recently, to blacksmiths, but the high price that has prevailed for some years for anthracite coal, has caused it to be introduced to a considerable extent for producing steam and the manufacture of iron. From the limited extent of the anthracite fields and the greater cost of mining this variety, it is reasonable to infer that the consumption of the bituminous coals will continue to increase on the seaboard.

Upon the main line of your railway and its branches the movement of anthracite coal is yet inconsiderable, whilst the transportation of the bituminous has been large for the manufacture of gas for Eastern cities and the other purposes already mentioned. This material exists in inexhaustible quantities along the whole line of your railway from the summit of the Allegheny to its western terminus, and in the Broad Top Mountain (already extensively developed) south of Huntingdon. A branch from the main line at Tyrone to the town of Clearfield, cuts the Allegheny coal field, and upon this mining is now carried on to a large extent, whilst another branch also extends from the same point to Lock Haven, on the Susquehanna River. From Altoona a branch extends to Hollidaysburg and Newry, a distance of nine miles. The last two mentioned, in connection with a portion of the main line, traverse the valley at the base of the Allegheny Mountains for seventy miles, commencing on the west branch of the Susquehanna River, and affords ample opportunities to develop this whole region by short branch lines into the coal fields at their summit wherever desired. In this valley and in the mountains and valleys that lie on its eastern border, there is an abundance of ore, easily mined and of a quality that will make the best quality of iron—already celebrated for its strength, and found to be superior to any other in the manufacture of cannon. The proximity of these ores to coal and limestone gives to this region advantages for the manufacture of iron in all its varieties and uses, a claim equal if not superior to that of any other—which advantages will doubtless be improved by capitalists, and thus largely increase the population upon your line and its local traffic—the most reliable business of your road. Your railway is therefore not dependent upon its through traffic for its support, although this item is important and necessary to the interests which brought it into existence.

The original policy of the Company was to reach the traffic of the Northwest, West, and Southwest, by assisting the construction of tributary lines leading to the markets of these sections, but not to control their management beyond the State of Pennsylvania. With this object in view it gave to the Pittsburg, Fort Wayne and Chicago Railway Company at several periods of its extremest need, large advances to complete its line and preserve its property to its shareholders, under written pledges, that its eastward business should follow the direction which prompted and justified this Company in granting the assistance so earnestly solicited. Under the conviction that this agreement was ample, it was not believed that further protection to your interests in the Northwest was either desirable or important. The rapid growth of this section of the country, however, placed that Company, in a few years after its completion, in a condition of great prosperity. It then—unmindful of its former obligations—endeavored to seek other Eastern connections that it could control, though this Company at all times gave to its business the same rates per mile that it charged upon its own line, upon both passengers and freight. Extensive surveys were accordingly made of the regions east Pittsburg by that Company to find a suitable line for this object, followed by material pecuniary advances to a Railway Company whose road it was proposed to use, as a part of this rival route to the East; but during the progress of these movements, an effort was inaugurated by the Erie Railway Board to absorb not only the Pittsburg, Fort Wayne and Chicago line, but nearly all the Western connections of the Pennsylvania Railroad Company, which, only failed from a misapprehension of the terms of the law under which they proposed to accomplish their object, and subsequent adverse legislation procured by the President of the Fort Wayne Company.

In view of these extraordinary movements, it became evident to your Board, that this Company must depart from the policy that had heretofore governed it, and obtain direct control of its Western connections. Negotiations were accordingly opened with the Directors of the Pittsburg, Fort Wayne and Chicago Railway Company, which had also become apprehensive (under the vicious system that had been developed in New York by which stock and bondholders of railways and their agents, sold their proxies to vote at the elections of the Company, without any regard to the interests involved in the issue), that their own work might fall into hands whose object would be to seriously impair the permanent interests of their constituents.

After a lengthened negotiation with the Directors of that Company, a lease was agreed upon, and this Company entered into possession of the Pittsburg, Fort Wayne and Chicago Railway on the first of July last. The terms of this lease, which gave to the shareholders 12 per cent. on their capital, were at the time considered very onerous, and only justified by the circumstances already referred to. The results of its operation, however, for the first half-year, notwithstanding a diminished revenue of $304,495,90, compared with that of the same months in 1868, have, through a vigorous retrenchment of expenses, left a net profit of $36,794 43 over all outlays, including the semi-annual contribution of $52,050 to the Sinking Fund.

For these favorable results the Company is much indebted to the energetic and economical administration of its affairs by J. N. McCullough, Esq., its General Manager.

The loss in the gross receipts of this railway occurs mainly at Chicago, and are, to a considerable extent, due to the low rates upon west-bound traffic that prevailed from the beginning of the lease to near the close of the season. The low price of grain, and the bad condition of the common roads leading to railway stations in the West, have been the chief cause of the falling off in the receipts of the line during the past few months. The business of this railway must, however, continue to increase with the advance in population and wealth of the section of country it accommodates, and we believe that its lease will prove a judicious operation for the Company.

The same reasons that induced this Company to become the lessee of the Fort Wayne line, prompted the Pittsburg, Cincinnati and St. Louis Railway Company, in which this Company holds a majority of its shares, to take at an earlier period a lease of the lines owned by the Columbus, Chicago and Indiana Central Railway Company. The results of this lease have not proved so satisfactory. The railway was found, contrary to expectations, to be, to a considerable extent, in an unfinished and a dilapidated condition, deficient in depot accommodations, with a limited rolling-stock largely out of repair, and shops entirely inadequate to place this machinery in good order. These deficiencies had to be supplied, and in the meantime its road and rolling-stock could only be placed in a condition for economical service at great *extra* cost.

Upon a representation of these facts to the Company, modifications in the lease have been made by it, which will, it is believed, render it acceptable to the lessees and to this Company, their largest stockholders.

These several arrangements still left our connections with Cincinnati, the great trade centre of the southwest, incomplete, the business with which has been steadily increasing since the termination of the late war. To perfect these the Pittsburg, Cincinnati and St. Louis Railway Company has also agreed upon a lease with the Little

Miami Railroad Company of their line, through whose railroad our connection with Cincinnati will be made, thus enabling this Company to participate in the growing prosperity of that city.

The connection of your line with St. Louis, the great city of the Mississippi valley, are now complete by way of Crestline, and nearly so upon the shorter and more direct route through Columbus, Indianapolis, Terre Haute and Vandalia. With these arrangements, all of which will be perfected this year, we will limit our extensions, unless some over-ruling necessity should require us hereafter to go further. We have no interest in any line beyond the Mississippi river.

Unwilling as we have been to enter upon this policy, a careful review of the subject since its adoption leaves no doubt as to its wisdom, under the circumstances that have been developed within the past eighteen months.

This company has not attempted, neither does it propose to absorb the natural connections of either of the trunk lines. There is business sufficient to give to each of these companies ample revenues to meet the interest upon any reasonable cost of their works, if equitable rates between the shipper and railway Company are at all times preserved, without a resort by one line to take from another by reduced charges business which it otherwise would have had an equal chance to secure at fair prices. Such attempts, though often repeated, have at all times failed to secure the professed object in view. They have not unfrequently been commenced to influence the market price of the shares of the Company, in disregard of its permanent interests, with a view to benefit the stock speculations of the Managers or their friends; and at other times from the recklessness of a sub-agent, which his superiors refuse to correct or to acknowledge, but more frequently with the unreasonable expectation of gaining some advantage over a rival interest.

There has been much complaint by the public, in consequence of the higher charges made by many Railway Companies for short than long distances. In this policy, to a limited degree, these Companies for obvious reasons are fully justified; but in many cases this practice has been carried to any unwarrantable extent. The rule that has governed this Company is, not to charge to any intermediate point a greater rate than is required to one at a long distance. Under this rule, which we think entirely defensible, the average charges for the through and local business per ton per mile passing over your line are nearly equal.

The Pennsylvania Railroad Company was organized mainly with a view to promote the commercial and manufacturing interests of the city of Philadelphia and the interior of the State, and its management has kept these objects steadily in view, giving at all times to this city the differences in transportation to and from the West, due to its geographical position. This policy has had a marked influence in developing the manufacturing industry of the city, but it seems only to have preserved its commercial interest from retrograding. With a view to sustain and promote this interest, every effort has been made by this Company to reduce the local expenses on produce at Philadelphia, that necessarily occur in its transfer at seaports, to minimum; but the pecuniary and shipping facilities required to second these movements, and retain the business of the West at this city until forwarded to its destination appear to be deficient, and, in consequence, the larger share of it, notwithstanding these advantages, passes on to New York. The Directors, recognizing the importance to the interests of this Company of building up the business of this port, will cheerfully unite in any reasonable plan by which this object can be secured.

In our last annual report the diversity of railway gauges between the East and the West was alluded to. Since that period all of your immediate Western connections have reduced the gauges of their lines from 4 feet 10 inches to 4 feet 9½ inches, which, when their machinery is adapted to it, will be further reduced to 4 feet 9 inches—the present gauge of the Pennsylvania Railroad.

Since your last meeting, the State of Pennsylvania has cancelled and disposed of its lien upon the Philadelphia and Erie Railroad to the Allegheny Railroad Company, accepting therefore a second lien upon the line that the Company is building between the Philadelphia and Erie Railroad and its present road, at the Mouth of the Mahoning; the bonds given to the State being guaranteed by the several railway Companies over whose lines the traffic of the new road is to pass to Philadelphia and Pittsburg, thus insuring to the Commonwealth the ultimate payment of its original claim of three and a half millions of dollars, and at the same time enabling the Allegheny Valley Railroad Company to develop, more promptly than it otherwise could have done, a section of the State that is rich in minerals and other products—all of which will remain undeveloped until this highway is constructed.

The location of this line has not yet been completed, but the character of the country, as shown by recent surveys, will render the construction of a railway costly. This route is generally known as the "Low Grade Line" between the East and the West, the construction of which will soon be required to accommodate the increasing tonnage between these sections. Its gradients *against* the heavy traffic may be confined within eleven feet per mile. About a half of a million of dollars have already been expended upon its graduation, and its total cost is estimated at about $5,500,000.

The Directors take pleasure in again expressing the obligations of the Company to its General Superintendent, E. H. Williams, Esq., and his two assistants, John A. Wilson, Chief Engineer, and A. J. Cassatt, Superintendent of Motive Power, for their careful and judicious management of the interests committed to their charge.

Respectfully submitted.

By Order of the Board,

J. Edgar Thomson, President.

The Brook's Paraffin Insulator.

Our attention has lately been called to a pamphlet on the subject of the insulation of telegraph lines by Mr. David Brooks, of Philadelphia, the patentee of the valuable invention known as the Paraffin Insulator, now coming into general use. The subject is one of much general interest, and from the pamphlet in question we have selected a few important facts for the information of our readers.

It has always been a feature of the reliability—or unreliability—of the telegraph, that its wires are practically useless in wet weather. In order to understand this fully, it is necessary to briefly examine the hydrostatic properties of insulating bodies. The amount of moisture in the atmosphere is called absolute humidity. The proportional amount of what the atmosphere will hold at a given temperature, is called relative humidity. Insulating bodies, or Insulators in clean and good condition, will conduct on the surface, from moisture gathered from the atmosphere when placed in the shade, nearly in the following order of relative humidity:

A species of white glass, made from kryolite	87 per cent.
Brown earthenware, or that species of pottery which has salt glazing	40 "
Ordinary glass	42 "
Porcelain, or that species of pottery with a dipped glaze, or glaze formed by dipping the biscuit body in a solution	68 "
Ebonite or Vulcanite	79 "
Shellac	83 "

Paraffin, no conduction at 100, or when the air is fully saturated.

Any of the foregoing bodies will show conduction over the surface, when exposed to the air dampened to the extent of relative humidity given, except Paraffin, using an astatic galvanometer and battery of one hundred cells. If the surfaces are carefully wiped dry with a clean cloth, the conduction is stopped for a time, until moisture is again gathered. If we clean the outer surface of an ordinary glass insulator and cover the surface with paraffin there is no conduction over this surface as long as the paraffin remains unbroken or unaffected by dirt or other cause. If, instead of using an insulator with paraffin thus applied, we connect a wire to the ground, and in the ground wire we place a paraffin candle, simply breaking the wire and fastening each end to the ends of the candle in such manner as to make up the circuit by using the candle for a portion, the repellant properties of the paraffin, as regards moisture, are sufficient to prevent a current passing over the candle in rain or fog, or both combined. This is one of the features of paraffin, applied to the surface of insulators. Another is that of stopping up the pores of such insulators as absorb moisture, and conduct through the body, by reason of the moisture contained. This is easily accomplished, by first heating the insulator sufficient to expel the air and moisture, and immersing, while hot, in melted paraffin. This method will effectually close the pores of porcelain and earthenware. It will do the same with cast-iron and prevent its absorbing moisture and oxydizing. It is very effectually done with either of these materials, because the heat can be carried to low red without injuring them. It can only be imperfectly applied to wood, because the heat necessary to dry it destroys or weakens it also. This difficulty occurs also in its application to the cotton covering of wire.

One of the obstacles in the use of paraffin, is shrinkage by change of temperature or by cooling. If we melt a portion in a vessel and carry the heat to the boiling point, say 450° Fahrenheit, on cooling the bulk will have diminished about one-quarter on solidifying at 110°. If cooled down to 30° Fahrenheit, the mass will contract to such a degree as to detach itself from the sides of the vessel, and when applied to wood, in lengths of, say one foot, and in a vessel holding a few gallons, if immersed in paraffin at 250° Fahrenheit, and the vessel taken from the fire and allowed to cool, the pores will be completely filled by the time the paraffin has cooled down to the point of solidifying.

As before stated, glass will become sufficiently hydroscopic to sensibly conduct upon the surface when exposed to air the relative humidity of which is forty per cent. of saturation; but unless perfectly clean it will conduct at a much lower temperature of humidity. An ordinary insulator, as brought from the glass works, will show conduction when exposed to air that has only twenty per cent. relative humidity. But supposing the surface clean, and relative humidity thirty five per cent. of saturation. If we draw the finger over the surface of the glass conduction takes place directly in the water, or mark, of the finger, though no visible mark or trace is left, and conduction can be stopped by simply wiping or drawing the finger, covered with a dry cloth or handkerchief across this track in an opposite direction.

The purpose of this is to show how easily the insulator is affected. If we hold the insulator in a current of smoke or gas of a burning candle for one minute, but far enough from it not to be heated by the flame, it is sensibly affected and will conduct when exposed in air, the relative humidity of which is less than forty per cent., and so are all insulators proportionately affected, but paraffin least of all. Glass is probably as susceptible to these agencies as anything, and when once dirty as difficult to clean; but if its surface is first covered with paraffin, in the manner described, subsequent cleanings are comparatively easy. The paraffin prevents these impurities from adhering so firmly to its surface. When the surface becomes an admixture of paraffin and dirt, sulphuric acid or caustic soda have no effect, and we are compelled to use the remedies resorted to in removing grease spots, such as turpentine, benzine, ether or any of the volatile hydrocarbon oils. Paraffin is miscible in those oils. By this treatment a clean surface is exposed ready for another application of paraffin. By this means an insulator, when deteriorated by use and exposure, can be cleaned and restored to its original standing, or nearly so. There is no more necessity for throwing away a paraffined insulator, simply because it is smoked or dirty, than there is for providing ourselves with a new set of chinaware every time we have occasion to use those articles.

We have devoted a considerable share of our space to this subject because of its importance. The Western Union Telegraph is using the Brooks Insulator and the efficiency of its lines is largely increased in consequence. It is to be hoped that it will soon come into universal use, as the reliability of the telegraph as a means of commercial communication between the different sections of the country at all times and seasons, is largely dependent on it.

Illinois Central Railroad.

The statement of this Company for the month ending January 31, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,190.13 for	$39,487 38
Acres Int. Fund Lands sold	40.00 for	418 00
Acres Free Lands sold	80.00 for	1,086 80
Total sales during month of Jan., 1870	4,310.13 for	$40,992 18
To which add Town Lot Sales		1,236 00
Total of all	4,310.13 for	$42,228 18
Cash collected in January, 1870		$181,174 54

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258½ Miles.	Total. 965½ Miles.
Freight	$350,415 00	$61,038 00	$411,453 00
Passengers	117,223 83	22,585 25	139,759 08
Mails	6,375 00	1,029 08	7,404 08
Other sources	94,000 00	1,970 92	95,970 92
Total Jan., '70.	$568,013 83	$86,573 25	$654,587 08
Total actual earn'gs, Jan. 1869	$573,153 85	$84,286 00	$657,439 85

☞ An Order in Council has been passed by the Quebec Government, appropriating the subsidy of $1,500 per mile to the Sherbrooke Eastern Townships and Kennebec Railway agreeably to the terms of the act, the Company having been organized within the year.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the month of January:

	1869.	1870.
Ashes, bbls	880	837
Breadstuffs—		
Wheat flour, bbls	208,760	22,3791
Cornmeal, bbls	45,594	5,4583
Wheat, bush	481,221	237,921
Rye, bush	913	249
Oats, bush	69,121	185,976
Barley, bush	42,541	110,071
Peas, bush	3,409	7,591
Corn, bush	586,403	102,357
Cotton, bales	110,531	112,077
Naval Stores—		
Crude turp., bbls	1,802	151
Spirits turp., bbls	6,429	5,789
Rosin, bbls	55,258	40,711
Tar, bbls	2,965	3,158
Pitch, bbls	164	326
Provisions—		
Pork, pkgs	14,148	32,443
Beef, bbls	15,875	14,795
Cutmeats, pkgs	25,044	16,408
Butter, pkgs	52,429	52,744
Cheese, pkgs	8,334	22,111
Lard, tcs. and bbls	13,551	15,414
Do., kegs	683	2,670
Whiskey, bbls	13,698	22,141
Petroleum, pkgs	66,081	34,141

Exports from New York to foreign ports of certain leading articles of domestic produce for the month of January:

	1869.	1870.
Ashes, Pots, bbls	418	85
Do., Pearls, bbls	....	12
Beeswax, lbs	15,423	18,816
Breadstuffs—		
Wheat flour, bbls	116,981	168,091
Rye flour, bbls	284	435
Cornmeal, bbls	14,978	9,618
Wheat, bush	731,272	1,076,672
Rye, bush	....	....
Oats, bush	11,367	1,787
Barley, bush	.....	.....
Peas, bush	7,603	9,430
Corn, bush	495,119	32,676
Candles, bxs	5,660	4,051
Coal, tons	6,985	8,657
Cotton, bales	23,846	38,801
Hay, bales	2,249	5,955
Hops, bales	6,702	6,565
Naval Stores—		
Crude turp., bbls	230	200
Spirits turp., bbls	318	2,761
Rosin, bbls	16,510	36,568
Tar, bbls	383	304
Pitch, bbls	240	265
Oils—whale, galls	....	5,206
Do., sperm, galls	71,909	603
Do., lard, galls	2,371	3,015
Do., linseed, galls	485	583
Provisions—		
Pork, bbls	7,210	6,817
Beef, bbls	1,682	1,519
Do., tcs	10,477	7,109
Cutmeats, lbs	8,749,664	5,999,367
Butter, lbs	77,557	88,556
Cheese, lbs	1,366,997	954,703
Lard, lbs	4,461,607	3,019,047
Rice, tcs	284	....
Do., bbls	200	743
Tallow, lbs	1,876,641	2,365,194
Tobacco, crude, pkgs	6,871	2,664
Do., manf., lbs	305,101	569,629
Whalebone, lbs	66,560	23,408
Petroleum, galls	3,673,440	3,146,049

☞ The San Francisco and Northern Coast Railroad has been organized. The incorporators propose to build a road near San Rafel to Healdsburg, in Mendocino County.

Finances of Baltimore.

The Annual Report of the Baltimore City Register, recently presented to the councils of that city, gives the following statement of its financial condition:

FUNDED DEBT.

Consolidated Loan. 1890, 6 per ct.		$7,204,969 44
Jail Stock 1873, 6 "		101,576 48
Five Million Loan. 1890, 6 "		5,000,000 00
One Million Loan. 1886, 6 "		1,000,000 00
Loan of 1884, 6 "		921,800 00
Park Improvement. 1895, 6 "		185,723 80
Consolidated Loan. 1893, 6 "		2,211,068 05
Exempt Loan 1893, 6 "		413,054 87
Water Loan 1875, 6 "		4,681,145 38
Public Park 1890, 6 "		655,566 25
Court House 5 "		137,014 84
Consolidated Loan. 1885, 5 "		891,646 70
Overdue Stock, 6 per cent, no interest allowed		1,406 04
Total Funded Debt		$28,254,970 85
The endorsements for various Railroad Companies are as follows:		
For the Northwestern Virginia Railroad	$1,500,000 00	
Less redeemed and cancelled	726,500 00	
	$773,500 00	
York and Cumberland Railroad	500,000 00	
Western Maryland R.R	500,000 00	
Union Railroad	117,000 00	
		1,890,500 00

MISCELLANEOUS DEBTS.

Bills payable on account of Richmond Market extension	$63,159 14	
Temporary Loans of Banks	230,700 00	
New City Hall account	45,196 06	
		617,355 20
Total Liabilities		$25,762,826 05
The city has assets applicable to the payment of its debts, amounting to		21,958,724 25
Making its liabilities in excess of its assets		$3,804,101 80

The assets consists of: Mortgage on B. & O. R. R., $5,000,000; mortgage on York and Cumberland R. R., $500,000; mortgage on Western Maryland R. R., $500,000; interest coupons paid for Western Maryland R. R. Co., $14,271; mortgage on Union R. R., $117,000; mortgage on Pittsburg and Connellsville R. R., $2,043,837 94; 32,500 shares B. & O. R. R. stock, $3,250,000; property under management of water board, $3,500,000; real estate yielding rent, $331,389 16; due from Union R. R. Co., $20,000; bills receivable, $40,000; suspended debt, (due by John Lee Chapman,) $7,000; due by B. & O. R. R. Co., (taxes paid for it,) $117,237; amount of back taxes due, (estimated,) $800,000; 4,000 shares Western Maryland R. R. stock, $200,000; 7,600 shares Susquehanna and Tidewater canal stock, $380,000; vacant real estate, (estimated,) $45,000; present value of sinking funds, $4,686,539 13; loan to water board, (Res. No. 467, 1868,) $175,000; due by water board, (account overdrawn,) $62,341 60; cash in back, $169,108 42. The receipts on various accounts during the year were $6,245,360 50, and the disbursements $6,263, 601 96.

☞ One of the railroad schemes now afoot in Western Massachusetts aims to extend the Housatonic road from Pittsfield north through Lanesboro, New Ashford and Williamstown, to connect with the Troy and Greenfield and Rutland roads, making another line to Montreal. The missing link is about 20 miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	-------	-------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	-------	-------
Atlantic & Gt. Western ... 50	25,879,923	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	-------	-------
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	-------	-------
Do. do. pref..100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec'69 3
Brooklyn City.....10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n.100	399,800	-------	-------
Buffalo, Bradford & Pitts.100	1,100,000	-------	-------
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Camden & Burlington Co.100	331,000	-------	July '69 3
Cape Cod 60	721,925	J. & J.	Jan.'70 3½
Cape May and Millvi le*.. 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	-------	-------
Catawissa, pref.....50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Con. Park, N. & E. River.100	970,000	-------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	-------	-------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 5½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger...	-------	J'n &J'ly	Jan.'68@2
" Street.....100	-------	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	-------	-------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....100	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	-------	-------
Conn. & Passump. Rivers.100	139,000	-------	-------
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000	-------	-------
Dayton and Michigan*....100	2,390,646	-------	-------
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	-------	-------
Detroit & Milwaukee..... 100	1,047,350	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Feb.'70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,100	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	-------	-------
East Tenn. and Georgia...100	1,290,067	-------	-------
East Tenn. and Virginia...100	1,902,000	-------	-------
Eighth Avenue (N. Y.)...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	-------	-------
Evansville & Crawfordsv.100	1,143,445	-------	-------
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	760,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	-------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000	-------	-------
Do. do pref.100	5,253,880	-------	-------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,900	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	-------	-------
Leeds and Farmington*.....	-------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	-------	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	-------	-------
Maine Central.....100	1,611,500	-------	-------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	-------	-------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	-------	-------	-------
" " 1st pref.100	-------	-------	-------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,.64	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	-------	-------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	-------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	-------	-------
Naugatuck.....100	1,436,600	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,538	-------	-------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	-------	Oct. '69 4
" Certificates.100	21,491,450	-------	-------
" old int. cer.100	22,829,000	-------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	-------	-------
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	-------	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi 100	20,000,000	-------	-------
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	-------	-------
Panama.....100	7,000,000	J.AJ&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	-------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan.'69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J. A. J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	679,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	-------	-------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Peterab g..100	847,100	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,460	-------	Nov.'67 2
Rome,Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	-------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	-------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	-------	-------
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,269,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke...100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottev.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'67 6
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	-------	-------
South Shore 100	259,685	-------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	-------	-------
Stockbridge & Pittsfield*100	448,700	-------	------- 3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	-------	-------
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	-------	-------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.). 50	-------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	-------	-------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W.D. pref..100	1,300,000	-------	-------
Tol., Wabash and West....100	5,700,000	-------	-------
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	-------	-------
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	-------	-------
Virginia Central 100	3,353,675	-------	-------
Virginia and Tennessee...100	3,506,300	-------	-------
Western Union 100	2,707,893	-------	-------
West Jersey 50	804,150	F. & A.	Feb.'70 5
West Philadelphia.....50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	-------	-------
Winchester and Potomac....	-------	J. & J.	Jan.'70 3
Warren.....100	1,547,650	-------	------- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 1½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 6
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	-------	-------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	-------	-------
Union..... 50	2,907,850	-------	-------
" preferred 50	-------	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	-------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec'68 2½
Pennsylvania Coal 50	8,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	-------	Dec'68 2½
Short Mt. Coal..... 50	800,000	-------	Jan, '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	-------	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	-------	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3 6	410,006	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409.251	401,280	367,956	307,919	256.824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	357,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	304,828	393,645	331,149	345,556	391,685	553,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,560	324,865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	568,387	591,209	424,589	433 435	4,797,464
1869	333,319	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,532,949
1870	362,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702.691	767,508	946,707	932,683	754.671	547,542	7,976,410
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,083,236	1,448,942	1,541.057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,571
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144.029	867,830	13,622,567
1870	731,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359.463	3.445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343.929	511,305	478,576	496,433	437.679	424,531	4.571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613.329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794 325	889,967	931,530	685,401	681,041	7.517,629
1869	657,440	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	755,595	8,741,855
1870	654,587	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106.594	114,716	121,217	142,823	132.387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132, 869	131,019	106,629	1,390,822
1870	90,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	236 012	308,106	375,567	332.360	348,048	3,802,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313.130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	367,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	576.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	528,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,654	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,688,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234.633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	293,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.038 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,164	873,153	966,658	837,351	586,779	9,266,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	5 9,924	8,735,052
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,008,265
1870	152,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	364,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	361,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,838	484,209	450,203	429,896	923,270	399,420	4,013,203
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	459,246	4 0,720	422,368	.....	.....	.....
Pacific of Missouri:													
1869	194,112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	626,560	617,585	758,467	857,332	837,358	716,329	5,70 183

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	114
.. .. coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,732,600	6	" "	1881	117½
and March 3, 1863 ..... } coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	114½
(5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	114½
(5-20s).....coupon		6	" "	1884	114
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	114½
(5-20s).....coupon		6	" "	1884	114
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113½
(5-20s).....coupon		6	" "	1885	114
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	112½
(5-20s).....coupon		6	" "	1886	113½
.. .. 3d series (5-20s)...registered	379,591,350	6	" "	1887	113½
(5-20s).....coupon		6	" "	1887	113½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	113½
(5-20s).....coupon		6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
(10-40s) ....coupon		5	" "	1904	112½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,530,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	288,632	var	.....	Due.	....
Treasury Notes (7-30s).....	743,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,404,190	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,960	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,110,258	nil.	.....	Dem.	....
Fractional Currency	40,063,513	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	94½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
—* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	117
.. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) }		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61.(10 or 20yr) }		6	" "	'72-'82	....
.. — .. Nov., 1863 ..... }	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr) }		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free) }		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000 }	6	Jan. & July.	Var.	....
.. — .. .. }		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	91½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	702,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1896	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	71½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	82
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
. —Currency Bonds of 1837.....	269,000	6	" "	1890	95
. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	102½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B. H. & Erie R. R. Loan, stg.	200,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	114
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	119
.. —	650,000	6	" "	'72-'73	113½
.. —	720,000	6	" "	'74-'75	112½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	102
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	101½
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	102
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	102½
.. —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	93
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	45½
.. — .. (new).....	3,059,045	6	" "	'92-'98	23½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	99
.. — .. (")....	4,095,300	6	" "	1881	100
.. — .. (")....	2,400,000	6	" "	1886	102
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,797,910 }	6	Various.	Due.	....
.. — .. .. }		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	103
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	87
.. —Funding Bonds	1,262,971	6	" "	'70-'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	55½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	48½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	62
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	5	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	585,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	44½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	87
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,808	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	99½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £309,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	8	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	98½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.		1883	85½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	89½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	98
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	6	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	89
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,900,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	79½
Columbus and Indiana Central:						
2d Mortgage	$21,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	300,000	6	June & Dec.	Boston.	1876	95½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	$75,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,002,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	664,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1894	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	328,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1886	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	406,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	800,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 23.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95⅝
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	93
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	85½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	121½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,683,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,423,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	88⅝
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for R. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	203,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	97½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	103
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	64
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	96½
Northern New Hampshire:						
Company Bonds of 1854	120.600	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1895	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	96
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	81½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	72½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	67
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R. R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	196
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	83
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	88
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1886	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	560,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1899	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	77½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	80
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	396,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1868	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,000	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	75
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	74
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	78
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	8	Jan. & July.	Philadelphia.	1878	90

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	3,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	98
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ . N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ ..... Md. & W. Va.	22,591,011	4,609,645	12,904,296	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	127½
Sept. 30, 1868	30.0	....	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,800,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,308	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	84
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)				—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,606	1,918,432	—	100	154½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,886	55,733	—	100	75
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	160,949	—	100	78½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	7
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	136½
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,290,724	—	206,973	976,017	146 1	893,661	3,143,988	344,136	1,565,462	453,780	10	100	146½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,196,427	381,668	1,171,449	328,882	8	100	133½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,481,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	614,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	3,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	....	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	115½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	336,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	8	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased to West Jersey.)				—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	706,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	66.0	2.5	5.0	—	21	9	4	486	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)				—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,084,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	18	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,060	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)				—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,608,643	1,987,896	10	100	113½
Apr 30, 1869	370.0	60.0	200.0	—	185	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	8,185,680	45,470,104	146,499,422	6,812,809	3,146,287	10	100	159
Dec 31, 1868	73.0	—	....	80.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,250	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,243	4,881,189	10	100	72
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,585	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	23.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Lessees	—	of S	an. &	Cl	n.	—	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	75
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,386	408,347	60.1	598,654	672,834	497,466	1,332,894	519,978	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)				—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,075	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407		546,377	628,356	2,962,614	834,449	7	100	74½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased	to Atl. &	Gt. Weste	rn.)	—	—	8	100	—
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	159,976	497,368	5,971,180	4,209,489	470,269	439,999	229.8	1,616,216		612,471	979,862	2,493,214	937,788	6	50	102½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—		(	Leased to	Lake Sho	re.)	—	—	7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Ohio. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Leased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	—	100	19½
Feb. 28, 1869	—	—	—	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Oper	ated by	Little Mi	ami.)	—	—	8	50	—
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	51.0	533,696		403,574	421,629	826,634	346,495	10	50	81
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*	—	—	596,587	274,500	—	—	27.0	45,081		40,999	23,704	74,706	27,542	—	100	—
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—		(Le	ased to	Concord.)	—	—	—	7	100	108½
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.2	190,409		3,747,271	4,799,290	529,247	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,290,356	54.4	280,564		691,133	227,764	619,349	193,584	9	100	140½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—		(Leased	to Phila.	& Trent.)	—	—	—	—	50	—
Dec. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710		15,047	8,826	39,337	14,823	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299		67,635	1,246,515	523,329	163,178	—	50	110
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146		281,134	231,518	564,513	279,745	8	50	—
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	160,000	—	6,124	23.8	69,630		—	—	170,672	51,024	10	100	—
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	—	—	3,000,000	2,000,000	—	—		(Under	construc	tion.)	—	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—		—	—	965,853	273,497	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128		72,188	60,571	138,420	17,479	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—		—	—	139,355	loss.	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—		—	—	354,270	61,942	6	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,000	3,683,000	1,008,162	—	253.4	2,064,957		191,888	2,128,512	3,743,107	1,794,648	18	50	104½
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,098,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913		438,394	287,729	1,718,604	704,458	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissoge	New Hamp.	825,199	*	—	—	480,000	—	—	—		(Leased	to Boston	& Maine.)	—	29,000	29,000	3	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	—	973,186	—	4s	100	110½
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—		—	—	176,217	—	—	100	—
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—		(In	progress.)		—	(In progress.)		—	100	—
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—		—		—	—	—	—	—	100	—
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,806	—	—	—	124,800	140,000	2,000	—		(Leased	to Pennsy	lvania.)	—	—	—	—	100	—
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280		3,106,787	281,809	1,452,212	558,939	8	100	117½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—		(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	—	100	—
Dec. 31, 1868	38.5	—	18	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—		(Leased	to Phila.	& Readin	g.)	—	—	6	50	—
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880		293,720	481,273	565,168	191,033	—	50	82
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—		—	—	512,864	60,969	—	100	—
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378		82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—		(Leased	to Northe	rn Central	l.)	—	25,000	5	100	—
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—		(Leased	to Northe	rn Central	l.)	—	165,000	5	50	50
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970		2,194,348	3,908,243	14,376,872	3,244,583	—	100	28½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,163	—	90.6	400,545		147,041	434,005	636,916	245,369	—	50	—
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—		—	—	—	—	—	100	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212		171,453	63,450	166,758	35,072	—	100	—
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697		—	—	453,186	117,920	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815		76,770	—	31,320	5,770	—	50	—
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—		(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)	—	7.6	50	—
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594		1,622,136	559,368	1,155,259	344,301	8	100	130½
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955		115,847	48,956	91,943	16,661	6	100	—
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—		(Leased	to Belvidere	Delaw	are.)	—	—	—	100	—
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—		245,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—		—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—		(In progress.)			—	—	—	—	100	—
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N. J.	320,305	*	—	—	230,845	—	97,000	—	17.0	36,930		67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	50.3	1 7	—	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607		—	—	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787		1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814		732,416	—	3,792,310	1,781,667	3½	100	—
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶	S. Carolina.	3,081,213	—	80,495	—	1,510,374	1,737,500	200,000	—	164.2	122,712		39,149	—	320,138	128,055	—	100	—
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—		—	—	2,184,167	—	—	100	107
Aug 31, 1868	200.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	760,000	—	22,441	—	(Leased	to Pennsy	lvania.)	—	133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048		931,821	380,128	1,697,334	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,163		851,826	182,894	766,351	122,688	—	100	—
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—		—	—	581,983	211,545	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—		—	—	897,617	528,297	—	100	—
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Hudson River	New York.	16,669 832	2,516,607	19,464	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180		2,626,303	716,263	5,674,215	1,780,896	8	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874		27,812	296,895	219,211	80,051	—	50	—
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,468	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446		1,312,631	1,463,676	7,817,629	2,414,985	10	100	142
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	—	—	50	12
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	302.5	—		—	—	—	—	—	100	—
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250		—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—		—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000		31,778	68,378	64,610	8,944	—	100	—
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—		—	129,013	37,322	2,107	—	50	—
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	16.0	—		—	—	391,849	212,727	—	100	67
Dec. 31, 1868	116.0	10.0	....	—	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819		—	—	1,063,524	264,955	—	100	90
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—		(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	—
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—		(Leased	to Michig	an Centra	l.)	—	—	8	100	—
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736		179,720	1,008,270	79,033	41,937	—	100	—
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned	by Chicago	Burlington	& Q	uincy.)	—	—	100	—
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—		—	—	—	—	—	100	—
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	—		—	—	—	—	—	100	—
Dec 31, 1868	31.6	—	113	34.0	2	1	1	20																													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	...
Jun. 30, 1868	37.0	—	2.0	116.0	8	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	800,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	...
Jun. 30, 1869	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	.....	O. M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolidated.)	.....	619.3	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	...
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	109½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	...
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,598	29,006	.....	(Operated by Louisv. Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1869	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	82½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	55,463	13,371	—	100	...
Jun. 30, 1868	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	683,372	162,756	9	100	52½
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	282,519	8,776	241,255	.....	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased to Boston and Lowell.)			21,807	6	100	...
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			63,380	10	50	...
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In progress 66 miles.)			.....	.....	—	100	...
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	(In hands of receiver.)			.....	.....	—	100	...
Oct. 31, 1868	12.5	25.1	38.0	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	100	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	215,444	—	50	...
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	30
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned by Concord.)			.....	.....	—	100	130
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Dec. 31, 1868	82.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	—	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,674	.....	.....	514,376	64,343	—	100	...
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	121½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	...
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper. by Erie 5 mos.)			11,263	461	—	100	...
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	5.6	.....	.....	.....	14,660	3,547	—	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			302,048	8	50	103
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	...
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,540,009	382,410	7	100	87
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,?55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	...
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	...
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	...
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	118
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,488,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	...
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	96	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,198	6,030,913	692.2	9,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	...
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	...
Sept. 30, 1868	5.1	.....	.....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,282	983,545	8	100	146½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	141½
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	899,001	217,863	.....	81.0	159,745	1,070,065	4,906,461	240,628	61,130	—	100	80
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	907 653	4,000,000	433,000	147,045	732,935	.....	.....	.....	.....	533,859	25,323	—	100	...

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701 (In pro	1,053,950 gress.)	845,000	276,937	23,120	102.0				254,164	106,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.						7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	35
Dec. 31, 1868	238.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,760,000	*				3,150,000	8,463,889			67.3	421,267			1,015,394	388,240	5c	50	72½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,769	799,232		721,132						96.8		4,738,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	39
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837		1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	105½
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	145.0	279,621		3,345,141	253,994		—	100	....
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	70½
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	88,148		340.0		30,256,534		2,964,041	663,427	—	100	30½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			101.5	248,880			1,197,090	653,185	—	50	80
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	98½
May 31, 1869	72.5	68.5	32.3	—	36	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444		9.0				147,327	24,479	—	100	....
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889			13,612	289,550	380,000	26,500						111,196	56,811	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387	—	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	285.0	1,594,535			3,086,592	1,064,338	—	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241			33,598	3,340,024	7,550,375		1,560,756	47.6						24	100	170½
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000					7,000,000	1,192,000				(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie)					100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					250,000	85,000										100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000				(Leased	to Camden	and Amboy.)				100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,860	15,309,956	9,072,256	27,040,762	21,266,182	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,600			3,200,000	597,500	375,000	—	47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000		—		(Leased	to Chic. R. I. and Pacific.)		125,000	8	100	....
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000		—							—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299	—	82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				218,000	800,000	212,500	—	39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633	—	287.5				2,804,250		—	50	56½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950		—	24.3	342,775			642,639	295,901	10	50	150
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	97½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5				995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,803,408	844,099	9,084,300	2,935,000	514,390	1,101,105		108.8	897,200			2,393,897	905,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*				5,000,000	4,008,000	4,750,000	—	222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,887	Pittsburg, Ft. W. and Chic	P., O., L. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782	—		50,080	1,217,879	670,258	108,894	27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,600	1,232,760	4,510	—	109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	—	51.3	258,977			518,592	136,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000			—		(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000		—		(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000		—	14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.9	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.										92.3				254,899	30,667	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390	—							—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,701			505,848	1,000,000		—		159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	38	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000		—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	6.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,164,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River	Virginia.	6,250,000	*				650,000	600,000		—		(Not in o	peration.)				—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612					427,402			—	22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000		—	12.0	(Under c	onstruction.)				—	100	....
Dec. 31, 1868	141.3	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2			1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*							—	166.3	694,409	4,069,421	11,712,202	993,239		100	22
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050,000		—		(About $5	0,000 a mo	nth.)			—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000		—	132.0	(Leased to	Ind. & St.	Louis.)	517,941		—	100	34
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000		—	120.0				612,000	171,000	—	100	43
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000		—		(Leased	to Chi. &	Alton.)	240,000		—	100	....
Dec. 31, 1868	63.7	8.2	....	—	7	7	3	50	St. Louis and St Joseph	Mo.						2,000,000	1,000,030		—		(Under co	nstruction.)				—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—		(Under co	nstruction.)				—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000		—	80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700		232,960	100,416	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000		—		(Leased	to West J	ersey.)		16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679		243,305	226,900	487	—		(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.6	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*				1,269,150	97,000	148,578	—	54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050			—		(Leased	to Phila. a	nd Reading.)			5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000		—							—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				992,050	796,830		—	119.3				312,577	12,909	—	100	....
May 31, 1868	196.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100		—	160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	*				869,450	700,000		—	28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	264,000	121,900	—	25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800		—	20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....
May 31, 1869	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	601,200	*				636,200	55,000		—	50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,009		—	75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4,510	—	109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300			—		(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406		5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000			—			(In progres	s.)			—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				484,000	750,000	150,000	—			(Not in ful	l operation.)				100	....
Sept. 30, 1868	123.0	0.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000			—		(Under const	ruction.)				—	100	....
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*							—					250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	.....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	595,699	.....	660,000	200,000	.....	.....	13.0	52,797	2,798,824	.....	277,622	103,080	7½	100	.....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	25,200	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	.....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	.....	.....	.....	—	(Leased to Housatonic.)			31,409	31,409	7	100	.....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	.....	.....	267,300	.....	.....	.....	—	(Leased to Boston & Lowell.			19,773	15,970	5½	100	.....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	1,126	—	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	.....	50	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the		Rondout	and Oswego Line.)				.....	.....	.....	559,627	211,737	—	100	.....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	.....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	106	47	23	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	47
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	.....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,906	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,			R. R.)	32,000	7	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	.....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	130
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,160	83,000	.....	.....	59.0	53,635	2,698,999	727,563	170,273	49,538	4	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,591	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	103½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	.....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,880,000	550,345	2,918	236,086	107.3	227,980	4,434,382	3,557,671	508,097	114,080	2	100	62
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	.....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,406	4,986,004	5,225,008	488,407	122,367	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	865,212	75,075	—	100	.....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			430,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)	.....	.....	.....	138.0	.....	.....	.....	356,247	150,716	—	50	.....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	942,607	266,320	—	100	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,500	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	50	50
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	.....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	109,000	.....	100,000	160,000	160,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)					6	100	.....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,364	117.0	103,000	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,864	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			596,169	.....	—	100	.....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	13,845	6½	100	.....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	131½
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	.....	.....	.....	317,060	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	.....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,963,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	82
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,960	362,453	—	50	82
Oct. 31, 1868	60.0	—	—	—	1	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	.....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb. R.R.)	.....	.....	.....	.....	.....	.....	.....	.....	14	100	120
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	982,106	586,547	—	100	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,576,507	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	78,247	.....	—	50	.....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,667	397,785	—	50	64
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	350,135	162,972	—	100	30
Oct. 31, 1868	106.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,926,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,880	.....	.....	.....	2,907,880	3,000,000	.....	.....	87.6	.....	.....	.....	366,589	86,061	—	50	24
Oct. 31, 1868	42.0	51.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,600	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	.....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	660,000	.....	.....	—	.....	.....	.....	267,884	29,513	—	50	.....
																		—				124,898	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	189,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,074	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.58			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,800,000	800,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	103
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,180	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,803	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,805	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	26	....
Oct. 31,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,456,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	51	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	27½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31,'68				Hoboken and Hudson City.N.J.										....
Dec. 31,'68				Hoboken and Weehawken .N.J.										....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	178,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell House.....Mass.	69,416	55,530		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	57	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,548,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	77½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		96,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & K. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,609	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,685	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,218	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,146		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston..Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flath.: 1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J & J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	101,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1890	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	...	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	71
Cayuga and Susquehanna,* guar.	580,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	3,017,815	7	3	93
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,538,910	7	7	45½
Hannibal and St. Joseph, pref.	5,258,836	...	...	107½
Harrisburg and Lancaster,* guar.	1,182,560	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,588,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	232,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	147½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	145,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	68½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,200,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,498,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,033,350	8	8	....
Morris, preferred	1,175,000	10	10	64
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	21½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 —	@ 33 —
Pig, American, No. 1		34 —	@ 35 —
Pig, American, No. 2		33 —	@ 34 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold)	85 —	@ 97 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 —	@130 —
Bar, Refined	" "	82 50	@ 85 —
Bar, Common	" "	— —	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	105 —	@130 —
Band	" "	105 —	@ — —
Horse Shoe	" "	105 —	@ — —
Rods, ⅜@3-16 inch	" "	90 —	@140 —
Hoop	" "	110 —	@155 —
Nail Rod	Less 5 per ct. per lb.	— 8	@ — 8½
Sheet, Russia, as to No.'s	(gold)	11 —	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ — —
Rails, American, at Works in Penna.	c'y.	70 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 16	@ — 20
English Spring	(2d and 1st quality)	— 7	@ — 10
English Blister	(2d and 1st quality)	— 11	@ — 18
English Machinery		— 11½	@ — 14
English German	(2d and 1st quality)	— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— —	@ — 18
American, Spring,	do.	— 9	@ — 12
American Machinery	do.	— —	@ — 12
American German	do.	— 10	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb.	4 50	@ — —
Clinch		6 —	@ — —
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23	@ —29
Copper		— 38	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32	@ — 33½
Straits	(gold).	— 32	@ — 32½
English	(gold).	— 30	@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 25 @ 8 50	10 25 @ 10 75
I. C. Coke	7 00 @ 7 50	8 75 @ 9 50
Coke Terne	5 75 @ 6 —	7 25 @ 7 75
Charcoal Terne	7 37½@ 8 —	9 25 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).	per gall.	— 16	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 20½	@ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29	@ — —
Refined, Standard White (in ship'g order)		— 31	@ — 29½
Refined, prime White (in shipping order)		— —	@ — 31½
Refined, S. W. (in merchantable order)		— 36	@ — 36½
Naptha, Refined, (60 @ 63 gravity)		— 10	@ — —
Residuum	per bbl.	4 50	@ 4 75

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.) ... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Canton Co.	....	58½	58¾	....	....	
Central Pacific 6s.	96½	96½	96	95¾	....	97
Central of N. Jersey	99½	....	101	102¾	....	102¾
Chicago & Alton	116½	116	114	115	....	113¾
" pref.	....	.....	114½	....	....	114
" 1 M.	.....	.....	....	....	....	....
" S. F.	.....	.....	....	....	....	....
" Inc. bds.	.....	.....	....	....	....	....
Chicago, Burl. & Q.	158	159	....	....	....	....
" 8s, 1883	.....	111	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73¾	73¾	72¾	73	....	71¾
" pref.	90½	89¾	89¾	89¾	....	88¾
" 1st M.	.....	.....	....	95	....	....
" S. F.	96½	.....	....	....	....	....
" Consol.	.....	.....	90¾	....	....	....
Chic., Rock Isl. & Pac.	122	121¾	119¾	120¾	....	119¾
Chicago & R. I. 7s, 1870	....	.....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98	....	98	97	....	....
Clev., Col., C. and Ind.	74½	74¾	74¾	74¾	....	74¾
Clev. and Pittsburg	102½	102	101	102	....	103
" 2 M.	.....	.....	....	....	....	....
" 3 M.	.....	.....	....	....	....	....
" 4 M.	.....	.....	....	....	....	....
Clev. and Toledo	.....	.....	....	....	....	....
" S. F. 7s	.....	.....	....	....	....	....
Col., Chi., & Ind. C.	21½	20¾	20	20¾	....	20
" 1 M.	82½	81¾	81¾	80	....	80
" 2 M.	61½	....	61	60¾	....	60
Cumberland Coal pref.	34½	....	34	33¾	....	32¾
Del. & Hudson Canal	120	....	....	....	....	....
Del., Lack. & Western	105½	....	104¾	104	....	104¾
" 1 M. 7s	100	....	....	....	....	....
" 2 M. 7s	.....	....	....	....	....	....
Dubuque & Sioux City	110	110	110	110¾	....	110¾
Erie Railway	27	28¾	....	27	....	27¾
" pref.	.....	.....	....	....	....	....
" 1 M. 7s, 1897	97	....	....	....	....	....
" 2 M. 7s, 1879	95	95	96	96	....	....
" 3 M. 7s, 1883	.....	....	....	....	....	93
" 4 M. 7s, 1890	.....	....	....	....	....	....
" 5 M. 7s, 1888	.....	....	....	....	....	....
Great Western 2d mort.	80	....	....	....	....	78¾
Hannibal & St. Joseph	107¾	105	105¾	106¾	....	107
" pref.	.....	106	....	....	....	....
Hudson River	.....	....	....	....	....	....
" 1 M. 7s, 1869	.....	....	....	....	....	....
" 2 M. S. F.	.....	....	....	....	....	....
" 3 M. 7s, 1875	.....	....	....	....	....	....
Illinois Central	141	142	143	....	....	142¾
" bonds	.....	.....	....	....	....	....
Lake Shore & Mich. S'th.	88¾	88¾	87¾	88¾	....	87¾
Lake Shore Div. bonds.	89	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	.....	8¾	....	....	....	....
Michigan Central	121¾	121¾	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	97	....	96	....	....	....
Mariposa Mining Co.	....	....	10	10	....	10
" pref.	.....	20¾	21¾	21¾	....	22
" Tr. 10s ctfs.	50	50	50	50¾	....	51
Milw. and St. Paul	66¾	66¾	64¾	65	....	64¾
" pref.	80½	80	78¾	79¾	....	78¾
" 1st mort.	92	....	92¾	....	....	92¾
" 2d mort.	.....	....	....	....	....	....
" 8s.	.....	....	....	....	....	....
" 7 3-10s con.	89¾	....	....	89¾	....	89¾
Missouri 6s	91¾	....	....	91	....	91¾
" H. & St. J. 1s.	91¾	....	....	....	....	92
Morris and Essex	87	87	86	....	....	87
" 1st mort.	100¾	....	....	....	....	100¾
" 2d mort.	.....	....	....	....	....	....
New York Central	.....	....	....	....	....	....
" 7s, S.F. 1876	.....	....	....	103	....	....
" 7s, conv. '76	.....	....	....	....	....	....
" 6s, S.F. 1883	88¾	88¾	88¾	....	....	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96¾	97¾	97¾	98¾	....	97¾
" certificates.	96¾	95¾	95	95¾	....	95
N. York and Harlem	147	....	146¾	146¾	....	....
" pref.	150¾	.....	....	....	....	....
" 1 M. 7s, 1873	103	....	....	....	....	....
N. Carolina 6s	46¾	46¾	46¾	46¾	....	45¾
" new	26¾	26	25¾	24¾	....	23
Ohio and Miss.	30¾	31	31	31¾	....	31¾
" pref.	.....	.....	....	....	....	68¾
" 1st M.	95¾	96	....	....	....	....
Pacific Mail S. S. Co.	43¾	42¾	41¾	42¾	....	42¾
Panama	170¾	170¾	....	....	....	....
Phila. and Reading	97¾	96¾	97¾	98¾	....	99¾
Pitts., Ft. W. & Chi. gtd.	91¾	92	92	....	....	92
" 1 M.	.....	105	....	....	....	....
" 2 M.	97¾	....	....	....	....	....
" 3 M.	.....	....	....	....	....	....
Quicksilver Mining Co.	13¾	13¾	14	14¾	....	14
St. L., Alton & T. H.	32¾	....	33¾	....	....	33¾
" pref.	62	....	63	62¾	....	62¾
" 1 M.	.....	....	....	....	....	....
" 2 M. pref.	.....	....	81	....	....	....
" Income bds.	....	....	....	....	....	75
Tennessee 6s	.....	....	56¾	57	....	56¾
" new	49¾	49¾	49¾	50¾	....	50¾
Tol., Wab. & Western	47¾	47¾	47¾	47¾	....	47
" pref.	.....	.....	....	....	....	72
" 1 M. ex.	.....	.....	....	83	....	....
" 2 M.	.....	.....	....	....	....	....
" Equipment	.....	.....	....	76	....	....
Union Pacific 1st mort.	86¾	86¾	87	....	....	86¾
Virginia 6s, ex-coupon	62¾	....	62¾	63	....	63
" new	66¾	66¾	....	....	....	66

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	112¼	....	....	....	....	....
U. S. 5s, 10-40s, coup	112¼	112¼	112¼	112¼	....	112¼
U. S. 5s, 10-40s, reg	....	....	....	109¾	....	....
U. S. 6s, 1881, reg	117¼	117¼	....	....	....	....
U. S. 6s, 1881, coup	118	117¼	117¼	....	....	117¼
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	115	115	115¼	115¼	....	115¼
U. S. 6s, 5-20s, reg. '64	....	....	....	114¼	....	....
U. S. 6s, 5-20s, c. 1864.	114¼	114¼	114¼	114¼	....	114¼
U. S. 6s, 5-20s, reg. '65.	114¼	....	114	114¼	....	114¼
U. S. 6s, 5-20s, c. 1865.	114¼	114¼	114¼	114¼	....	114¼
U. S. 6s, 5-20s, r. n. '65.	113	....	113¼	....	....	112¾
U. S. 6s, 5-20s, c. n. '65.	113¼	113¼	113¼	....	....	113¼
U. S. 6s, 5-20s, reg. '67	....	....	113¾	....	....	113¾
U. S. 6s, 5-20s, c. 1867.	113¼	113¼	113¼	....	....	113¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	113¼
U. S. 6s, 5-20s, c. '68	113¼	....	113¼	....	....	....
U. S. 6s, Pac.R.R.issue	111¼	....	111¼	....	....	111¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
.. preferred	35½	....	....	....	....	....
Camden and Amboy	115	115½	115¼	....	115¼	....
.. 6s, 1870	101	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	86¼	....	....	....	....
.. 6s, 1889	....	85	....	....	....	....
.. mort. 6s, '80 94	94	....	93¾	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	92¼	....	....	....	....
Lehigh Navigation	33¼	32¼	32¼	....	32¼	....
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	92¼	92¼	92	....	....	....
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	54¼	54¼	54¼	54¼	54¼	....
.. 6s new coup	....	....	95	95	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¼	51¼	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36¼	....	....	....	....	....
.. 6s, 1880	....	....	....	....	91¼	....
.. 7s	....	88¼	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	57¼	56¼	57¼	57	57	....
.. 1st M.	100¼	100¼	....	....	....	....
.. 2d M.	100	....	100	....	100	....
Penn. State, 6s, 1st series	104	103	....	....	....	....
.. 6s, 2d series	106¼	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L.	....	101¼	....	....	102	....
Philadelphia City, 6s	....	....	....	....	99¼	....
.. new	100¼	100¼	100¼	100¼	100¼	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49	48¼	48¼	48¼	49¼	....
.. 7s, 1893	....	....	....	....	104¼	....
Philadelphia and Erie	29	....	28¼	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	88¼	88¼	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	59¾	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	44	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	20	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	93¼	....	94	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	127¼	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 95¼	....	....	....	....	95¼	....
Marietta & Cin. 1st M.	....	....	....	....	88¼	....
.. 2d M.	67¼	....	....	....	66	....
Northern Central	44¼	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900. 83¾	....	....	....	....	84	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	18¼	....	....	....	17¾	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	154¾	154¾	155	....	....	154¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	146¼	146¼	....	....	146¼
Boston and Providence	....	138¼	....	....	....	138¼
Boston, Hartford & Erie	7¼	7¼	7¼	8¼	....	7¼
.. 7s, new	43	43	43¼	43¾	....	44¼
Cheshire, pref.	93	....	....	....	....	....
Concord	....	81	81	....	....	....
Connecticut River	140	....	141	....	....	140¾
Eastern	....	....	117¾	....	....	117¾
Fitchburg	....	....	131¼	....	....	130¾
Manchester & Lawr'ce	....	....	130	....	....	....
Michigan Central	....	....	121½	....	....	122
Northern, N. H.	....	....	111¾	....	....	111¾
Ogdens. & Lake Champ	....	70¾	70¾	....	....	....
.. pref.	....	....	....	....	....	....
Old Colony & Newport.	95¾	95¾	95¾	....	....	95¾
Ph., Wil. & Baltimore	52¼	52¼	....	....	....	52¼
Portl'd, Saco & Ports	111	....	111	....	....	112¼
Union Pacific 6s	....	....	86	86¼	....	86¼
" Land Grant 7s	....	66¼	66¾	66¼	....	68¼
Vermont & Canada	103	103	103	....	....	103¼
Vermont & Mass.	....	....	61¾	62	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	103¼	....	....	103
Metropolitan	....	67¼	....	....	....	....
Middlesex	....	....	....	....	....	77¼
Central Mining Co	....	....	....	....	....	....
Copper Falls	6	....	....	....	....	....
Franklin	7¼	7¼	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	....	....	....	....	5
Pittsburg	....	....	....	....	....	....
Quincy	28	....	....	....	....	....

London Stock Exchange.

	Jan. 28.	Feb. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	50 — 60	55 — 65
Do. do., 2d mort., 1881	45 — 55	50 — 60
Do. Penn., 1st mort., 1877	50 — 60	55 — 65
Do. do., 2d mort., 1882	45 — 55	50 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	26 — 27
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	65 — 67	65 — 67
Erie shares 100 dol. all paid	18 — 18¼	20 — 20¼
Do. sterlg. 6 p. c. convertible bonds	60 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	60 — 65	65 — 67
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	103 —104	104¼—105
Marietta and Cin. R. R. bonds 7 p. c.	75 — 78	74 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 87	86 — 87
Philadelphia and Erie 1st mort. 1881	88 — 89	88 — 89
Do. with option to be paid in Phila.	88 — 89	88 — 89

American Railroad Journal.

Saturday, February 26, 1870.

Stock Exchange and Money Market.

Money has been in quite liberal supply, all the week, notwithstanding the reported falling off in the city bank reserves, of nearly 1½ millions of legal tender notes; over a million in the deposit line; and $807,797 in the item of specie. The U. S. Sub Treasury had about 1¾ millions added to its currency balance, which told on the bank reserve through the Gold sales. Nearly half a million was added to its coin balance, though the actual Gold disbursements and sales of the office were quite heavy. In private hands there has been no perceptible falling off in the amount of capital seeking employment, especially in a controllable form. The inquiry for aid from borowers in good standing has been moderately active, though not remarkably urgent. Call loan rates have been quoted from 4@6; strictly prime to good mercantile credits at from 6@8 per cent. per annum. Notwithstanding the adverse changes in their averages, the city banks now hold nearly 38 millions more of specie and legal tender notes than the 25 per cent. of their liabilities on account of deposits and circulation, required by the national banking act. The general balance of the U. S. Sub Treasury office on Wednesday morning, was $85,667,190, as against $82,778,916 on the 1st inst.

The specie reserve of the city banks according to the latest return is $37,264,387, against $23,351,391 same time last year. The city bank deposits are now $212,188,882, against $187,612,546 week ending Feb. 20, 1869. The legal tender reserve amounts to $55,134,066, against $50,997,197 same time last year. The circulation now stands at $33,694,371, against $24,247,321 same time last year. The loans are now $267,327,368, against $263,428,068 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $85,191,978 a day, against a daily average of $85,140,471 the preceding week, and $90,206,700 the week ending with Feb. 6, 1870. The current week's exchanges average about 93⅝ millions a day. The city banks, last week, reported a further loss of $807,797 of specie, $1,003,858 of deposits, and $1,468,934 of legal tender notes. They increased their loans, $1,462,716; and reduced their circulation, $9,201.

National Bank notes to the amount of $299,340 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $321,102,081, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $21,132,210, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,569,871. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,396,350; and for the public deposits, $18,393,500—making a total of $360,789,850. The Treasury Department last week redeemed and destroyed $640,200 of worn and mutilated fractional currency, and issued $278,295 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 19, were $4,314,284 in coin, (including $3,907,000 from customs duties,) and $3,662,259 in currency; payments, $3,881,647 in coin, (including $303,386 of coin interest,) and $1,997,915 in currency; balance at the close of the week, $82,963,107 (including $75,078,692, of coin, and $7,753,890 of currency,) against $82,133,007 at the close of the preceding week, showing an increase of $830,100. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $805,954 in coin, (including $651,000 from customs,) and $307,712 in currency; payments, $42,151 in coin, (including $26,051 of coin interest,) and $393,722 in currency. Tuesday, having been observed as a holiday, no business was transacted. The balance at the close of business on Monday stood at $85,667,190, (including $7,667,879 of currency, and $75,837,494 of coin,) against $82,778,916 a week previous; and $82,647,568 on Feb. 8th, 1870.

The U. S. Sub Treasurer retired, last week, $3,668,629 of coin certificates, received for customs.

The expenditures of the U. S. Government for the fiscal year ending June 30, 1870, exclusive of interest on the public debt, are estimated at $206,101,430.

Government revenues, have been yielding more liberally since our last. The excises have yield-

ed about four millions; customs at the port of New York, $3,844,630, and at the outports about $1,150,000 (in coin) more, making the grand total income for the week equal to about $9,993,500 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 110 millions.

The Gold dealings have been fairly active, chiefly on speculative account, but the governing influence at the Gold Exchange have been decidedly against firmness in the price. The range of the week has been from 117¾@120, and the closing quotation on Wednesday was 117¾@117⅞ The customs drain has been unusually heavy, having reached nearly four millions. The export call has been light, however, having been confined to about five-eighths of a million. Government marketed Gold on Wednesday at from 117.95@118.37½. The aggregate of the bids was only $885,000, all which Secretary Boutwell accepted.

The U. S. Assistant Treasurer received instructions to commence the payment of the interest on Ten-forties, due March 1, without rebate, on and after Feb. 24.

The coin interest payment of the Sub-Treasury on Wednesday were $50,235.

The customs demand for Gold last week, averaged $651,170 a day; thus far, this week, it has averaged $651,000 a day, or equal to a weekly aggregate of $3,906,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $565,353; and since Jan. 1 1870, $2,836,973, against $1,730,440 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $83,154,303, against $77,979,711 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Feb. 11, was $708,991, against $662,959 same time last year.

The exports of specie, from this port, last week, were $676,446, against $213,323 same week last year; total, since July 1, 1869, $21,006,415, against $27,161,553 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $303,336, and since July 1, 1869, $62,821,173, against $63,011,863 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to Feb. 11, were $4,916,213, against $4,765,131 same time last year.

The foreign exchange market has shown less firmness, under rather freer offering, and a very moderate call for other than strictly prime sterling bills. Bankers' prime sixty day bills on London closed heavily on Wednesday at 108¾@108⅞, and on Paris to 5.22½@5.17½; sight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills have been rather more liberal. The week's exports of domestic produce have been to the currency value of $3,208,786, making the total since July 1, 1869, $129,838,726, against $102,953,748 same time preceding fiscal year.

Government securities have been in quite limited supply in the open market, and though business has been devoid of animation, prices have held their own very well. Investment purchasers have been buying with rather more confidence at the going rates, though not in large amounts. The later issues of the Five-twenties, the Ten-forties, and the Currency Sixes have been the favorites, as usual of late, with this class of buyers. Government bought in a million of Five-twenties on Thursday at about current figures. On Wednesday, U. S. Six per cents of 1881, and Gold sold at precisely the same price—117¾. This circumstance indicates a very marked improvement in the public credit.

U. S. sixes of 1881 closed here at 117⅜@117¾; U. S. Five-twenties of 1862, 115¼@115½; U. S. Five twenties of 1864 at 114⅛@114¼; U. S. Five-twenties of 1865 at 114⅜@114⅝; U. S. Five-twenties of 1865, consolidated, 112⅞@112⅛; U. S. Five-twenties of 1867, 113¼@113⅜; U. S. Five-twenties of 1868, 113¼@113½; U. S. Ten-forties at 112⅛@112⅜; U. S. Six per cent. currency bonds, 111⅜@111⅝.

There has been a moderately active call for State bonds, but prices have been more than usually variable. The railway mortgages have been in remarkably good request, considering the difficulty in selecting the cheapest or best, where the variety is so great, a difficulty which increased by the continued multiplication of new schemes, some of the great highways of East and West or North and South trade, and others in direct competition with existing roads. A favorite with investment buyers through the week, has been the new Chesapeake and Ohio First Mortgage Loan, for which the financial agents Messrs. Fisk & Hatch have found a very ready sale. The limit of the Loan has been definitely fixed at fifteen millions. Of this amount, bonds have been already sold to the value of about a million and half, or fully a tenth of the whole loan, which was brought on the market on Thursday, the 17th inst. The investment purchases have included a number of round lots, chiefly on home account, but, in part for the German markets. The bonds yield interest at the rate of 6 per cent. per annum in gold, and both principal and interest of the loan are made payable expressly in gold coin in the City of New York. Some odd lots of the Central Pacific First Mortgage Bonds have been bought at 95¾@96, chiefly on foreign account, and at the close the bonds were in request and firm at 95⅞. Most of the recent purchases were made for the German markets. Western Pacific Sixes have been in very light supply and fair investment demand at 94@94½; The Union Pacific Sixes were saleable at 86¾@87.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 9.	Feb. 16.	Feb. 23.
Consols	92½	92¾	92½
U.S. 5-20's of 1862	87	87¾	89¼
U. S. 5-20s, 1865	86⅞	87⅜	88¾
" 1867	85⅞	86⅝	87⅝
" 10-40s	84¾	83⅜	84¼
Erie	20	20¾	21¾
Ill. Central	107¾	109	111¼
At. and Gt. West		29½	

Railway and miscellaneous share property has been less confidently dealt in at fluctuating prices, closing weak and irregular.

Thursday was observed as a holiday in financial and commercial circles.

General business has been on a moderate scale in the leading articles of domestic produce, at variable prices. Middling upland cotton closed heavily on Wednesday at 24½cts. per lb. The stock of cotton now here is given at about 78,500 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,998,300 bales, against 1,556,000 bales in 1868–'9; exports, same time 1,121,650 bales, against 807,150 bales same time in 1868–'9; stock on hand at latest dates, 532,250 bales, against 400,250 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 1,810 pkgs., against 2,117 pkgs., same time in 1869. From Boston, 470 pkgs., in 1870, against 843 pkgs. same time in 1869.

At the auction sale of Scranton Coal to day, 80,000 tons were disposed of at a shade easier prices, ranging from $3.92½@4.87½, as against $3.87½@$5, in January, per ton of 2240 lbs., deliverable at Elizabethport, N. J.

At the Live Stock markets, this week, Beeves have been in more demand, at from 10@17c., per lb.; week's receipts, 5,841. Milch cows are quiet, at $40@$100 each, receipts, 109. Veal calves have been in request at from 8½@13½ c. per lb.; receipts, 616. Sheep and lambs in fair demand at from 5¼@8¾c., and 6½@9c. per lb.; receipts, 24,770. Swine are in more request at 9½@10⅛ c. per lb., all live weight; receipts, 13,555.

Rather more inquiry has been noted for foreign goods, which have been quoted comparatively firm, notwithstanding the depression in gold. The week's imports of foreign dry goods were to the specie value of $1,992,573; and of foreign merchandise, $2,082,826, making a total of $4,075,399, against $7,439,253 same week last year.

The ocean freight market has been quiet, since our last, rates have favored shippers. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 3@1s. 6d. by steamer, per bbl.; grain at 3d. by sail, and 3d. by steamer, per bushel; cotton at $\frac{5}{32}$d.@$\frac{3}{16}$d. by sail, and ¼d.@$\frac{5}{16}$ by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 510.

The balance in the Sub-Treasury on Wednesday was $84,438,110 20.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending February 29, and since the beginning of the year:

	1869.	1870.
For the week	$3,261,173	$3,208,786
Previously reported	20,665,571	20,384,115
Since Jan. 1	$23,926,744	$23,592,901

The imports for the week ending February 19, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,395,505	$1,992,573
Gen. merchandise	4,043,748	2,082,826
Total for the week	$4,439,253	$4,075,399
Previously reported	29,157,109	31,205,019
Since January 1	$36,596,362	$35,290,418

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 87; do., new, 82; Louisiana 6s, 72; do., 6s, Levee bonds, 71⅛; do; 8s, Levee bonds, 86; California 7s, 117; Connecticut 5s, 99¾; do., War Loan, 98; New York State 7s, Bounty Loan, 108¾; N Y. City 6s, 1872@1873, 110½; Brooklyn 6s, W. L., 94; Jersey City W. L., 92; Georgia 7s, 92; Indiana 5s, 98; Buffalo, New York and Erie 1st mort., 87; Chicago and Milwaukee 1st mort., 91; St. Louis and Iron Mt., 43; do., 1st mort., 83; Long Dock bonds, 84; Great Western (Ills.) 1st mort., 10s, 1868, 105; Toledo and Wabash consol. bonds, 77½; Ohio and Miss. consol. bonds, 81½; Central Railroad of New Jersey new bonds, 98½; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Hannibal and St. Joseph L. G. bonds, 108⅛; Morris and Essex consol. bonds, 84⅝; N. Y. and N. H. R. R., 141¼; do., scrip, 140; do., 6s, 97½; Joliet and Chicago R. R., 90; New Jersey R. R. 118; Western Union Telegraph, 35; Brunswick City Land, 8½; Adams' Exp. Co., 63½; Wells-Fargo Exp., 52½; Am. Mer. Union Exp., 38; U. S. Exp., 52¼; Central gold, 0.35; Consol. Gregory gold, 1.75; Grass Valley gold, 0.28; N. Y. and Eldorado gold, 0.12; Quartz Hill gold, 0.58; Smith and Parmalee gold, 1.65.

Philadelphia.—West Jersey 6s, 89; Sunbury and Erie 7s, 100; Phila. and Reading mort., 6s, 1844-'80, 92½; Oil Creek and Allegheny River R. R., 40; Union Passenger R. R., 40; Pittsburg 5s, 72; Allegheny County 5s, 77½; Feeder Dam oil, ¼; St. Nicholas Coal, 2¾. The latest quotations are: City 6s, 99¾@100; do., free of tax, 100¾@101; State 5s, coupon, 94¼@95½; do., 6s, W. L., 101@102; do., 1st series, 103@104; do., 2d series, 105@106; do., 3d series, 107½@108; Reading, 49@49; do., 7s, 1898, 103@104½; do., mort. 6s, 1880, 91@93; Camden and Amboy, 115@115¼; do., mort. 6s, 1889, 93@94; do.. 1883, 85@87½; do., 1889, 85@86; Penn. R.R., 57@57¼; do., 1st mort., 99½@100; do., 2d mort., 99½@100; Little Schuylkill R. R., 41@41¼; Morris Canal, 30@31; do., pref., 64½@65; do., bonds, 80@80; Susquehanna Canal, 8@10; do., 6s, 47@50; Schuylkill Nav., 6@7; do., pref., 16@17; do., 6s, 1882, 59@60; Elmira and Williamsport pref., 40@41; do., 7s, 1878, 93@97; do., 5s, 58@62; Lehigh Coal and Navigation, 32@32¼; do., 6s, 1884, 84@86; do., R. R. Loan, 89@90; do., Gold Loan, 92@92¼; North Pennsylvania, 36@37; do., 6s, 91@91½; do., Chattle 10s, 111@112; Philadelphia and Erie, 28⅛@28¼; do., 6s, 90@92½; Minehill, 51⅛@51¾; Catawissa, 13½@16; do., pref., 35¼@35¾; Lehigh Valley, 54¼@54⅜; do., 6s, 95@96½; do., 6s, reg., 95@96½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 40@40; Thirteenth and Fifteenth, 19¾@20; Spruce and Pine, 22@23; Green and Coates, 35@40; Chestnut and Walnut, 43@45; Hestonville, 12⅛@12¼; Union, 40@43.

Boston.—Union Pacific 10s, income, 75; do., 1874, 70½; Dixon and Peoria 8s, 1889, 95½; Burlington and Missouri R. R. 8s, 1878@1894, 99½; do., 7s, 1893, 88¾; Carthage and Burlington R. R. 8s, 1879, 95½; Cedar Rapids and Missouri 7s, 1916, 89; Atlantic and St. Lawrence R. R. 6s, 1871, 99½; Chicago and Southwestern 1st mort., 7s, gold, 97; Vermont and Massachusetts R. R. 6s, 1888, 91; Connecticut and Passumpsic River 6s, 1876, 95½; Old Colony and Newport 7s, 1877, 102; Vermont Central 1st mort., 80; Keokuk and St. Paul 8s, 1879, 98½; Indianapolis, Cincinnati and Lafayette R. R., 7s, 70; Eastern R. R., 6s, 1874, 99; Stanstead, Shefford and Chambly 7s, 80; Kansas City and Cameron 1st mort. 10s, 1891, 108¼; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 93⅝; Rutland and Burlington 1st mort. 7s, 196; Missouri River, Fort Scott and Gulf 10s, 1899, 100¼; Leavenworth, Lawrence and Galveston 10s, 1899, 98¼; Cin., Sandusky and Cleveland 7s, 1890, 75; Phila., Wil. and Balt. 6s, 1871, reg., 93¼; Vermont Central and Vermont and Canada 8s, 1889, 101; Eastern (N. H.) R. R., 114; Providence and Worcester R. R., 138½; Cincinnati, Sandusky and Cleveland R. R., 19; Norwich and Worcester R. R., 105¼; Berkshire R. R. 84¾; Boston, Clinton and Fitchburg pref., 68; Stonington Branch, 91; Union Pacific, 30; Burlington and Missouri River R. R., 80; Boston Water Power, Co., 18½; Cary Imp., 7⅜; Massachusetts 5s, 1894, gold 101⅞; do., 6s, 1875, gold, 112¾; do., 1872, gold, 115¾; Maine 6s, 1889, 97½; New Hampshire 6s, 1884, 97¾; Boston 6s, currency, 100; do., 5s, 1883, gold, 101¼; Cambridge 6s, 1899, 99; St. Louis 6s, 1878@1880, 89; do., 1887, 85; Cleveland, O., 7s, 1875, 99; Charlestown 5s, 1877, 92¼; do., 1882, 90¾; Bangor 6s, 1894, R. R. Loan, 97½; do., 1878, 96; Chicago 7s, 1892, 96; Cook Co., Ills. 7s, 95¾; Albany 6s, 1879, 91¼; Portland 6s, 1887, 94½; Calumet Mining Co., 80; Hecla, 87½; Ridge, 2½.

Baltimore.—Maryland Defense Loan, 101⅛; do., 6s, 1870 and 1890, 95; Virginia 6s, old, 50¾; do., 1866, 59; do., 1867, 55; Northern Central 6s, gold, 1900, 98½; Richmond and Danville bonds, 72¼; Western Maryland 1st mort. guar., 89¼; do., 2d mort pref., 55; Pittsburg and Connellsville bonds, 89; Orange Alexandria and Manassas bonds, 70; Wilmington, Charlotte and Rutherford R. R. 8s, guar., by N. C., 64½; Central Ohio R. R., 23½; George's Creek, 63; Atlantic Coal, 2.50; Am. Gas Coal, 0.55; Memphis City 6s, 51¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89; Balt. and Ohio, 126@128½; do., 6s, 1875, 92½@—; do., 1880, 92½@94; do., 1885, 95@95¼; Northern Central, 44½@44½; do., 6s, 1885, 89@89; do., 1900, 84@84; do., 6s, 1900, gold, 97@99; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@—; do., 2d mort., 92@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 87@88¼; do., 2d mort., 64½@66½; Central Ohio, 23@25; do., 1st mort., 82@85; Western Md. 6s, 1890, 70@75; do., guar., by Baltimore City, 89@89½; do., 2d mort., guar., 86@—; do., 6s, pref., 51@55; do., 6s, guar., by Washington Co., 75@80; Richmond and Danville bonds, 72@—; Orange and Alexandria 1st mort., 6s, 82@83; do., 2d mort., 6s, 72@—; do, 3d mort., 8s, 82¼@83; do., 4th mort., 8s, 70@70; Orange, Alexandria and Manassas 7s, 70@71; Virginia and Tennessee 8s, 74½@—; do., 6s, 1st mort., 75; do., 6s 2d mort., 68; Baltimore 6s, 1875, 93@—; do., 1886, 91@91½; do., 1890, 93½@94; do., 1893, 93@—; do., 5s, 1838-'70, 72½@80; Memphis City 6s, 51½@52½; Maryland Defense Loan, 100½@101¼; City Passenger R. R., 17¼@18; George's Creek Coal, 62½@68; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.30.

European and North American R. R.

This road is now completed and in operation from Bangor to Mattawamkeag, 58 miles, and from the State line (Nanseboro) to St. John, New Brunswick, (Western Extension of the Provinces) 88 miles. There are about 56 miles more to build to the State line, 21 of which (Nanseboro West to Calais and Houlton Road) is under contract and in a state of forwardness, and will be ready to receive the rails the coming season. The other section, 35 miles, is to be provided for, a portion of which is heavy work, but if ample means were at hand no doubt would exist that the work could be pushed through and the whole line opened next winter. The contractors for the work in progress are Messrs. Brooks and Ryan. The officers of the road in Maine are: President, George K. Jewett; General Superintendent, James M. Lunt; Assistant Superintendent, J. J. Gerish; Treasurer, Noah Woods; in New Brunswick: President, Thomas Parks; Chief Engineer, E. R. Burpee.

The business of the road from Bangor has been very satisfactory since it opened. There are now running two trains daily to Mattawamkeag and four daily between Bangor and Oldtown. At Oldtown the Bangor and Piscataquis road connects, running from thence to Dover and Foxcroft, 40 miles, through the heart of the iron and slate quarries. The distance from St. John to Halifax is 262 miles, and this eastern extension is also completed, excepting the link between Dorchester and Truro, 65 miles, and that is under contract. By the summer of 1871 communication will undoubtedly be complete between Bangor and Halifax, 464 miles.

☞ The contract for building the Mattoon and Grayville Railroad has been re-let to J. Edwin Conant and associates, of New York, and P. C. Brink and associates, of Philadelphia. This line runs from Mattoon through the counties of Cumberland, Jasper, Richland, Edwards, and Posey, crosses the Ohio and Mississippi Railroad at Olney, Ill., and strikes the Ohio River at Mount Vernon.

☞ The West River Railroad company was recently organized at Jamaica, Vt., by the election of a board of directors, with the Hon. Wm. Harris, of Windham, as President. The town of Jamaica has bonded itself to the amount of $33,347, and stock has been taken to the amount of $20,000 by individuals, making a total of over $53,000 raised in that town for this road.

☞ The Quincy Mining Company have declared a dividend of $6 per share from the earnings of the past year, payable on the 10th of March to holders of record on the 28th inst., at the office of the company, 43 Exchange Place, N. Y., and at the office of T. Henry Perkins, 22 Devonshire St., Boston.

☞ The Lebanon Springs and Bennington and Rutland railroads have been consolidated under the name of the "New York and Harlem Railroad Extension."

☞ The North Carolina Railroad has declared an annual dividend of 6 per cent—3 per cent payable 1st of April, and 3 per cent 1st of July.

☞ Active operations will soon begin on the Potomac Railroad, extending from Fredericksburg to Alexandria, Virginia.

Journal of Railroad Law.

RAILROAD COMPANIES — LIABILITY FOR INJURY SUSTAINED FOR NEGLECT TO SOUND BELL OR WHISTLE AT STREET CROSSINGS.

The facts of the late case of Toledo, Peoria and Warsaw Railway Company, *vs.* Foster (43 Ill., 415,) are fully and clearly stated in the following opinion by

WALKER CH., J.—This was an action brought by appellee before a justice of the peace, against appellant, for the killing of his cow with their engine and cars. The trial before the justice resulted in a judgment against appellant, from which an appeal was prosecuted to the Circuit Court, where another trial was had resulting in a verdict for appellee. A motion for a new trial was entered, which was overruled by the Court, and a judgment was rendered on the verdict, to reverse which the case is appealed to this Court.

It appears from the evidence, that the animal was killed by the passenger train in January, 1866, within the corporate limits of the town of Fairhaven. Several persons testified that they saw the occurrence, and state that it took place on or near the road or street crossing. It appears that the train was running at the rate of fifteen or twenty miles an hour. And the evidence strongly preponderates to establish the fact, that the whistle was not sounded, nor the bell rung, until the engine was nearly in contact with the animal. That the rate of speed was so great, that the train passed the depot, and had to back up to the station. It is contended that the evidence shows that the cow was not killed until the train crossed the street, and that the appellant was not therefore liable under the thirty-eighth section of the railroad law.

It seems to be established, that when the animal was first seen she was west of the crossing, and that the train was coming from that direction. When thrown from the track she lay east of the street, but whether she ran that distance before being struck, or whether she was carried from the west side of the crossing to the place where she lay, by the engine, does not very clearly appear. But it does appear that the bell was not ringing or the whistle sounding, when she was first noticed and the train approaching. If the collision occurred before the train reached the street, then, under the statute, the company were guilty of such negligence as would render it liable for the injury which resulted therefrom. Whether it so occurred was a question for the determination of the jury.

On the contrary, if the cow was killed after the engine had passed the street, and at a place where the statute did not require the signal, still it was a question for the jury, under the common law, to say whether it was negligence. In the case of the Galena and Chicago R.R. Co., *vs.*, Dill 22 Ill., 264, it was held, that where the statute failed to require a railroad company to ring a bell or sound a whistle, the parties were left to their common law rights and duties. That both parties were bound to the use of every reasonable precaution to avoid injury to the other, and that it was a question for the determination of the jury whether it was, under all the circumstances, negligence for the servants of the road to omit the ringing of the bell or sounding of the whistle. It is for them to determine whether such acts would have tended to prevent the injury. That negligence is a question of fact, except it consists in the omission of a duty imposed by positive requirement of law. Our experience teaches, that while the sound of the bell might, and perhaps would not alarm cattle, and cause them to leave the track, still the sound usually made for the purpose by the whistle, ordinarily does have that effect when made in proper time.

If either ringing the bell or the sounding of the whistle would have prevented the injury, it was the duty of the servants of the company to have done so, although at a place where the statute has omitted to make the positive requirement. The common law requiring all reasonable efforts by both parties to avoid injury, it was for the consideration of the jury to say whether the sounding of the whistle was calculated to avoid the collision, and whether it was reasonable to require it. It was also for the determination of the jury, whether the company was running their train at too great a speed through or into a populous town, where persons and animals are constantly passing and repassing, and where there is necessarily great danger of injury to such persons and property. They seem to have passed upon these questions, and we are not prepared to say that their verdict is not sustained by the evidence. Appellee asked no instructions, and those asked by appellant were all given, and hence no question arises upon the law as given to the jury. We perceive no error in this record, and the judgment is therefore affirmed.

Judgment affirmed.

New York State Canals.

REPORT OF THE STATE ENGINEER.

The annual report of Van R. Richmond, State Engineer, shows that the amount of work done in 1869 under the supervision of the Engineers was $1,473,843 85. The total length of navigable canals and feeders, with rivers and lakes connected artificially therewith, is 1,228 miles. The number of locks on all the canals, is 565. The total feet of lockage is 5,286. The total number of bridges on all the canals is 1,318. The approximate cost of the structures on the enlarged Erie canal, is $16,494,218. The total cost of the canals for construction, management, &c., is $89,087,940. The receipts from tolls collected amounted to $97,625,066. The report makes the following interesting exhibit:

Total cost of construction of the State Canals	$64,710,832
Total interest on the same	93,736,654
Total cost of maintenance, repairs, and collection	24,377,114
Total interest on the same	27,268,895
Total from commencement to completion	$210,093,495
Aggregate receipts from tolls with interest thereon	202,619,510
Present cost cost to the State of the entire canal system	$7,473,985

A comparative statement of the total tonnage movement over the New York State Canals, New York Central Railroad and the Erie Railway, together with the receipts per ton per mile on each, from 1859 to 1868 inclusive, shows the following result:

New York Canals	9,094,948,812
New York Central Railroad	2,841,450,629
Erie Railway	3,801,468,983

It appears from the foregoing that the Canals since 1859, have moved about 40 per cent. more freight than the New York Central and Erie Railroads. As between the two railroad lines, the foregoing is not a fair comparison, as the Erie operates 201 more miles in 1868 than in 1859, while the New York Central operates only 37 miles more.

The following shows the cost of construction and equipment of the three lines:

N. Y. State Canals	$80,710,832	Total l'gth	900 m.
N. Y. Cen. Railr'd.	36,607,696	"	598 m.
Erie Railway	56,486,605	"	778 m.
	$173,805,133		2,266 m.

The total number of tons moved one mile on all the Railroads in the State in 1867, was 1,192,818,673; in 1868, the number was 1,308,451,978, an increase of 115,633,305, or 9¾ per cent., while the increase on the Canals for the same period was 7¼ per cent. Taking the whole period from 1860 to 1868 inclusive, the total increase in tonnage of the Canals is 27 per cent., and for the same period on all the Railroads in the State is 130 per cent.; or the increase in tonnage of the Railroads has been for the past nine years five times greater than the increase of the Canals. The total mileage in 1868, on the Canals was as great for nine months, as the mileage on all the Railroads in the State for twelve months.

WORK UNDER CONTRACT.

Statement showing the total amount of work done during the fiscal year ending September 30th, 1869; also the amount of work remaining to be done on all existing contracts upon the New York State canals, under supervision of the Engineer Department:

Name of Canal.	Amount done during the fiscal year.	Amount remaining to be done.
Erie	$446,191 20	$494,897 66
Champlain	154,393 91	146,469 00
Black River	5,636 72	1,340 00
Oswego	77,375 38	151,621 75
Chenango	11,108 37	70,461 50
Chemung	36,092 28	3,874 00
Crooked Lake	39,234 15	.....
Cayuga and Seneca	11,889 93	33,244 00
Baldwinsville	1,520 00	2,840 00
Genesee Valley	250,928 40	81,602 51
Total for ordinary and extraordinary expense	$1,034,370 34	$985,850 42
SPECIAL IMPROVEMENTS AND EXTENSION.		
Champlain Canal Improvement, chap. 186 Laws 1864	$82,480 00	$77,180 00
Oneida Lake Canal enlargement	99,760 00	126,680 00
Chenango Canal extension	248,676 41	394,732 00
Black River improvement, chapter 151, Laws 1864	8,557 10	.....
Doubling Locks on Western Division	.....	506,000 00
Total for improvm'ts	$439,473 51	$1,104,592 00
Total	$1,473,843 85	$2,090,442 42

WORK AUTHORIZED NOT UNDER CONTRACT.

The following is the estimated cost at engineers' prices of authorized work not under contract for extraordinary repairs:

Extension of the Chenango Canal	$350,854
Construction of Fish Creek Feeder	465,970
Total	$826,824

By referring to the Auditor's report, it will be seen that the value of the tonnage passing daily over the canals, amounts upon an average to $1,400,000; it has also been shown in the preceding pages of this report that the canals move as many tons of freight per mile in nine months as

all the railroads in the State move in a year, and that the canals have since 1859, made 40 per cent more mileage than the New York Central and Erie Railroads together for the same period. The most significant fact, perhaps, is that from 1860 to 1869, the total increase in tonnage over the canals is only 27 per cent, while for the same period over all the railroads in the State the increase is about 130 per cent, or about five times greater. These are important facts, not only in showing the magnitude of our canal commerce, but the great necessity of an improved management whereby a proper proportion of the increase in tonnage from the west may be retained for the canals. In my last annual report it is observed that: "It is to the Western trade that the attention of those interested in the future commerce of our canals should be directed, and to so manage and improve the canals, as not only to control but retain this vast tonnage, which has increased over our canals at an average annual rate of about 15 per cent. It is for this great prize that American capitalists are projecting new rail and water lines by the shortest routes to the seaboard, and it is this growing and powerful competition that should induce the State to adopt every means to secure the full working capacity of our canals and above all reliable and uninterrupted navigation.

Neglect and defective management have induced many to believe that the Erie Canal lacks capacity to transport all the freight that at certain seasons should naturally pass through that channel to tide water; that this is not true is clearly shown in the following:

The question of capacity is determined by the number of lockages that can practically be made in a definite time. The management of the locks upon the Erie Canal have never received the attention to which they are entitled, being indifferentl ymanned, and without mechanical auxiliaries, so essential in crowds. It is shown by the examples, that a boat can be passed in four minutes through a single lock, while the average time for the largest month in 1862 was 9½ minutes. The following examples will more clearly illustrate:

No. 1.—Experiments were made in 1848 and 1849, with a single enlarged lock in good repair and full attendance with the following average results:

For boat to enter lock snub and shut the gates	1½ minutes
To open valves, and empty the lock	1 "
To open the gates and get the boat out	1½ "
Total average time consumed.	4 minutes.

This result would give 360 lockages in 24 hours, at a single lock, and 720 at double locks, calling the movement from tide one-seventh of the tonnage going to tide water and the average length the season of navigation 230 days; it would make the annual capacity of the Erie Canal equal to 9,360,000 tons with single locks, and 18,720,600 tons with double locks.

No. 2.—Experiments were made with a single enlarged lock during the season of 1849, and 82 lockages were made in six hours, equal to 328 in 24 hours. This would give a capacity to the Erie Canal of 9,052,800 tons with single, and 18,105,600 tons with double locks.

No. 3.—Previous to 1850 experiments were made to determine the number of lockages that could practically be made through one of the single eularged locks, for the purpose of determining the quantity of water that would be required for the maximum capacity of the canal. It was found that two hundred could be made with a single lock in 24 hours, and four hundred with double locks. This would give a capacity to the canal of 5,520,000 tons with single locks and 11,040,000 with double.

No. 4.—At the first lock east of Rochester, 198 boats were passed in 1848 through a single lock in 24 hours equal to one every 7⅙ minutes, giving a capacity equal to about that established by the Engineers.

The greatest number of lockages made in any one day in 1862, (the season of greatest tonage ever experienced, with the exception of 1866, which was but a trifle in excess,) was 170, through a single lock in 24 hours, and 310 through double locks. These, if continued through the season, would give a capacity of 4,692,000 tons with single locks, and 8,556,000 tons with double locks. Taking only those examples where the lockages were continuous for 24 hours and the following shows the maximum working capacity of the Erie Canal with single and double locks:

	Single locks. Tons.	Double locks. Tons.
Established by Engineers in 1850	5,520,000	11,040,000
Established by Lockages in 1848	5,434,860	10,920,600
Established by Lockages in 1852	4,692,000	9,384,000
Average working maximum capacity	5,225,600	10,451,200

EXTENT OF CAPACITY REACHED.

The season of 1862 is taken and the tonnage calculated from the lockages upon the same basis as used to obtain the maximum capacity.

Eastern Division.—The daily average number of lockages for the season was 174, through double locks, which represents a movement of 4,802,400 tons, being 55½ per cent less than capacity.

The daily average number of lockages for the largest month was 198, which represents a movement of 5,454,800 tons, being 48 per cent less than capacity.

Middle Division.—The daily average number of lockages for the season was 171 through double locks, which represents a movement of 4,800,000 tons, being 56 per cent less than capacity.

The average daily for the largest month was the same as upon the Eastern Division, and 48 per cent less than capacity.

Western Division.—The daily average number of lockages (greatest at any of the locks upon the Division) for the season was 129, which represents a movement of 3,660,400 tons, being 37½ per cent less than capacity.

The average daily for the largest month through single locks was 130, which represents a movement of 3,588,000 tons, being 32 per cent less than capacity.

From the foregoing it appears that taking the largest month of movement in 1862, the capacity on the Eastern and Middle Divisions with double locks was not reached within 48 per cent, and upon the Western Division with single locks, within 32 per cent; and for the season, 56 per cent of the double, and 38 per cent of the single locks.

WHEN WILL THE CAPACITY OF THE ERIE CANAL BE REACHED?

The solution of this question is difficult from the fluctuation of annual tonnage. By taking the total tonnage shipped over the Erie Canal from other States, via Buffalo, Black Rock, and Tonawanda in 1837, and increasing this at the annual rate of 15 per cent up to 1864; it equals the tons actually shipped in that year. By dividing the whole period from 1837 to and including 1866, into periods of five years each; the first period increased at the annual rate of 42 per cent, the second 18 per cent, the third 10 per cent, the fourth no increase, and the fifth up to and including 1866 no material increase.

By taking a period of the past ten years, the increase amounts to an annual rate of ten per cent. The increase from and including 1859 to and including 1862 was at the rate of 42 per cent, but from and including 1862 to and including 1866, the decrease was at the annual rate of 8 per cent.

Assuming the annual rate of increase to be the same for the coming ten years as it was in the past, at ten per cent, the capacity (based upon the lockage tonnage of 1866) of the single locks will be reached in seven years, and the double locks in thirteen years.

NAVIGATING THE CANAL BY STEAM.

The question of the practicability of navigating the canals with steam as a motive power should be settled at the earliest practicable moment, and I would recommend that an appropriation be made of not less than $20,000, and authority be given to the Canal Board to have such experiments and examinations made as would determine the best method of applying steam to canal navigation, and that the said Board be empowered to employ a competent Engineer to assist in such investigation.

REIM'S CHAMPION BOAT SCALE.

There are now in use on the canals seven weigh locks. The expense to the State for their management for 1868 was for Weigh masters $13,347,-70 and the expense for same year for Collectors and Inspectors was $76 761.11, which in the aggregate amounts to $90,108.81. It is claimed that by the general introduction of these scales on the canals, at least one-half of this expense can be saved to the State. It is also claimed that their use would not only do away with the detentions connected with locking, waiting for measurement of cargoes, &c., but would add from one and one-half to two years to the age of the boats. The average number of boats built annually since 1857 is 452. The total number built from 1857 to 1868 inclusive, was 5,420, which have an aggregate tonnage of 795,200 tons. The present age of boats is about 10 years, and the largest class, including furniture, cost about $5,000. Assuming the number of boats to be 2,500, and their age increased 1½ years, the annual saving from depreciation would amount to $210,000—being at the rate of 37 cents per day per boat and $84 per season.

VAN R. RICHMOND,
State Engineer and Surveyor.

Rutland and Burlington Railroad Bonds.

In the suit of Messrs. Cheever and Hart, Trustees under the first mortgage, against the Rutland R. R. Co., the Supreme Court of Vermont has decided that the first mortgage bonds must be paid before June 1, 1870, or the possession of the road be surrendered on that day to the first mortgage bondholders. It will be remembered that in the year 1868 the second mortgage holders were incorporated under the name of the "Rutland Railroad Company," and were authorized to issue preferred stock for the redemption of such of the first mortgage bonds as the holders would relinquish. The opportunity for an exchange was generally accepted, but a minority of the holders of the first mortgage bonds refused to surrender their stock, and, represented by Messrs. Cheever and Hart, Trustees, brought suit to recover control of the road. The case was taken up to the general term of the Supreme Court at Montpelier, last fall, and argued with great ability on both sides. The decision of the court that the $780,000 of unconverted first mortgage bonds must be paid up, with interest, by the first of June next, or the control of the road relinquished to Messrs. Cheever and Hart, Trustees under the first mortgage, it is thought will induce the stockholders of the company to take steps to pay off the outstanding first mortgage bonds, and obviate the necessity of any transfer from the present managers. In that case, the only probable change will be that after the first of June the road will be formally run by the Rutland Railroad Company, of which Ex-Governor Page is President.

☞ The Middleboro' and Taunton Railroad Company has declared its first dividend of $2 per share.

Railroads in Virginia.

The following are the railroads in contemplation or in course of construction in Virginia: Chespeake and Ohio, Lynchburg and Clifton Forge, Lynchburg and Danville, Richmond and Lynchburg, Fredericksburg and Gordonsville, Fredericksburg and Alexandria, Winchester and Strasburg, Valley, Uniontown and West Virginia, Richmond and Newport News, Baltimore and Potomac, Farmville and Buckingham, Shenandoah Valley, Virginia and Kentucky, Clinch Valley, Glade Spring and Laurel, Saltville and Coal Mine, Wytheville and North Carolina, and Southwestern.

☞ A line of railway is now being surveyed from the Boston, Hartford and Erie railroad in Dorchester, through Railway Village, Spearsville, Quincy, Braintree, Weymouth to South Scituate. After crossing the Neponset river the new line joins the Granite Railway and diverges from it at Spearsville, taking thence a direct course to the Point.

☞ The earnings of the Central Railroad of New Jersey in 1869 were $4,010,121; in 1868 they were $3,729,412—increase, $280,709.

Second Hand Locomotives for Sale.

THE NEW JERSEY SOUTHERN RAILROAD Company (formerly the Raritan and Del. Bay R. R.) propose to sell Seven (7) Old Locomotives.

Four of these can be made useful for running construction trains, &c., at small expense for repairs; two of which are 4 ft. 10 in. Gauge and the others are 4 ft. 8½ inches

They can be seen at Manchester N. J. upon application to Rufus Blodgett Master Mechanic.

Sealed proposals for their purchase will be received at the office of the N. J. Southern R. R. 95 Liberty street, N. Y., until Thursday March 10th 1870, addressed to

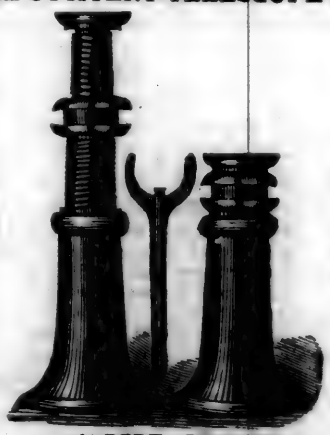
W. S. SNEDEN,
3t8 **Genl. Manager.**

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SEND FOR CIRCULAR.
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OF THE
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First Mortgage Bonds

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95 AND ACCRUED INTEREST.

Many persons consider them the best security on the market and prefer them to the bonds of any other railroad. They are issued at the rate of only $16,000 per mile of completed road, are secured by

FIRST MORTGAGE

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SINKING FUND,

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This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

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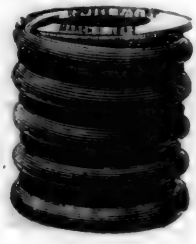
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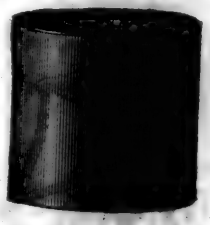
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Large Rubber Centre Spiral.



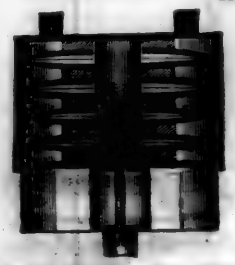
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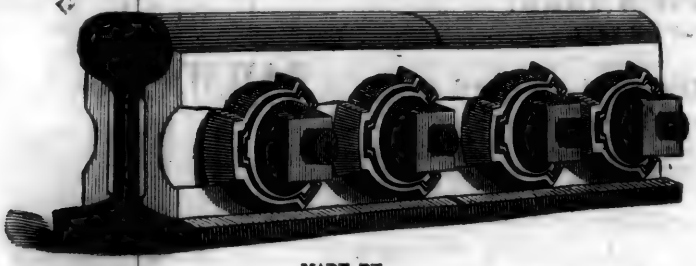
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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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California and China.

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Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Mar. 5, HENRY CHAUNCEY, CAPT. MAURY, connecting with GOLDEN CITY, CAPT. COMSTOCK.

Steamer CHINA, will leave San Francisco April 1, 1870, for China and Japan.

Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on FRIDAY, Mar. 4. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXVI., No. 10.] SATURDAY, MARCH 5, 1870. [WHOLE No. 1,768, VOL. XLIII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 5, 1870.

Portland, Saco and Portsmouth Railroad.

The Portland, Saco and Portsmouth Railroad was leased in April, 1847, to the Eastern and Boston and Maine Railroad Companies, in consideration of the payment by the latter to the Treasurer of the former company three dollars in coin semi-annually for each and every share of its capital stock. Payments under this contract were regularly made in specie until June, 1863, when they were made in legal tender currency—the Treasurer receiving the money under protest, and distributing the same among the stockholders in their respective proportions. This continued up to June, 1869, when claim was made for the difference between the value of coin and currency at the time the several payments were made. This claim was compromised by the payment by the lessors of the gross sum of $180,000 in full satisfaction of all claims for diminution of payments. The question then arose whether it belonged to those who were stockholders when the several dividends were declared, or to those who might be stockholders when a dividend, embracing the $180,000 received by way of compromise, should be declared. The matter was then presented to the Supreme Judicial Court (Chief Justice Appleton of Maine) for determination. The court held that the stockholders of a railroad corporation have no claim to a dividend until it is declared. Previous to that time it belongs to the company precisely as any other property it may own. When a distribution of the funds of the corporation, whether the whole or a part, is ordered, it is to be made between those who, at the time of the distribution are the owners of the stock. The court, therefore decreed that the $180,000 was to be divided among those who might be stockholders at the time when its distribution might be ordered, and a dividend thereof declared.

The Legal Tender Decision.

The decision of the Supreme Court of the United States declaring the Legal Tender Act unconstitutional and void, is a measure involving consequences of the most serious and important character. Without pausing to consider it on legal grounds, or even to discuss its expediency, we will endeavor to point out a few of the effects that must inevitably result from it. For instance, every person having a deposit in a savings bank made prior to February 25th, 1862, is entitled to demand the amount of that deposit in gold, or such portion of it as still remains to his credit. On the other hand, the banks may demand gold in payment of all loans made prior to or outstanding on that date. At least $100,000,000 is due depositors by the banks of New York State alone, and the amount of their loans receivable in gold under the late decision is not far from the same figures. The State life insurance companies hold, probably, not far from $25,000,000 of mortgages made before the date of the Legal Tender Act, and the fire and marine insurance companies as much more—in all about $50,000,000. If these companies avail themselves of the right to demand satisfaction in gold for all contracts entered into before the passage of the law, it will affect a large number of persons very seriously. Many thousand persons, doubtless, hold policies which have been running more than ten years, the premiums upon which have been paid in currency. Should the decision of the Court hold good; these premiums must be paid in gold. The principle, it is true, would operate both ways, and in the event of the death of life policy holders before the resumption of specie payments, or, if the contract related to property, having it destroyed previous to that time, the companies would be at a disadvantage in having to make up the deficiency between gold and currency. The general average of returns, in the end, would probably be largely in favor of the companies. It has been suggested, however, that a bar to this claim is found in the fact that currency payments have heretofore been accepted without protest, which changes the nature of the contracts and invalidates a demand for specie. It still remains to be seen how this would stand in law if cases were brought before the courts.

The indebtedness of our railroad companies affected by the decision is also very great. In 1862 there were 32,000 miles of railroad in the United States. Allowing on an average $10,000 of bonded debts per mile, which is a low estimate, we have $320,000,000 for this item alone. The following is an approximate statement of the bonded debts of the railroad companies named, issued prior to the passage of the Legal Tender Act, as taken from the latest official statement rendered: New York Central, about $11,250,000; Erie, $18,500,000; New York and Harlem, $5,000,000; Philadelphia and Reading, $3,250,000; Michigan Central, $6,500,000; Lake Shore, $15,500,000; Illinois Central, $4,250,000; Cleveland and Pittsburg, $3,750,000; Chicago and North Western $12,000,000; Chicago and Rock Island $1,000,000; Milwaukee and St. Paul, $16,000,000; Toledo, Wabash and Western, $12,000,000: a total of the above mentioned roads of one hundred and nine million dollars—about one third of the entire indebtedness of our railroads which, under the decision of the Supreme Court is payable only in gold. The same rule applies with equal force to all State, county and city bonds of this and other States, issued prior to Feb. 25th, 1862. The first fruits of the decision are already found in the following preamble and resolution lately adopted by the Assembly of this State by a very decisive vote of 85 to 20.

Whereas, by a recent decision of the Supreme Court of the United States, all liabilities, includ-

ing those of the State, contracted previous to the passage by Congress of the Legal Tender Act, are payable in coin;

Therefore, resolved, if the State concur, that the principal and interest of the State debt, other than that known as the bounty loan debt, except such parts as are held by the Comptroller or Commissioners of the Canal Fund in trust under the laws of the State, be paid as the same accrues and becomes due, in specie; and that the Comptroller and Commissioners of the Canal Fund respectively from time to time purchase the coin necessary to enable them to comply with this instruction.

The prompt action of this State in recognizing the binding force of the decision establishes a prominent precedent that will go far towards establishing a rule not only for other States, but also for corporations; a matter of much importance considering the disposition manifested in some quarters to continue the payment of anti-war debts in currency.

These are some of the effects naturally resulting from the decision; whether they will be ultimately beneficial or injurious to the interests of the community cannot yet be told. Fortunately for the debtor class, the difference between gold and greenbacks is not now so great as to entail absolute ruin, although in many cases the payment of outstanding obligations in specie, even at a comparatively low premium, will involve serious inconvenience. But though we may dread the results, we have no reason to question the justice and propriety of the decision. It has been rendered, not by the Chief Justice alone, but by the Supreme Court as a court, on abstract principles of constitutional law. That it has been well considered no one can doubt, and it stands as the pronounced law of the land which only the vote of the people can reverse.

Atlantic and Gt. Western Railway.

The Supreme Court of Pennsylvania, sitting at Philadelphia, on the 24th ult., rendered a decision in favor of the proposed lease of the Atlantic and Great Western railway to the Erie Company, and peremptorily dismissed the bill of exceptions that had been filed by the first mortgage bondholders and others opposing; the parties opposed to the lease being ordered to pay costs. The lease was executed accordingly, and the Erie Company is now in possession of the line from Salamanca to Cleveland, and through to Cincinnati.

☞ The Cumberland *Civilian* says that the combination of the Maryland Coal Companies amounts to just this: The Cumberland Coal and Iron Company and the American Coal Company have been merged into the Consolidation Coal Company, and these three companies are hereafter to be operated under the name and title of the last named. Then there has been a consolidation of the Central Company with the Maryland, and these are to be known hereafter as the Maryland Coal Company. It is altogether probable that a consolidation of Midlothian and Johnson Mines will be effected within a short time also.

☞ The Hanover (Pa.) *Citizen* says that the proposition of the individual stockholders of the Wrightsville, York and Gettysburg Railroad Company, to transfer their stock to the Pennsylvania Central has been accepted by that company the transfer to take effect on the 1st of April. The road in question is twelve miles long, extending from Wrightsville to York, and is now worked by the Northern Central Company.

New York Central Railroad.

The following is an abstract of the Report of this company for the year ending September 30, 1869, as made to the State Engineer and Surveyor:

Capital stock		$28,795,000 00
Funded debt		11,398,425 89
Interest certificates		23,036,000 00
Total		$63,229,425 89
Cost of road and equipment		$37,603,696 87
Earnings:		
From passengers		$4,228,470 24
" freight		10,457,581 89
" other sources		900,564 26
Total		$15,586,616 36
Expenses		9,055,485 18
Net		$6,531,131 21
Interest	$894,729 87	
Dividends	2,418,780 00	
Dividend on scrip	1,935,524 00	
Rents	60,000 00	
Internal revenue	107,421 77	
Sinking fund	111,182 38	
		5,527,138 02
Surplus		$1,003,993 19

Hudson River Railroad.

The following is an abstract of the Report of this company for the year ending September 30, 1869:

Capital stock		$16,020,800 00
Funded debt		4,309,320 00
Floating debt		1,167 00
Total		$20,231,187 00
Cost of road and equipment		$19,919,531 42
Earnings:		
From passengers		$2,269,938 07
" freight		3,608,804 33
" other sources		605,715 54
Total		$6,484,457 94
Expenses:		
Transportation	$3,770,967 51	
Roadway, &c.	1,095,312 10	
Internal revenue	57,375 80	
		4,923,655 41
Net		$1,560,802 53
Interest	$350,829 33	
Dividends	1,259,363 00	
		1,610,192 33
Deficiency		$49,389 00

New York and Harlem R. R.

The following is an abstract of the Report of this company for the year ending September 30, 1869:

Capital stock		$7,000,000 00
Funded debt		5,085,930 00
Total		$12,085,930 00
Cost of road and equipment		$10,184,902 59
Earnings:		
From passengers		$1,097,670 20
" freight		1,258,545 16
" other sources		420,678 39
Total		$2,776,890 75
Transportation expenses		1,817,145 72
Net earnings		$959,745 03
Interest	$340,904 89	
Internal revenue	27,907 73	
Dividends	589,473 68	
		958,286 30
Surplus		$1,458 73

Ogdensburg and Lake Champlain R. R.

We learn from the Boston *Journal* that the Ogdensburg and Lake Champlain railroad has been leased to the Vermont Central and Vermont and Canada railroads for the term of twenty years. By the terms of the lease, the Ogdensburg and Lake Champlain railroad company are to receive for the first three years six per cent. per annum, for the three succeeding years seven per cent. and eight per cent. for the remaining fourteen years. This effects a practical consolidation of the roads between Lake Champlain and Boston for business purposes. The Boston and Lowell, Concord, Northern, Vermont Central, Vermont and Canada, and Ogdensburg and Lake Champlain, and it is believed to be the foundation of a permanent prosperity which the antagonistic influences of past years has tended to prevent. Under one head, managed with a single idea for the benefit of all, this consolidation will unquestionably prove an era in the railroad successes of Northern New England. The amount guarantied to the road is to be free of Government tax.

Washington and Ohio Railroad.

A bill authorizing the Alexandria, Loudoun and Hampshire Railroad Company to extend their road, its name being changed to the "Washington and Ohio Railroad," to the Ohio river, through any part of the State of West Virginia, has been passed by the Legislature of that State. The charter, it is understood, is very liberal in its provisions, and it is confidently asserted that the proposed extension will be commenced in a short time and pushed rapidly towards completion.

Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, were:

	1868.	1869.
From passengers	$173,497 36	$201,984 35
" freight	269,005 40	281,870 88
" Cheshire R.R. Co.	43,000 00	51,000 00
" U. S. mails	6,000 00	14,265 27
" expresses	9,400 00	10,600 00
" rents	5,589 72	6,125 65
" tolls, (Northfield Bridge)	932 63	897 00
" miscellaneous	672 06	785 15
	$508,097 17	$567,568 32
Expenses, viz:		
Repairs of road	$69,554 74	$99,821 55
" buildings	10,651 26	7,699 44
" locomotives	43,434 04	69,967 73
" cars	43,150 23	89,173 29
" bridges	5,455 63	6,844 06
" tools	1,060 83	5,532 03
Passenger department	41,514 86	49,203 07
Freight department	40,447 70	46,512 84
Switch, watchmen, etc.	8,223 91	9,746 52
Fuel	37,829 36	43,196 15
Oil and waste	3,907 93	7,648 03
Renewals of iron	35,411 06	76,506 19
Rent to Connecticut River R. R. Co	1,500 00	1,500 00
Loss and damage	1,890 58	7,554 55
Taxes and insurance	5,563 25	5,887 73
Salaries	8,841 66	9,050 00
United States tax	4,297 97	5,488 27
State tax	15,753 19	19,209 04
Rent of Troy and Greenfield Railroad	15,000 00	28,750 00
All other expenses	15,528 70	17,040 08
	$409,016 90	$606,333 57
Earnings less expenses,	$99,080 27	.....
Excess of expenses	.....	$38,765 25
Interest paid on debt of Co	.....	39,670 13
Total deficit		$78,435 38

The earnings of the Vermont and Massachusetts Railroad were $616,340 93; and of the Troy and Greenfield Railroad, $51,227 39—total, as above, $567,568 32, an increase over the previous year of $59,471 15.

The indebtedness of the company, as will appear by reference to the annexed statement, on the 30th of November, 1869, was $875,629 81; and the assets, (not including fuel, oil, waste, and stock materials on hand) $167,345 55—showing a balance of indebtedness of $708,284 26. The report says:

In accordance with the Acts of the General Court of Massachusetts and votes of the stockholders (which are given in our report of last year), we have taken a conveyance of the charter of the Turner's Falls Branch Railroad, and constructed a railroad under the same from our road near Greenfield across the Connecticut River, above the outlet of the Deerfield to Turner's Falls. The Turner's Falls Company conveyed to us the right of way over their land, together with a large tract near the Falls, centrally situated, to be used for depot and other purposes. Our purchase of the Railroad Charter was confirmed by Acts of 1869, ch. 238. Under this last Act and the vote of the stockholders, passed July 8th, 1869, we have issued seven per cent. bonds, convertible into stock at the holder's option any time within ten years from their date, to the extent of $174,500, and propose to sell the balance of the $200,000 authorized. No bonds have been issued at less than their par value. The proceeds of these bonds have been applied to building the new branch, and for other purposes of the company.

The serious damage done to the Troy and Greenfield road by the flood of October the directors as regard mainly arising from insufficient construction, and they called upon the State authorities to repair the road. The latter decided, however, that they had no power to do this, and that the matter would be left for legislation. All persons who have examined the road on the part of the State are of opinion that the Commonwealth should bear the main burden of repairs. That the public might not suffer by the possible delays of legislation, the directors have agreed with the Fitchburg Railroad to make these repairs at once at joint cost, and look to the Commonwealth for just remuneration. Under this arrangement the repairs have been nearly completed. The report says:

This road, aside from the flood, has been the source of considerable loss to us thus far; but the business will be constantly increasing. We look for a very much increased passenger traffic during this year, particularly in the through business, which benefits our whole line, and also for a considerable development of the freight and lumber business in the valley of the Deerfield, which hitherto has been very small.

If the freshet had not diminished the business of our two best months of the financial year, we should have shown a very fair sheet; and even without this, while we show an expenditure larger than our receipts, an examination of our accounts will show that our year's business has been good and increasing. In August and September before the flood we gained on the corresponding months of the preceding year $18,680 40. In October and November following we lost $18,050 20. Instead of that loss we had every reason to expect a like gain which would have given us some $36,000 more of income, in addition to the saving of all the losses and outlays which the flood has otherwise cost us. It will be seen that we had a gross gain every month in the year till the flood, amounting in the whole, for the ten months, to $77,521 35, or for the year, taking out the loss of October and November, to $59,471 15.

The company have 15 locomotives, 16 passenger, 10 baggage, mail, express and smoking, and 220 eight-wheel freight cars.

TREASURER'S TRIAL BALANCE.

Construction of main road	$2,991,723	23
" Greenfield Branch	248,570	08
Equipment, engines and cars	225,650	20
Oil and waste	1,736	07
Fuel	15,098	25
Stock materials	61,123	47
Balance due from Agents, connecting roads, for carrying Mails, &c.	27,442	28
Loans on interest	36,500	00
Cash and cash funds	28,416	10
Sinking fund	28,000	00
Vermont and Massachusetts Railroad bonds (2500.)	1,622	56
Buildings and furniture at Hoosac Tunnel	17,166	35
Real estate in Fitchburg	28,198	26
Turner's Falls Branch	121,822	77
	$3,833,069	62
Capital stock (28,600 shares)	$2,860,000	00
Mortgage bonds, due July 1, 1883	550,000	00
Convertible bonds, due July 1, 1879.	174,500	00
Bond certificates	140	00
Notes payable	108,299	80
B. N. Farren on account Turner's Falls Branch	12,287	66
Unpaid bills (paid in Dec.)	27,195	85
Balance of road income to Nov. 30, 1869	97,439	81
Dividends unpaid	3,206	50
	$3,833,069	62

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

Treasurer.—FRANKLIN N. POOR.

Superintendent.—OTIS T. RUGGLES.

Supreme Court of the United States.

Susan P. Hepburn and Henry H. P. Hepburn, Plaintiffs in Error, vs. Henry A. Griswold. In error to the Court of Appeals of the State of Kentucky. (1). Construed by the plain import of their terms and the manifest intent of the legislature, the statutes of 1862 and 1863, which make United States notes a legal tender in payment of debts, public and private, apply to debts contracted before as well as to debts contracted after enactment. (2). The cases of *Lane County v. Oregon*, *Bronson v. Rodes*, and *Butler v. Horwitz*, in which it was held that, upon a sound construction of those statutes, neither taxes imposed by state legislation nor dues upon contracts for the payment or delivery of coin or bullion are included, by legislative intent, under the description of debts, public and private, are approved and reaffirmed. (3). When a case arises for judicial determination, and the decision depends on the alleged inconsistency of a legislative provision with the Constitution, it is the plain duty of the Supreme Court to compare the act with the fundamental law, and if the former cannot, upon a fair construction, be reconciled with the latter, to give effect to the Constitution, rather than the statute. (3½). There is in the Constitution no express grant of legislative power to make any description of credit currency a legal tender in payment of debts. (4). The words "all laws necessary and proper for carrying into execution" powers expressly granted or vested have, in the Constitution, a sense equivalent to that of the words laws, not absolutely necessary indeed, but appropriate, plainly adapted to constitutional and legitimate ends, which are not prohibited, but consistent with the letter and spirit of the Constitution; laws really calculated to effect objects entrusted to the government. (5). Among means appropriate, plainly adapted, not inconsistent with the spirit of the Constitution, nor prohibited by its terms, the legislature has unrestricted choice; but no power can be derived by implication from any express power to enact laws as means for carrying it into execution unless such laws come within this description. (6). The making of notes or bills of credit a legal tender in payment of pre-existing debts is not a means appropriate, plainly adapted, or really calculated to carry into effect any express power vested in Congress; is inconsistent with the spirit of the Constitution; and is prohibited by the Constitution. (7). The clause in the acts of 1862 and 1863 which makes United States notes a legal tender in payment of all debts, public and private, is, so far as it applies to debts contracted before the passage of those acts, unwarranted by the Constitution. (8). Prior to the 25th of February, 1862, all contracts for the payment of money, not expressly stipulating otherwise, were, in legal effect and universal understanding, contracts for the payment of coin, and, under the Constitution, the parties to such contracts are respectively entitled to demand and bound to pay the sums due, according to their terms, in coin, notwithstanding the clause in that act, and the subsequent acts of like tenor, which make United States notes a legal tender in payment of such debts. Mr. Chief Justice CHASE delivered the opinion of the Court.

The question presented for our determination by the record in this case is whether or not the payee or assignee of a note, made before the 25th of February, 1862, is obliged by law to accept in payment United States notes, equal in nominal amount to the sum due according to its terms, when tendered by the maker or other party bound to pay it.

As this requires, in the first place, a construction of that clause of the first section of the act of Congress passed on that day, which declares the United States notes, the issue of which was authorized by the statute, to be a legal tender in payment of debts.

The entire clause is in these words: "And such notes, herein authorized, shall be receivable in payment of all taxes, internal duties, excises, debts, and demands of every kind due to the United States, except duties on imports, and of all claims and demands against the United States of every kind whatsoever, except for interest upon bonds and notes, which shall be paid in coin; and shall also be lawful money and a legal tender in payment of all debts, public and private, within the United States, except duties on imports and interest as aforesaid." (12 U. S. St., 345.)

This clause has already received much consideration here, and this court has held that, upon a sound construction, neither taxes imposed by state legislation, (Lane County v. Oregon, 7 Wall., 71,) nor demands upon contracts which stipulate in terms for the payment or delivery of coin or bullion, (Bronson v. Rodes, 7 Wall., 229; Butler v. Horwitz, 7 Wall., 558,) are included by legislative intention under the description of debts, public and private.

We are now to determine whether this description embraces debts contracted before as well as after the date of the act.

It is an established rule for the construction of statues that the terms employed by the legislature are not to receive an interpretation which conflicts with acknowledged principles of justice and equity, if another sense, consonant with those principles, can be given to them.

But this rule cannot prevail where the intent is clear. Except in the scarcely supposable case where a statute sets at nought the plainest precepts of morality and social obligation, courts must give effect to the clearly ascertained legislative intent if not repugnant to the fundamental law ordained in the Constitution.

Applying the rule just stated to the act under consideration, there appears to be strong reason for construing the word *debts* as having reference only to debts contracted subsequent to the enactment of the law. For no one will question that the United States notes, which the act makes a legal tender in payment, are essentially unlike in

nature, and, being irredeemable in coin, are necessarily unlike in value, to the lawful money intended by parties to contracts for the payment of money made before its passage.

The lawful money then in use and made a legal tender in payment consisted of gold and silver.

The currency in use under the act, and declared by its terms to be lawful money and a legal tender, consists of notes or promises to pay impressed upon paper, prepared in convenient form for circulation, and protected against counterfeiting by suitable devices and penalties.

The former possess intrinsic value, determined by the weight and fineness of the metal; the latter have no intrinsic value, but a purchasing value, determined by the quantity in circulation, by general consent to its currency in payments, and by opinion as to the probability of redemption in coin.

Both derive, in different degrees, a certain additional value from their adaptation to circulation by the form and impress given to them under national authority, and from the acts making them respectively a legal tender.

Contracts for the payment of money, made before the act of 1862, had reference to coined money, and could not be discharged, unless by consent, otherwise than by tender of the sum due in coin. Every such contract, therefore, was, in legal import, a contract for the payment of coin.

There is a well known law of currency, that notes or promises to pay, unless made conveniently and promptly convertible into coin at the will of the holder, can never, except under unusual and abnormal conditions, be at par in circulation with coin.

It is an equally well known law that depreciation of notes must increase with the increase of the quantity put in circulation, and the diminution of confidence in the ability or disposition to redeem. Their appreciation follows the reversal of these conditions. No act making them a legal tender can change materially the operation of these laws.

Their force has been strikingly exemplified in the history of the United States notes. Beginning with a very slight depreciation when first issued, in March, 1862, they sank in July, 1864, to the rate of two dollars and eighty-five cents for a dollar in gold, and then rose until recently a dollar and twenty cents in paper became equal to a gold dollar.

Admitting, then, that prior contracts are within the intention of the act, and assuming that the act is warranted by the Constitution, it follows that the holder of a promissory note, made before the act, for a thousand dollars, payable, as we have just seen, according to the law and according to the intent of the parties, in coin, was required, when depreciation reached its lowest point, to accept in payment a thousand note dollars, although with the thousand coin dollars, due under the contract, he could have purchased on that day two thousand eight hundred and fifty such dollars. Every payment, since the passage of the act, of a note of earlier date, has presented similar, though less striking, features.

Now, it certainly needs no argument to prove that an act, compelling acceptance in satisfaction of any other than stipulated payment, alters arbitrarily the terms of the contract and impairs its obligation, and that the extent of impairment is in the proportion of the inequality of the payment accepted under the constraint of the law to the payment due under the contract.

Nor does it need argument to prove that the practical operation of such an act is contrary to justice and equity.

It follows that no construction which attributes such practical operation to an act of Congress is to be favored, or indeed to be admitted, if any other can be reconciled with the manifest intent of the legislature.

What, then, is that manifest intent? Are we at liberty, upon a fair and reasonable construction of the act, to say that Congress meant that the word "debts" used in the act should not include debts contracted prior to its passage?

In the case of *Bronson v. Rodes* we thought ourselves warranted in holding that this word, as used in the statute, does not include obligations created by express contracts for the payment of gold and silver, whether coined or in bullion. This conclusion rested, however, mainly on the terms of the act, which not only allow, but require payments in coin by or to the government, and maybe fairly considered, independently of considerations belonging to the law of contracts for the delivery of specified articles, as sanctioning special private contracts for like payments; without which, indeed, the provisions relating to government payments could hardly have practical effect.

This consideration, however, does not apply to the matter now before us. There is nothing in the terms of the act which looks to any difference in its operation on different descriptions of debts payable generally in money—that is to say, in dollars and parts of a dollar. These terms, on the contrary, in their obvious import, include equally all debts not specially expressed to be payable in gold or silver, whether arising under past contracts already due, or arising under such contracts and to become due at a future day, or arising and becoming due under subsequent contracts. A strict and literal construction indeed would, as suggested by Mr. Justice Story, (1 Story on Const., §921.) in respect to the same word used in the Constitution, limit the word "debts" to *debts existing*; and if this construction cannot be excepted because the limitation sanctioned by it cannot be reconciled with the obvious scope and purpose of the act, it is certainly conclusive against any interpretation which will exclude existing debts from its operation.

The same conclusion results from the exception of interest on loans and duties on imports from the effect of the legal tender clause. This exception affords an irresistible implication that no description of debts, whenever contracted, can be withdrawn from the effect of the act if not included within the terms or the reasonable intent of the exception.

As it is worthy of observation in this connection that in all the debates to which the act gave occasion in Congress, no suggestion was ever made that the legal tender clause did not apply as fully to contracts made before as to contracts made after its passage.

These considerations seem to us conclusive. We do not think ourselves at liberty, therefore, to say that Congress did not intend to make the notes authorized by it a legal tender in payment of debts contracted before the passage of the act.

We are thus brought to the question whether Congress has power to make notes issued under its authority a legal tender in payment of debts which, when contracted, were payable by law in gold and silver coin.

The delicacy and importance of the question has not been overstated in the argument. This court always approaches the consideration of questions of this nature reluctantly; and its constant rule of decision has been, and is, that acts of Congress must be regarded as constitutional unless clearly shown to be otherwise.

But the Constitution is the fundamental law of the United States. By it the people have created a government, defined its powers, prescribed their limits, distributed them among the different departments, and directed, in general, the manner of their exercise.

No department of the government has any other powers than those thus delegated to it by the people. All the legislative power granted by the Constitution belongs to Congress; but it has no legislative power which is not thus granted. And the same observation is equally true in its application to the executive and judicial powers granted respectively to the President and the courts. All these powers differ in kind, but not in source or in limitation. They all arise from the Constitution and are limited by its terms.

It is the function of the judiciary to interpret and apply the law to cases between parties as they arise for judgment. It can only declare what the law is, and enforce, by proper process, the law thus declared.

But, in ascertaining the respective rights of parties, it frequently becomes necessary to consult the Constitution. For there can be no law inconsistent with the fundamental law. No enactment not in pursuance of the authority conferred by it can create obligations or confer rights. For such is the express declaration of the Constitution itself in these words:

"The Constitution, and the laws of the United States which shall be *made in pursuance thereof*, and all treaties made, or which shall be made under the authority of the United States, shall be the supreme law of the land; and the judges of every state shall be bound thereby, anything in the constitution or laws of any state to the contrary notwithstanding."

Not every act of Congress then, is to be regarded as the supreme law of the land; nor is it by every act of Congress that the judges are bound. This character and this force belong only to such acts as are "made in pursuance of the Constitution."

When, therefore, a case arises for judicial determination, and the decision depends on the alleged inconsistency of a legislative provision with the fundamental law, it is the plain duty of the court to compare the act with the Constitution, and if the former cannot, upon a fair construction, be reconciled with the latter, to give effect to the Constitution rather than the statute. This seems so plain that it is impossible to make it plainer by argument. If it be otherwise the Constitution is not the supreme law; it is neither necessary or useful, in any case, to inquire whether or not any act of Congress was passed in pursuance of it; and the oath which every member of this court is required to take, that he "will administer justice without respect to persons, and do equal right to the poor and the rich, and faithfully perform the duties incumbent upon him to the best of his ability and understanding, agreeably to the Constitution and laws of the United States," becomes an idle and unmeaning form.

The case before us is one of private right. The plaintiff in the court below sought to recover of the defendants a certain sum expressed on the face of a promissory note. The defendants insisted on the right, under the act of February 25, 1862, to acquit themselves of their obligation by tendering in payment a sum nominally equal in United States notes. But the note had been executed before the passage of the act, and the plaintiff insisted on his right under the Constitution to be paid the amount due in gold and silver. And it has not been, and cannot be, denied that the plaintiff was entitled to judgment according to his claim, unless bound by a constitutional law to accept the notes as coin.

Thus two questions were directly presented: Were the defendants relieved by the act from the obligation assumed in the contract? Could the plaintiff be compelled, by a judgment of the court, to receive in payment a currency of different nature and value from that which was in the contemplation of the parties when the contract was made.

The court of appeals resolved both questions in the negative, and the defendants in the original suit, seek the reversal of that judgment by writ of error.

It becomes our duty, therefore, to determine whether the act of February 25th, 1862, so far as it makes United States notes a legal tender in payment of debts contracted prior to its passage, is constitutional and valid or otherwise. Under a deep sense of our obligation to perform this duty to the best of our ability and understanding, we shall proceed to dispose of the case presented by the record.

We have already said, and it is generally, if not universally, conceded, that the government of

the United States is one of limited powers, and that no department possesses any authority not granted by the Constitution.

It is not necessary, however, in order to prove the existence of a particular authority to show a particular and express grant. The design of the Constitution was to establish a government competent to the direction and administration of the affairs of a great nation, and, at the same time, to mark, by sufficiently definite lines, the sphere of its operations. To this end it was needful only to make express grants of general powers, coupled with a further grant of such incidental and auxiliary powers as might be required for the exercise of the powers expressly granted. These powers are necessarily extensive. It has been found, indeed, in the practical administration of the government, that a very large part, if not the largest part, of its functions have been performed in the exercise of powers thus implied.

But the extension of power by implication was regarded with some apprehension by the wise men who framed, and by the intelligent citizens who adopted, the Constitution. This apprehension is manifest in the terms by which the grant of incidental and auxiliary powers is made. All powers of this nature are included under the description of "power to make all laws necessary and proper for carrying into execution the powers expressly granted to Congress or vested by the Constitution in the government or in any of its departments or officers."

The same apprehension is equally apparent in the tenth article of the amendments, which declares that "the powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the states or the people."

We do not mean to say that either of these constitutional provisions is to be taken as restricting any exercise of power fairly warranted by legitimate derivation from one of the enumerated or express powers. The first was undoubtedly introduced to exclude all doubt in respect to the existence of implied powers; while the words "necessary and proper" were intended to have a "sense," to use the words of Mr. Justice Story, "at once admonitory and directory," and to require that the means used in the execution of an express power "should be bona fide, appropriate to the end," (2 Story on the Const., p. 142, §1253.) The second provision was intended to have a like admonitory and directory sense, and to restrain the limited government established under the Constitution from the exercise of powers not clearly delegated or derived by just inference from powers so delegated.

It has not been maintained in argument, nor, indeed, would any one, however slightly conversant with constitutional law, think of maintaining that there is in the Constitution any express grant of legislative power to make any description of credit currency a legal tender in payment of debts.

We must inquire then whether this can be done in the exercise of an implied power.

The rule for determining whether a legislative enactment can be supported as an exercise of an implied power was stated by Chief Justice Marshall, speaking for the whole court, in the case of *McCullough vs, The State of Maryland;* (4 Wheat., 421.) and the statement then made has ever since been accepted as a correct exposition of the Constitution. His words were these: "Let the end be legitimate, let it be within the scope of the Constitution, and all means which are appropriate, which are plainly adapted to that end, which are not prohibited, but consistent with the letter and spirit of the Constitution, are constitutional." And in another part of the same opinion the practical application of this rule was thus illustrated: "Should Congress, in the execution of its powers, adopt measures which are prohibited by the Constitution, or should Congress, under the pretext of executing its powers, pass laws for the accomplishment of objects not entrusted to the government, it would be the painful duty of this tribunal, should a case requiring such a decision come before it, to say that such an act was not the law of the land. But where the law is not prohibited, and is really calculated to effect any of the objects entrusted to the government, to undertake here to enquire into the degree of its necessity would be to pass the line which circumscribes the judicial department, and tread on legislative ground." (4 Wheat., 423.)

It must be taken then as finally settled, so far as judicial decisions can settle anything, that the words "all laws necessary and proper for carrying into execution" powers expressly granted or vested, have in the Constitution, a sense equivalent to that of the words, laws, not absolutely necessary indeed, but appropriate, plainly adapted to constitutional and legitimate laws; laws not prohibited, but consistent with the letter and spirit of the Constitution; laws really calculated to effect objects entrusted to the government.

The question before us, then, resolves itself into this: Is the clause which makes United States notes a legal tender for debts contracted prior to its enactment, a law of the description stated in the rule?

It is not doubted that the power to establish a standard of value by which all other values may be measured, or in other words, to determine what shall be lawful money and a legal tender, is in its nature, and of necessity, a governmental power. It is in all countries exercised by the government. In the United States, so far as it relates to the precious metals, it is vested in Congress by the grant of the power to coin money. But can a power to impart these qualities to notes, or promises to pay money, when offered in discharge of pre-existing debts, be derived from the coinage power, or from other power expressly given?

It is certainly not the same power as the power to coin money. Nor is it in any reasonable or satisfactory sense an appropriate or plainly adapted means to the exercise of that power. Nor is there more reason for saying that it is implied in, or incidental to, the power to regulate the value of coined money of the United States, or of foreign coins. This power of regulation is a power to determine the weight, purity, form, impression, and denomination of the several coins, and their relation to each other, and the relations of foreign coins to the monetary unit of the United States.

Nor is the power to make notes a legal tender the same as the power to issue notes to be used as currency. The old Congress, under the Articles of Confederation, was clothed by express grant with the power to emit bills of credit, which are in fact notes for circulation as currency; and yet that Congress was not clothed with the power to make these bills a legal tender in payment. And this court has recently held that the Congress, under the Constitution, possesses, as incidental to other powers, the same power as the old Congress to emit bills or notes; but it was expressly declared at the same time that this decision concluded nothing on the question of legal tender. Indeed, we are not aware that it has ever been claimed that the power to issue bills or notes has any identity with the power to make them a legal tender. On the contrary, the whole history of the country refutes that notion. The States have always been held to possess the power to authorize and regulate the issue of bills for circulation by banks or individuals, subject, as has been lately determined, to the control of Congress, for the purpose of establishing and securing a national currency; and yet the States are expressly prohibited by the Constitution from making anything but gold and silver coin a legal tender. This seems decisive on the point that the power to issue notes and the power to make them a legal tender are not the same power, and that they have no necessary connection with each other.

But it has been maintained in argument that the power to make United States notes a legal tender in payment of all debts is a means appropriate and plainly adapted to the execution of the power to carry on war, of the power to regulate commerce, and of the power to borrow money. If it is, and is not prohibited, nor inconsistent with the letter or spirit of the Constitution, then the act which makes them such legal tender must be held to be constitutional.

Let us, then, first inquire whether it is an appropriate and plainly adapted means for carrying on war? The affirmative argument may be thus stated: Congress has power to declare and provide for carrying on war; Congress has also power to emit bills of credit, or circulating notes receivable for government dues and payable, so far at least as parties are willing to receive them, in discharge of government obligations; it will facilitate the use of such notes in disbursements to make them a legal tender in payment of existing debts; therefore Congress may make such notes a legal tender.

It is difficult to say to what express power the authority to make notes a legal tender in payment of pre-existing debts may not be upheld as incidental, upon the principles of this argument. Is there any power which does not involve the use of money? And is there any doubt that Congress may issue and use bills of credit as money in the execution of any power? The power to establish post offices and post roads, for example, involves the collection and disbursements of a great revenue. Is not the power to make notes a legal tender as clearly incidental to this power as to the war power?

The answer to this question does not appear to us doubtful. The argument, therefore, seems to prove too much. It carries the doctrine of implied powers very far beyond any extent hitherto given to it. It asserts that whatever in any degree promotes an end within the scope of a general power, whether, in the correct sense of the word, appropriate or not, may be done in the exercise of an implied power.

Can this proposition be maintained?

It is said that this is not a question for the court deciding a cause, but for Congress exercising the power. But the decisive answer to this is that the admission of a legislative power to determine finally what powers have the described relation as means to the execution of other powers plainly granted, and, then, to exercise absolutely and without liability to question, in cases involving private rights, the powers thus determined to have that relation, would completely change the nature of American government. It would convert the government, which the people ordained as a government of limited powers, into a government of unlimited powers. It would confuse the boundaries which separate the executive and judicial from the legislative authority. It would obliterate every criterion which this court, speaking through the venerated Chief Justice in the case already cited, established for the determination of the question whether legislative acts are constitutional or unconstitutional.

Undoubtedly among means appropriate, plainly adapted, really calculated, the legislature has unrestricted choice. But there can be no implied power to use means not within the description.

Now, then, let it be considered what has actually been done in the provision of a national currency. In July and August, 1861, and February, 1862, the issue of sixty millions of dollars in United States notes, payable on demand, was authorized. (12 U. S. St., 259, 313, and 338.) They were made receivable in payments, but were not declared a legal tender until March, 1865, (12 U. S. St., 370,) when the amount in circulation had been greatly reduced by receipt and cancelation. In 1862 and 1863 (12 U. S. St., 345, 532, and 709,) the issue of four hundred and fifty millions in United States notes, payable not on demand, but, in effect, at the convenience of the government, was authorized, subject to certain restrictions as to fifty millions. These notes were made receivable for the bonds of the national loans, for all debts due to or from the United States except duties on imports and interest on the public debt, and were also declared a legal tender. In March, 1863, (12 U. S. St., 711,) the issue of

Continued on page 280.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & New'n.100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and E'ie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,925	J. & J.	Jan.'70 3½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	15,000,040	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 3½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref....100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,247,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norw'lk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Feb.'70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600	.....	.....
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'69 4
Do. pref.....100	8,538,910	Annual.	Dec' 69 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan.'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do pref.100	5,258,880	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,500,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 3
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	.....	.....	.....
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,428,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	.....	.....
N.Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 5
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	.....	Oct. '69 4
" Certificates.100	21,491,450	.....	.....
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem..... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	800,000	J. & J.	Jul. '69 5
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'70 1½
Pittsfield and N. Adams...100	650,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2.300 000	.....	.....
" " " pref.100	2,040.000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	650.000	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	6,819,275	.....	.....
South Shore 100	259,685	.....	Jul. 68 3
South Western, Georgia....100	3,9.,900	F. & A.	A'g.'68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,92.	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref100	1,000,000	J. & N.	May 69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,000,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,698	.....	.....
West Jersey 50	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'70 3
Warren..... 100	1,517,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 4 5
CANALS.			
Chesapeake and Delaware 50	1,818,962	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 4
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,550	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal..... 50	8,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible]422	256,562	342,743	2,300,767
1869	212,604	218,982	291,308	435,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3[illegible]6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323.030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	364,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,195	503,746	409,569	361 701	4.508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	333,736	501,667	501,259	463,109	403,691	348,995	4,682,506
1870	293,978	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	168,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,478	345,028	260,268	3,466,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,532 949
1870	362,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,440
1866	623,566	399,917	623,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	674,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,,71
1869	892,092	830,280	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,556	242,621	3,095,966
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3.445.827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,026
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	628,972	616,666	516,606	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,206
1866	603,053	505,266	506,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	686,401	681,041	7,817,629
1869	657,440	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	735,595	8,741,855
1870	654,587	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104.866	113,504	112,962	123,802	1,201,229
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142.823	132,387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126.556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,495	129,383	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,226	189,145	236 012	306.106	375.567	332,360	348,048	3,302,543
1864	256,600	304,445	388,454	330,651	267,126	315,258	278,891	358,862	462.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488.388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,826	543,856	436,399	437,503	4,961,113
1869—*Including Lake Shore	1,006,998*	367,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,489	339,794	306.186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,646	414.694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.0[illegible]3
1868	343,316	304,315	326,880	416,758	369,236	325,501	321,013	392,942	456,978	511,829	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	819,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	353,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,046
1869	454,590	330,233	420,774	480,287	630,844	678,800	586,241	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	218,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	411,565	284 319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 [illegible] 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,984,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.027	254,896	2,915,543
1870	196,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,188	711.457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.287	1,140,301	996,841	1,252,386	833,742	887,795	874,974	436,990	10 637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256.284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314.472	631,143	1,006,631	1,159,726	1,113,398	639,9.4	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,832	166,015	222.953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,361	160,085	2,008,285
1870	152,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,755	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,382
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	258,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,586
1867	237,674	200,793	270,630	317,052	329,078	304,810	309.591	364,724	382,996	406,766	351,755	333,480	3,809,353
1868	278,712	285,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,192	266,137	242,705	311,833	312,529	348,891	310,800	450,246	440,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	537,388	716,829	5,70 183

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	110
.. .. coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	116½
.. .. coupon		6	" "	1881	116
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
(5-20s).....coupon		6	" "	1882	114
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
(5-20s).....coupon		6	" "	1885	113
.. .. 2d series (5-20s)...registered	382,998,950	6	Jan. & July.	1886	112½
(5-20s).....coupon		6	" "	1886	111½
.. .. 3d series (5-20s)...registered	$79,591,800	6	" "	1887	111½
(5-20s).....coupon		6	" "	1887	111½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	111½
(5-20s).....coupon		6	" "	1888	111½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
(10-40s) ....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'98-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	*nil.*	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	94
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	117
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1860)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	93
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	935,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1898	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	80
.. — .. .. (Funding).....	494,800	6	Various.	'88-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,600	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	1,214,580	5	" "	'80-'90	....
" — .. .. 1827.....	269,000	6	" "	1890	95
" — .. .. 1834-'35.....	24,000	5	" "	1880	....
" — .. .. 1838-'39.....	1,438,428	6	" "	'70-'85	95
" — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
" —	46,232	5	" "	1890	....
" Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	101½
" South Relief Loan of 1867.....	100,000	6	" "	1878	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	102½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	121
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	119
.. —	650,000	6	" "	'72-'73	115½
.. —	720,000	6	" "	'74-'75	112½
.. —	1,430,000	6	" "	1876	112½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	102
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	*1880	101½
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	101½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	102½
.. —War Fund 5-20 Loan.....	3,806,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	396,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (Interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	94
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	93½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,807,300	6	J. A. J. & O.	1872	110
.. —	5,726,800	6	" "	1873	110
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	45½
.. — .. (new).....	3,059,045	6	" "	'92-'98	45
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	99
.. — .. (")....	4,095,309	6	" "	1881	100
.. — .. (")....	2,400,000	6	" "	1886	102
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1894	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	99
.. —	112,000	4½	Jan. & July.	1892	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106½
.. —	9,278,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	87
.. —Funding Bonds	1,282,971	6	" "	'70-'90	80
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	55½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	45½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,982	6	Jan. & July.	long.	68
.. — .. Bonds.....	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	67
.. — .. Bonds	8,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	44½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,605	7	April & Oct.	New York.	1893	86½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	80
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1876	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.		1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,022,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1894	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'85-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	79½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	58
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'70–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,839	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	98
1st Mortga e (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	90½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1852	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,792,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1894	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	897,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	$00,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	93
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'01	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	85
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	121½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	98
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
3d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,167,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	95½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1868	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	360,000	10	April & Oct.	"	1887	103
2d Mortgage	276,500	7	— & —	"	18—	49½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	89½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84
Consol. Mort. for $3,000,000	952,000	6*	Jan. & July.	"	1900	100
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	83
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,270,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	71
Va. State Loan	249,982	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1886	....
Pacific of Mo.:						
Mortgage, construction	1,800,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	248,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	600,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1880	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	8,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	198½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	78½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	83½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	88
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	80½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	77½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgnge, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgnge	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgag	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7		"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	77
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	78
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	201,226	7,081,364	4,250,199	535,823	227,619	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,042,799	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	946,405	446,907	—	50	.....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	600,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0+	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Jun. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. .... Md. & W. Va.	22,591,011	4,009,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	128
Sept. 30, 1868	80.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	80.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	—	—	100	22
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	—	.....	.....	42,000	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany .... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	158
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Boa., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.5	777,049	1,913,253	370,191	1,238,657	223,834	—	100	7½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell ..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	136
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	645,669	1:0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	146½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	137
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie ..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142 0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Buri., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River* ..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	.....	.....	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	115½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic ..... New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134.345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville ..... New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased	to West Jersey.)		—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville ..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa ..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia ..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey ..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio ..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific ..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire ..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	....
Oct. 31, 8	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)		—	—	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586.067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	114
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	157
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,800	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)		631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	72½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	120½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lease	es	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction .. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374.100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	269	Cincinnati and Zanesville ..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg...	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	98½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	—	(Leased to Pittsburg Cincinnati and St. Louis.)					—	100	204
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	...
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	81
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,642	—	100	...
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*	.....	.....	350,000	—	—	—	—	(Leased to Concord.)					7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,684	9	100	140
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecting (Phila.)	Pennsylvania.	2,178,300	—	.....	.....	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	100	...
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	267,000	—	.....	.....	200,000	30,000	.....	.....	14.6	21,710	15,047	8,820	39,337	14,823	—	100	...
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	...
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	...
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(Under construction.)					—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	138,420	17,479	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	...
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,021,259	2,067,617	.....	.....	14,100,600	3,683,000	1,008,162	.....	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	104
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Des Moines Valley	Iowa.	.....	—	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,098,548	*	.....	.....	2,647,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	825,199	*	.....	.....	480,000	—	—	—	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	...
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)				973,186	.....	4½	100	109
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	...
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	.....	.....	280,000	—	—	—	—	(In progress.)					—	100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	—	.....	.....	500,000	1,000,000	.....	.....	—	.....	.....	(In progress.)	.....	.....	—	100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	124,800	140,000	2,000	—	—	.....	.....	.....	.....	.....	—	50	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	117½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern Shore	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased to Phila., & Reading.)					6	50	...
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	—	.....	.....	—	(Leased to Phila. & Reading.)					—	50	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	—	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Oct. 31, 1868	36.0	—	9.8	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,419	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,909	—	100	...
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	Evansville, Henderson & Nashv.)				52,923	8,095	—	100	...
Oct. 31, 1868	47.0	—	...	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,020,000	—	.....	.....	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	50	66
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	25½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,065	636,916	245,369	—	50	...
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American	Maine.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	35.0	—	2.2	75.0	...	...	...	...	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.	.....	—	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	.....	31,320	5,770	—	100	...
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	131½
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	...
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	...
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	—	.....	.....	1,000,000	1,500,000	.....	.....	—	(In progress.)					—	100	...
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.	—	—	.....	.....	—	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607	.....	.....	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	20.0	—	....	330.0	...	...	...	...	Grand River Valley	Michigan.	.....	—	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	61.0	—	....	20.0	—	—	—	—	Grand Trunk	Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,809,572	—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia	S. Carolina	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	...
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.	.....	—	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	107½
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	4,630,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	...
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,165,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central	Texas.	4,600,000	*	.....	.....	2,600,000	140,000	.....	.....	135.0	.....	.....	.....	897,617	528,297	—	100	...
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria	Texas	.....	—	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River	New York	16,669 382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	...
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	...
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,986	10	100	140
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.	.....	*	.....	.....	(In new operating Terre Haute, Alton & St. Louis R. R.)				302.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,597	8,232,807	.....	.....	75.0	237,250	.....	.....	.....	.....	—	50	12
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	87,322	2,107	—	50	...
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,186	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	...
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago and Alton.)				152,927	7	100	90
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	100	...
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	.....	.....	180,250	800,000	.....	.....	4.6	12,736	179,720	1,008,270	79,023	41,937	—	100	...
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky	.....	*	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston	Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky	Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	...
Dec 31, 1868	31.6	—	113	34.0	2	1	1	20	Knoxville and Kentucky	Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	326,468	—	100	87½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	108½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	80½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	161.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	130½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	.....	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	121½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	86½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Dec. 31, 1868	68.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	118½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	.....	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	142½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	142½
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	57 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)											—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1 015,394	388,240	5s	50	73
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,758,284	13,598,080		561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	89
Mar. 31, 1868	89.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	120½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621				3,345,141	253,994	—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	85½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534			2,964,041	663,427	—	100	30½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880				1,197,090	653,185	—	50	80½
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,555		141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	95½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	—	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,660,756		285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6							24	100	169½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000						(Leased t	o Camden	and Amb	oy.)			—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	114½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1.000,000	1,000,000											—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,560,337	*			1,323,200	67,926	154,299			82.3					212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500			39.0	87,111				156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,340	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5					2,804,250		—	50	54½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775				642,639	295,901	10	50	150
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135				8,791,937	3,150,837	10	50	97½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5					995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,803,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	905,891	8	50	104½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782				50,080	1,217,879	670,258	108,894	27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	268,977				518,592	130,420	6	160	112
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased	to Concor	d.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000					(Leased	to Eastern	.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426		54 4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	138½
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dec. 31, 1868	78 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390			92.3					264,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000					159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073		146,985	58,725	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000						(Not in o	peration.)				—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under c	onstructio	n.)			100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2					1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4 069,421	11,712,202		993,239	....	—	100	22
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000						(About $5	0,000 a mo	nth.)			—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to	Ind. & St.	Louis.)	517.941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000				120.0					612,000	171,000	—	100	43
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased	to Chi. &	Alton.)		240,000	....	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	....	....	....	....	St. Louis and St Joseph	Mo.					2,000,000	1,000,030						(Under co	nstruction	.)			—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under co	nstruction	.)			—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased	to West J	ersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487				(Operat	ed by Bos	ton & L.)		17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299				416,916	106,062	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	148,578			54.0	152,360				167,618	844	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased	to Phila. a	nd Readin	g.)			5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3					312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0					218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,460				869,450	700,000				28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265,000	155,000		32,280	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)		—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5		—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009				75.0					127,000		—	100	....
Dec. 31, 1868	68.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109.0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased	to Central	of New J	ersey.)			6	100	....
Dec. 31, 1868	137.0	100.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431		(In	progres	s.)	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000												—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	18	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 1868	85.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in fu	ll operatio	n.)				—	100	....
Sept. 30, 1868	123.0	6.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,270	57,876	1,365,600	1,708,900	475,160	9,401		132.6	255,714	1,944,588	8,666,426		389,360	63,560	—	100	....
Sept. 30, 1869	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under	er const	ruction.)					—	100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1868	91.0	—	—	236.0	...	...	...	...	*Southwest Pacific* †.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1868	107.5	100.0	6.5	—	20	20	8	320	Southwestern.....Georgia	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	.....	.....	—	130	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	—	—	(Leased	to Boston & Lowell.		19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	1,128	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	....
Dec. 31, 1868	—	—	—	166.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	44
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudson River.)		.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Vt. & Mass.,		517,000	244,944	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	37½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermont Central.)		.....	.....	8	100	102
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased	to Rutland.)		488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La. & W'tn.)		410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23.0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	..	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsylvania.)		.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)						116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)						—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua and Lowell.)		.....	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	131½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	83
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	6,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	94
Dec. 31, 1868	136.0	25.0	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)			—	.....	.....	.....	.....	.....	14	100	120
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,067	397,785	—	50	64
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	14
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31 1868	64 0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
									Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & c. Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flath..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	102½
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31, '68				Hoboken and Hudson City..N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	98	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67⅞
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,584	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham...Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,900	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,379	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13.883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	p. c.			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	...
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	...
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1879	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1900	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	93
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43
Hannibal and St. Joseph, pref.	5,253,836	...	...	107½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,546,100	7	7	....
Louisville, Cincinnati and Lexington preferred	348,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	5½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	486,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,844,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144½
Niagara Br. and Canandaigua,* guar.	1,900,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,637,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	850,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	64
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	30
Mariposa Mining, pref.	5,774,400	7	7	19

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32	@ 37 —
Pig, American, No. 1		34	@ 35 —
Pig, American, No. 2		32	@ 33 —
Pig, American, Forge		30	@ 31 —
Bar, Refined, English and American		—	@ 82 50
Bar, Swedes, assorted sizes	(gold).	85	@ 97 50

		—Store Prices.—
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 @130 —
Bar, Refined	" "	82 50 @ — —
Bar, Common	" "	— — @ 80 —
Scroll	" "	110 @145 —
Ovals and Half-round	" "	105 @115 —
Band	" "	105 @ — —
Horse Shoe	" "	105 @ — —
Rods, ⅜@3-16 inch	" "	87 50 @130 —
Hoop	" "	110 @150 —
Nail Rod	Less 5 per ct. per lb.	— 8 @ — 8½
Sheet, Russia, as to No.'s	(gold)	11 @ — 12
Sheet, Single D. and T. Common		— 4½@ — 6½
Rails, English	(gold). per ton.	57 — @ — —
Rails, American, at Works in Penna.	c'y.	76 — @ 77 —
Anvils, Eagle	per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @ — 20	
English Spring (2d and 1st quality)		— 7 @ — 10	
English Blister (2d and 1st quality)		— 11 @ — 18	
English Machinery		— 11½@ — 14	
English German (2d and 1st quality)		— 13 @ — 15	
American Blister "Black Diamond"		— — @ — 12	
American, Cast, Tool,	do.	— — @ — 18	
American, Spring,	do.	— 9 @ — 12	
American Machinery	do.	— — @ — 12	
American German	do.	— 10 @ — 12	

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d. @10d	per 100 lb.	4 50 @ — —	
Clinch		6 — @ — —	
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23 @ —29	
Copper		— 38 @ — —	

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 33½	
Straits	(gold).	— 32½@ — 33	
English	(gold).	— 30½@ — 30½	

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 25 @ 8 50	10 — @ 10 50
I. C. Coke	7 00 @ 7 50	8 50 @ 9 25
Coke Terne	5 75 @ 6 —	7 — @ 7 50
Charcoal Terne	7 37½@ 8 —	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15½@ — —	
Crude, 40 @ 47 gravity (in shipping order)		— 20½@ — —	
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 27 @ — —	
Refined, Standard White (in ship'g order)		— 28 @ — —	
Refined, prime White (in shipping order)		— 28½@ — 29	
Refined, S. W. (in merchantable order)		— 35½@ — 36	
Naptha, Refined, (60 @ 63 gravity)		— 9½@ — 10	
Residuum	per bbl.	4 50 @ — —	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	16 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 2.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 1.	W. 2
Canton Co.	59½	58½	58½	58½	58½	60
Central Pacific 6s	95½	95½	95½	95½	95	95
Central of N. Jersey	104	103½	103½	101½	102½	....
Chicago & Alton	110	111	111½	110	111	114
" pref.	....	110½	....	111	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	158	157	....	....	....
" 8s, 1883	....	111	....	....	111½	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	71	70½	70½	69½	70½	71½
" pref.	88	87½	88	86	87	87½
" 1st M.	....	....	95	96½	95	94½
" S. F.	97	....	....	....	....	....
" Consol.	90	....	....	90	90	....
Chic., Rock Isl. & Pac.	120	120½	120½	119	119½	119½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98	....	98	98	....	97½
Clev., Col., C. and Ind.	74½	74½	74	74	....	....
Clev. and Pittsburg	102½	101	....	95½	97	98½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	75	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19	19½	19½	19½	19½	20½
" 1 M.	79½	79	80	80	79½	79½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	30	....
Del. & Hudson Canal	120	....	120	120	....	....
Del., Lack. & Western	104½	104½	104½	104	....	104
" 1 M. 7s	....	....	100	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	110½	110	110½	109½	....	110½
Erie Railway	27	27	25½	25½	25½	....
" pref.	45	....	45½	....	....	....
" 1 M. 7s, 1897	99½	....	100½	....	....	....
" 2 M. 7s, 1879	....	....	96	94½	....	....
" 3 M. 7s, 1883	93	....	94	....	....	x89½
" 4 M. 7s, 1880	86	....	....	86	....	87
" 5 M. 7s, 1888	82	....	....	....	....	82
Great Western 2d mort.	78	....	....	78	78	78½
Hannibal & St. Joseph	107	107½	107½	106	106½	....
" pref.	107½	107	107½	....	106	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	142	....	142½	140	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	87½	87½	85½	85½	86½
Lake Shore Div. bonds	....	....	....	....	....	90
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121½	121	121½	120½	....	119½
" S. F. 8s, 1882	121½	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	99½	....
" 2 M.	98	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	21½	21½	21	20½	19	....
" Tr. 10s ctfs.	....	50	....	....	....	....
Milw. and St. Paul	63½	63	62½	62	63	63½
" pref.	76½	77	76½	75	75½	76½
" 1st mort.	....	....	92	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	104	104
" 7 8-10s con.	....	....	....	80½	90	....
Missouri 6s	92½	92½	93½	93½	93½	94½
" H. & St. J. iss.	92½	....	....	93½	....	93½
Morris and Essex	86½	87	87	86½	87	87½
" 1st mort.	100½	....	....	100½	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90½	....	....	....	....	91
" 6s, S.F. 1887	89	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	95½	96½	94½	94½	95½
" certificates	94½	94½	94½	92½	92½	93½
N. York and Harlem	146½	145½	143½	139½	....	142½
" pref.	144½	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	46½	....	44½	46	46
" new	23½	....	23½	23½	24	23½
Ohio and Miss.	30	30½	30½	29½	29½	30
" pref.	....	....	....	70	....	....
" 1st M.	....	....	95	....	....	....
Pacific Mail S. S. Co.	41½	42	41½	39	38½	38½
Panama	....	170	....	169½	....	....
Phila. and Reading	97½	97½	98	97½	97½	97½
Pitts., Ft. W. & Chi. gtd.	91½	91½	91½	92	92½	....
" 1 M.	....	....	103½	105	....	105
" 2 M.	97½	....	....	98	98	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	13½	13½	12½	12½	12½
St. L., Alton & T. H.	34½	34½	35	33½	....	34½
" pref.	62½	....	63½	....	....	63
" 1 M.	....	....	....	....	....	94½
" 2 M. pref.	80	80	79½	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	55½	56	56½	55½	55	56
" new	48½	48½	46½	45½	46½	46
Tol., Wab. & Western	45½	45	....	43½	43½	44½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	51½	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	86½	....	....	84½	....	84½
Virginia 6s, ex-coupon	62	62½	62½	63	67½	67½
" now	65	....	....	65½	67	67

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 2.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.1.	W.2
FEDERAL STOCKS :—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	110
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	....	112	....	111¾	108¾x	....
U. S. 5s, 10-40s, reg.	....	....	....	....	108¼	....
U. S. 6s, 1881, reg.	116¾	116¾	....	....	116¼	....
U. S. 6s, 1881, coup.	117¼	117¼	117	115¾	116¼	116¼
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	....	....	....	112¾	112¾	....
U. S. 6s, 5-20s, c. 1862.	114¼	....	114¼	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	112¾
U. S. 6s, 5-20s, c. 1864.	114	....	113¼	113¾	113¾	112¾
U. S. 6s, 5-20s, reg. '65.	113¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	114	....	113¾	113¼	113¼	113¼
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	112¾
U. S. 6s, 5-20s, c. n. '65.	112¼	112¾	112	111¾	111¾	111¾
U. S. 6s, 5-20s, reg. '67.	....	....	111¾	112¾	111¾	111¾
U. S. 6s, 5-20s, c. 1867.	113	112¾	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113	....	....	....	....	....
U. S. 6s, Pac.R.R.issue	111¼	111¼	111	....	111¼	111¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.1
Catawissa	....	....	....	....	....	....
.. preferred	35	....	....	....	....	....
Camden and Amboy	115½	115½	115½	....	....	115¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	86	....	....	....	86	86½
.. 6s, 1889	....	....	....	....	86¼	....
.. mort. 6s, '89	93¾	93¾	93¾	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	32	32¼	32¼	32	....	32½
.. 6s, 1884	....	....	....	....	....	84¼
.. Gold L.	92¼	92¼	....	91	91	90¾
.. R. R. L.	....	....	....	89	90	....
Lehigh Valley R. R.	54¾	54¾	54¾	54¾	54¼	54¼
.. 6s new coup.	94¾	....	....	....	....	94¾
.. 6s new reg.	....	96	96	96	....	....
Little Schuylkill R.R.	....	....	41	40¼	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¾	51¼	51¼	51¼	51¼	51¼
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	91	91	....	91	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	57¼	57	56¼	56⅞	57	57
.. 1st M.	....	....	....	99¼	....	100
.. 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	103	....	103¼
.. 6s, 2d series	....	....	106	....	....	....
.. 6s, 3d series	107¾	....	....	108	....	107¾
.. 6s, W. L.	....	....	102	102	101¾	....
Philadelphia City, 6s	100¼	100	100	100	....	100¼
.. new	100¼	100¼	101¼	101¼	101⅝	103¼
Philad., Germ. & Nor.	....	....	75¾	....	75	....
Phila. & Reading	49	49	48¾	48½	48¼	48¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28	28¼	28	28	27¾	27¾
.. 6s	....	....	....	....	....	....
.. 7s	....	....	88¼	....	88	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	16	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	20	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.1
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	91¼	....
.. 1890	94	94	93¾	....	93⅞	93¼
.. 1884	....	....	....	....	....	91
Balt and Ohio	....	128	....	....	....	128
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	87¼	88	88	88	88	88
.. 2d M.	....	65¼	....	66	66	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	89¾	....	....
.. .. 1900. 84	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	17¼	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 2.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.1.	W.2
Boston and Albany	154	154½	....	155	155	
Boston and Lowell	....	....	....	....	136	
Boston and Maine	....	146¾	...	....	146¼	
Boston and Providence	138¼	139	....	....	137	
Boston, Hartford & Erie	8	7¼	7	7⅛	6¾	7⅛
.. 7s, new	47	....	44¼	....	....	44¼
Cheshire, pref.	93	92	92¼	92½	....	92½
Concord	80	81¼	82½	....	....	....
Connecticut River	....	....	140	....	....	140
Eastern	....	....	117¼	117¼	....	117½
Fitchburg	....	....	131	....	....	131½
Manchester & Lawr'ce	....	....	....	....	....	130½
Michigan Central	....	121¼	121¼	121¼	....	121
Northern, N. H.	111¾	....	111¼	....	111¼	110¾
Ogdens. & Lake Champ	85	85¼	85¾	86	85¼	....
.. pref.	....	....	....	110	....	110½
Old Colony & Newport.	95¾	95¼	95	95	95¼	
Ph., Wil. & Baltimore	....	52¾	....	52¼	....	52⅜
Portl'd, Saco & Ports.	112	....	....	....	....	....
Union Pacific 6s	....	85¼	....	84¼	83¼	83½
" Land Grant 7s	68¾	68¼	66¾	68¼	68¼	68¼
Vermont & Canada	103	102¾	....	102¾	102	
Vermont & Mass.	....	....	....	60	60	
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	102¾	
Metropolitan ..	....	67⅜	....	....	67⅜	
Middlesex ..	78	....	78	78	....	
Central Mining Co.	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	4¾	....	....	4¼	....	
Pittsburg ..	....	....	....	....	8	
Quincy ..	29	28¼	....	....	19	

London Stock Exchange.

	Closing Prices. Jan. 11.	Feb. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	55 — 65	55 — 65
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	55 — 65	55 — 65
Do. do., 2d mort., 1882	60 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 28	26 — 27
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	65 — 67	65 — 67
Erie shares 100 dol. all paid	20½— 21	20 — 20½
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	63 — 65	65 — 67
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111½—112¼	104¼—105
Marietta and Cin. R. R. bonds 7 p. c.	74 — 76	74 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 87	86 — 87
Philadelphia and Erie 1st mort. 1881	88½— 89¼	88 — 89
Do. with option to be paid in Phila.	88½— 89½	88 — 89

American Railroad Journal.

Saturday, March 5, 1870.

Stock Exchange and Money Market.

The Money Market has shown rather more activity, since our last. The speculative demand has been more animated, and there has been a more urgent call for accommodation from mercantile borrowers. Call loans have been quoted firmer at 5@6, and prime to good discounts at 7@8½ per cent. per annum, as the prevailing rates. The city banks have been losing ground in their averages, having reported a further decrease of over 1½ millions in their specie reserve, nearly 1⅜ millions in their legal tender average, and over a million of their deposit line. They have added about 1⅛ millions to their loan and discount average, and $126,534 to their circulation. The U. S. Sub-Treasury held on Wednesday morning a currency balance of less than five millions, against 7⅝ millions the preceding Wednesday. The general balance on Wednesday stood at $84,198,077, against $85,667,190 a week earlier. The city bank exchanges have been on a rising scale, having averaged nearly 99 millions the first two business days of the current week, against less than 92 millions through the preceding week. The country banks are now beginning to draw freely on the deposits to their credit at this point, and a rather extensive outflow of currency is looked for, through the spring months, which will tend to stiffen loan and discount rates in the local market, as the floating supply of money diminishes. The currency disbursements of the U. S. Treasury, this month will be large, chiefly in the half yearly pension account.

The specie reserve of the city banks according to the latest return is $35,694,289, against $20,832,603 same time last year. The city bank deposits are now $211,132,943, against $185,216,175 week ending Feb. 27, 1869. The legal tender reserve amounts to $53,771,824, against $50,835,054 same time last year. The circulation now stands at $33,820,905, against $24,247,981 same time last year. The loans are now $268,486,642, against $261,371,897 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $91,917,000 a day, against a daily average of $85,191,978 the preceding week, and $85,140,471 the week ending with Feb. 13, 1870. The current week's exchanges average about 99⅞ millions a day. The city banks, last week, reported a further loss of $1,507,098 of specie, $1,055,939 of deposits, and $1,362,242 of legal tender notes. They increased their loans, $1,158,274; and their circulation, $126,534.

National Bank notes to the amount of $293,830 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $321,395,911, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $21,721,557, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,674,354. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,898,350; and for the public deposits, $17,808,500—making a total of $360,206,850. The Treasury Department last week redeemed and destroyed $326,969 of worn and mutilated fractional currency, and issued $167,000 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 26, were $3,886,879 in coin, (including $3,117,000 from customs duties,) and $2,435,512 in currency; payments, $3,007,650 in coin, (including $1,512,564 of coin interest,) and $4,976,343 in currency; balance at the close of the week, $88,495,082 (including $75,950,920, of coin, and $5,213,060 of currency,) against $82,963,107 at the close of the preceding week, showing an increase of $531,975. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $512,301 in coin, (including $482,094 from customs,) and $667,522 in currency; payments, $94,349 in coin, (including $71,489 of coin interest,) and $667,522 in currency. On Tuesday, receipts, $661,959 in coin (including $515,618 from customs), and $255,006 in currency payments, $1,577,877 in coin (including $1,550,754 of coin interest; and $231,033 of currency. The balance at the close of business on Tuesday stood at $84,198,077, (including $4,996,570 of currency, and $75,454,955 of coin,) against $85,667,190 a week previous; and $82,778,916 on Feb. 15th, 1870. The aggregate re-

ceipts of the office in February were $38,237,062, including $11,951,925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,922,574 of coin certificates, received for customs.

Government revenues keep up to a fair average. In February, the customs at this port yielded nearly 12 millions, or within a fourth of a million of the customs in February 1869. The excises, during the week yielded about 3⅝ millions; customs at the port of New York, $3,061,574, and at the outports about $1,020,000 (in coin) more, making the grand total income for the week equal to about $8,318,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 111½ millions.

The receipts from internal revenue for the month of February, were $12,112,370 45.

Gold has been unusually active, since our last. The speculative dealings have been very heavy. The offerings of coin have been extensive, and the price has been depressed to 115. The range of the week was from 115@117¾. The closing quotation on Wednesday was 115¾. The customs inquiry has been fair, but the export call has been light. Government disbursed in February, 1¾ millions of coin interest; and thus far in March, over 2½ millions, the latter chiefly on account of the Ten-Forty Loan. It was erroneously announced on Monday that Government would sell three millions of coin in March. It will dispose of only two millions, one million on the 9th and another on the 23d inst. The terms of the sale will be the same as in January and February.

The coin interest payments of the Sub-Treasury on Wednesday were $344,374.

The customs demand for Gold last week, averaged $518,617 a day; thus far, this week, it has averaged $498,853 a day, or equal to a weekly aggregate of $2,993,118. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $214,597; and since Jan. 1 1870, $3,051,570, against $2,021,640 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $86,271,303, against $80,725,677 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Feb. 18th, was $859,518, against $802,333 same time last year.

The exports of specie, from this port, last week, were $521,782, against $1,093,967 same week last year; total, since July 1, 1869, $21,528,197, against $28,255,520 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,512,564, and since July 1, 1869, $64,243,737, against $63,158,346 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to Feb. 18, were $5,252,424, against $5,576,802 same time last year.

The movement in foreign exchange has been on a limited scale, and rates have been weak and irregular. Bankers' prime sixty day bills on London closed heavily on Wednesday at 108½@108¾, and on Paris to 5.23¾@5.18¼; sight bills on London to 109⅛@109⅜, and on Paris to 5.17½c.@5.16¼. The offerings of produce bills have been to a full average. The week's exports of domestic produce have been to the currency value of $3,524,928, making the total since July 1, 1869, $133,363,625, against $106,478,676 same time preceding fiscal year.

Government securities have been in moderate demand at reduced prices. The severe decline in gold operated against values, but far less injuriously than had been anticipated in some quarters. The offerings of bonds have not been large at the prevailing rates, though towards the close rather more desire to realize was manifested. The foreign advices have been generally very favorable to the national credit. Government will purchase five millions of Five-twenties in March, as follows: Wednesday, March 2—One million dollars (Sinking Fund); Thursday, March 10 — One million dollars (Special Purchase); Wednesday, March 16—One million dollars (Sinking Fund); Thursday, March 24—One million dollars (Special Purchase); Wednesday, March 30—One million dollars (Sinking Fund). The Department reserves the right at its option to accept offers of bonds in excess of one million. On Wednesday, Government bought in a million of Five-twenties at from 110.57@110.75, (including $855,000 from Messrs. Fisk & Hatch at 110.75) out of an aggregate offering of $4,026,700.

The public debt exhibit for March 1, shows a further decrease of $6,484,812 since the 1st of February.

U. S. sixes of 1881 closed here at 116¼@116½; U. S. Five-twenties of 1862, 113¾@114; U. S. Five twenties of 1864 at 112¾@112⅞; U. S. Five-twenties of 1865 at 113@113¼; U. S. Five-twenties of 1865, consolidated, 111½@111¾; U. S. Five-twenties of 1867, 112@112⅛; U. S. Five-twenties of 1868, 112@112⅛; U. S. Ten-forties at 108⅜@108½, ex the March coupon; U. S. Six per cent. currency bonds, 111⅛@111¼.

State Bonds have shown more activity, and toward the close, renewed buoyancy in values.

Railway bonds and mortgages have been fairly active at well maintained prices. The bonds of the new Chesapeake & Ohio Loan, offered by Messrs. Fisk & Hatch, have been in very good request for investment purposes, at 90 per cent and interest. About two millions of the Loans have been already marketed.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 16.	Feb. 23.	March 2.
Consols	92¾	92½	92¾
U. S. 5-20's of 1862	87¾	89¼	90⅛
U. S. 5-20s, 1865	87⅜	88¾	89⅝
" 1867	86⅝	87⅝	88⅜
" 10-40s	83⅜	84¼	86
Erie	20¾	21¾	21¼
Ill. Central	109	111¼	110¼
At. and Gt. West	29½	....	28½

Railway and miscellaneous stocks have been quite freely dealt in, but prices have been generally much depressed. Toward the close, a more confident demand was noted, and the market closed with reviving firmness and buoyancy.

General business has shown less animation. Breadstuffs and provisions have favored buyers, in most instances. Cotton has declined materially, under reports of very liberal receipts, and the fall in gold. Middling upland cotton closed heavily on Wednesday at 22⅞cts. per lb. The stock of cotton now here is given at about 80,000 bales. The receipts at the port this week, have averaged about 3,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,079,000 bales, against 1,610,000 bales in 1868–'9; exports, same time 1,193,150 bales, against 865,200 bales same time in 1868–'9; stock on hand at latest dates, 531,000 bales, against 384,550 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 1,974 pkgs., against 2,286 pkgs., same time in 1869. From Boston, 573 pkgs., in 1870, against 2,979 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@17½c., per lb.; week's receipts, 6,224. Milch cows continue quiet, at $40@$100 each, receipts, 141. Veal calves have been in less request at from 8½@12½ c. per lb.; receipts, 625. Sheep and lambs in moderate demand at from 5@8c., and 6@8½c. per lb.; receipts, 21,868. Swine are more quiet at 9⅛@9⅞ c. per lb., all live weight; receipts, 12,550.

Foreign goods have been held with comparative firmness, though the dealings have been moderate. The week's imports of foreign dry goods were to the specie value of $3,480,389; and of foreign merchandise, $2,824,797, making a total of $6,305,186, against $4,762,501 same week last year. The marketed foreign dry goods have been to the specie value of $3,442,217.

Ocean freights have been generally dull and heavy. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3@1s. 6d. by steamer, per bbl.; grain nominally at 2d.@2½d. by sail, and 2d. by steamer, per bushel; cotton at $\frac{5}{32}$d.@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 11s. 3d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 455.

The balance in the Sub-Treasury on Wednesday was $84,537,875 80.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 1st, and since the beginning of the year:

	1869.	1870.
For the week	$2,108,676	$3,524,928
Previously reported	23,926,744	23,592,901
Since Jan. 1	$26,035,420	$27,117,829

The imports for the week ending February 26, and since the beginning of the year, have been as follows:

FOREIGN IMPORTS AT NEW YORK.

	1869.	1870.
Dry goods	$1,860,426	$3,480,389
Gen. merchandise	2,902,075	2,824,797
Total for the week	$4,762,501	$6,305,186
Previously reported	36,596,362	35,280,418
Since January 1	$41,358,863	$41,585,604

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York. — Georgia 6s, 83; do., 7s, 92; Louisiana 6s, 72; do., 6s, Levee bonds, 72½; do; 8s, Levee bonds, 80; NewYork State 7s

Bounty Loan, reg., 109; do., coupon, 109¼; do., 6s, 1872-'73, 110; Connecticut 6s, War Loan, 98½; Alabama 8s, 94; South Carolina 6s, new, 80; Rhode Island 6s, 99½; Buffalo, New York and Erie 1st mort., 89; Galena and Chicago 1st mort., 99; Toledo, Peoria and Warsaw 1st mort., W. D., 78; Toledo and Wabash consol. bonds, 77½; St. Louis and Iron Mt., 1st mort., 83½; Dubuque and Sioux City 1st mort., 95; Central Railroad of New Jersey new bonds, 99; Long Dock bonds, 86; Ohio and Miss. consol. bonds, 83; Morris and Essex consol. bonds, 84½; Pacific R. R. 7s, guar. by Missouri, 98; Chicago and Northwestern interest bonds, 88; Am. Dock and Imp., 7s, 94; N. Y. and New Haven R. R., 142½; New Jersey R. R., 118½; Stonington R. R., 86½; Adams' Exp. Co., ex-div., 61½; Wells-Fargo Exp., 21¼; Am. Mer. Union Exp., 38; U. S. Exp., 51¾; Brooklyn 6s, W. L., 93 Jersey City W. L., 92; Western Union Telegraph, 84; do., 7s, 87; Brunswick City Land, 8¾; Consol. Gregory gold, 1.60; Central gold, 0.25; Grass Valley gold, 0.30; N. Y. and Eldorado, 0.12; Quartz Hill gold, 0.60; Rocky Mountain gold, 0.06; Smith and Parmalee gold, 1.45.

Philadelphia. — Huntington and Broad Top Mountain 1st mort., 83; West Jersey 7s, 94¼; do., 6s, 89⅛; Penn. and N. Y. Canal 7s, 90¾; Lehigh Valley old bonds, 97; Oil Creek and Allegheny River R. R., 40¼; Pittsburg 5s, 72; Allegheny City 6s, 91; Big Mt. Coal 6⅛; Ocean oil, ⅛. The latest quotations are: City 6s, 100⅛@100¼; do., free of tax, 101¼@101½; State 6s, coupon, 95@95½; do., 6s, W. L., 101¾@102; do., 1st series, 103@103½; do., 2d series, 106@106½; do., 3d series, 107⅝@107¾; Reading, 48⅝@48¾; do., 7s, 1893, 103@104½; do., mort. 6s, 1880, 90@92½; Camden and Amboy, 115½@115¾; do., mort. 6s, 1889, 93½@94; do., 1883, 86⅛@87; do., 1889, 85@86; Penn. R. R., 57@57⅛; do., 1st mort., 99⅞@100; do., 2d mort., 99½@99¾; Little Schuylkill R. R., 40¾@41; Morris Canal, 30@31; do., pref., 65@65½; do., 6s, 80@—; do., scrip 7s, 65@—; Susquehanna Canal, 8@10; do., 6s, 47@50; Schuylkill Nav., 6½@7; do., pref., 16@16⅛; do., 6s, 1882, 59@60; Elmira and Williamsport pref., 40@41; do., 7s, 1878, 92@94; do., 5s, 59@62; Lehigh Coal and Navigation, 32@32¼; do., 6s, 1884, 84½@85; do., R. R. Loan, 89@90; do., Gold Loan, 90¾@91; North Pennsylvania, 36½@37; do., 6s, 91@91½; do., Chattle 10s, 111@112; Philadelphia and Erie, 27⅝@27¾; do., 6s, 90@93; Minehill, 51½@51¾; Catawissa, 13@20; do., pref., 34⅞@35; Lehigh Valley, 54⅛@54⅜; do., 6s, 96@96½; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 39½@40; Thirteenth and Fifteenth, 20@20; Spruce and Pine, 28@23; Green and Coates, 35@40; Chestnut and Walnut, 43@45; Hestonville, 12¼@12¾; Union, 40@43.

Boston.—Keokuk and St. Paul 8s, 1879, 98¼; Hannibal and St. Joseph 8s, 1874, 100; Vermont Central 1st mort., 82; do, 2d mort., 42; Chicago and Southwestern 1st mort., guar., 97; Vermont Central and Vermont and Canada 8s, 100½; Stanstead, Shefford and Chambly 7s, 80; Eastern R. R., 6s, 1874, 98; Fort Wayne, Jackson and Saginaw 1st mort., 8s, 1889, 91; Union Pacific, 87½; do., 10s, income, 77½; Rutland and Burlington 1st mort. 7s, 198¾; Cedar Rapids and Missouri 7s, 1916, 89; Burlington and Missouri River R. R. 7s, 1893, 86¾; do., 8s, 1879, 98¾; Carthage and Burlington R. R. 8s, 1879, 95¾; do., 8s, 1894, 99; Connecticut and Passumpsic River pref., 85½; do., 6s, 1876, 94; Missouri River, Fort Scott and Gulf 10s, 1899, 99⅞; Gt. Falls and Conway 6s, 1874, guar., 92; Kansas City and Cameron 1st mort. 10s, 108⅛; New York, Providence and Boston 1st mort., 6s, 1873, 95¾; do., 1876, 97; Old Colony and Newport 7s, 1877, 102¼; Summit Branch R. R., 23; do., 6s, 1875, 84; Eastern (N. H.) R. R., 117; Stoughton Branch, 82¼; Norwich and Worcester R. R., 106; Cincinnati, Sandusky and Cleveland R. R., 19¾; do., 6s, 1900, 74; do., 7s, 1890, 75; Worcester and Nashua R. R., 131¼; Berkshire R. R. 82; Water Power, Co., 17¾; Cary Imp., 7⅛; Massachusetts 5s, 1893, gold 101⅜; do., 6s, 1876, gold, 112¼; do., 1872, gold, 115⅛; Maine 6s, 1889, 97¾; New Hampshire 6s, 1884, 97⅜; St. Louis 6s, 1887, 85; do., 1880, 89; Cook Co., Ills., 7s, 96; Boston 6s, 1880, currency, 101⅛; Charlestown 5s, 1887, 92⅜; Chicago 7s, 1890, 96½; Cleveland, O., 7s, 1872, 98¼; Bangor 6s, 1894, R. R. Loan, 87¾; do., 1871, 98⅝; Salem 5s, 1882, 85½; Brooklyn 6s, 1891, 95; do., 1896, 94; Lynn 5s, 1882, 86¼; Calumet Mining Co., 76; Ridge, 2½.

Baltimore.—Orange Alexandria and Manassas 7s, 71; Western Maryland 1st mort. guar., 89; do., guar., by Washington Co., 77; Orange and Alexandria 2d mort., 73; do., 4th mort., 72; Central Ohio R. R., 23¼; do., 1st mort., 83; Maryland Defense Loan, 101¼; do., 6s, 1890, 95; Virginia 6s, old, reg., 52⅛; do., coupon, 62½; do., reg., 1857, 57; do., 1866, 60; Memphis City 6s, 51⅝; Am. Gas Coal, 0.50; Baltimore Gas, 146. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89; Balt. and Ohio, 128@128½; do., 6s, 1875, 93@—; do., 1880, 93@94; do., 1885, 95 @96; Northern Central, 46@—; do., 6s, 1885, 89¾@90; do., 1900, 84⅜@85; do., 6s, 1900, gold, —@100; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@—; do., 2d mort., 92@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 88@88½; do., 2d mort., 66⅛@66¾; Central Ohio, 23@23½; do., 1st mort., 80@83; Western Md. 6s, 1890, 70@75; do., guar., by Baltimore City, 88@89; do., 2d mort., guar., 85@—; do., 6s, pref., 55@65; do., 6s, guar., by Washington Co., 75@80; Richmond and Danville bonds, 73¼@—; Orange and Alexandria 1st mort., 6s, 80@83; do., 2d mort., 6s, 72½@73; do, 3d mort., 8s, 83@83; do., 4th mort., 8s, 70@71; Orange, Alexandria and Manassas 7s, 71@71; Virginia and Tennessee 8s, 75@—; do., 6s, 1st mort., 76@—; do., 6s 2d mort., 69¼@—; Baltimore 6s, 1875, 93@—; do., 1886, 92@92; do., 1890, 93¼@93½; do., 1893, 93@—; do., 5s, 1858-'70, 73@80; Memphis City 6s, 51⅝@52; Maryland Defense Loan, 100⅛@101½; City Passenger R. R., 17@18; George's Creek Coal, 62@68; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ Work on the Frederick and Pennsylvania Line Railroad is said to be progressing favorably, and the grading is expected to be completed by June next.

☞ The Portland, Saco and Portsmouth Railroad Company pay a special dividend of $12 per share, March 23.

Albany and Susquehanna Railroad.

The Albany *Evening Journal* says that the Delaware and Hudson Canal Company have taken a perpetual lease of the Albany and Susquehanna Railroad. By the terms of the contract, the lessees are to pay an interest of 7 per cent. upon $7,000,000, made up as follows:

On paid up stock	$2,500,000
On the Albany City bonds	1,000,000
On first mortgage bonds	1,000,000
On second "	2,000,000
On equipment bonds	500,000
	$7,000,000

To meet this interest will require an annual outlay of $490,000.

The Delaware and Hudson Company assume the interest on all the bonds from the 1st of March ensuing; but the interest on $2,500,000 of stock is not to be assumed until the 1st day of January next.

The 9,500 shares of subscribed stock, upon which 10 per cent. has been paid, is to be paid in full as the necessities of the road may require. The shares will only bear interest as, and to the extent that, they are paid for.

The road will continue to be run under its present management, the lessees, of course, having the power to make changes when and as they please, in the employes. The stockholders will continue to control the directorship of the road.

All existing contracts with other railroads and coal companies, to be carried out, in good faith, by the lessees.

The lessees have given the directors of the road, most positive assurances that the interests of Albany, and of the people living on the line of the road, shall be scrupulously regarded; and that nothing shall be done to make these local interests regret the arrangements which have been entered into.

Allegheny Valley Railroad.

The earnings, expenses, etc., of this road for the years ending January 31, 1869 and 1870, were as follows:

	1869.	1870.
Gross earnings	$928,083 37	$1,204,777 02
Expenses	682,863 69	693,852 34
Net earnings	$245,219 68	$510,924 68

Compared with the previous year, the gross earnings show an increase of $276,693 65, or 29.8 per cent.; with an increase in expenses of only $10,988 65, or 1.6 per cent—making the increase in net earnings, $265,705, or 108.4 per cent.

☞ The Commissioners of the Sinking Fund of the State of Pennsylvania have decided that "inasmuch as the recent decision of the Supreme Court of the United States on the question of legal tenders was concurred in by only three judges out of five, in a court composed of seven judges, and the legislation of the State only authorized the payment of her indebtedness in what is known as the legal tender currency of the United States, it would not be advisable for the State Treasurer to make any change in the present mode of paying the obligations of the commonwealth."

☞ The stockholders of the Western Maryland Railroad Company have accepted the ordinance passed by the Baltimore City Council, and ratified by the Legislature of the State of Maryland, endorsing $1,400,000 of the bonds of said company, to secure its completion from Baltimore to Williamsport.

Continued from page 261.

notes for parts of a dollar was authorized to an amount not exceeding fifty millions of dollars. These notes were not declared a legal tender, but were made redeemable under regulations to be prescribed by the Secretary of the Treasury. In February, 1863, (12 U. S. St., 669.) the issue of three hundred millions of dollars in notes of the national banking associations was authorized. These notes were made receivable to the same extent as United States notes, and provision was made to secure their redemption, but they were not made a legal tender.

These several descriptions of notes have since constituted, under the various acts of Congress, the common currency of the United States. The notes which were not declared a legal tender have circulated with those which were so declared without unfavorable discrimination.

It may be added as a part of the history that other issues, bearing interest at various rates, were authorized and made a legal tender, except in redemption of bank notes, for face amount exclusive of interest. Such were the one and two years five per cent notes and three years compound interest notes. (13 U. S. St., 218, 425.) These notes never entered largely or permanently into the circulation; and there is no reason to think that their utility was increased or diminished by the act which declared them a legal tender for face amount. They need not be further considered here. They serve only to illustrate the tendency remarked by all who have investigated the subject of paper money, to increase the volume of irredeemable issues, and to extend indefinitely the application of the quality of legal tender. That it was carried no farther during the recent civil war, and has been carried no farther since, is due to circumstances, the consideration of which does not belong to this discussion.

We recur, then, to the question under consideration. No one questions the general constitutionality, and not very many, perhaps, the general expediency of the legislation by which a note currency has been authorized in recent years. The doubt is as to the power to declare a particular class of these notes to be a legal tender in payment of pre-existing debts.

The only ground upon which this power is asserted is, not that the issue of notes was an appropriate and plainly adapted means for carrying on the war, for that is admitted; but that the making of them a legal tender to the extent mentioned was such a means.

Now, we have seen that of all the notes issued those not declared a legal tender at all constituted a very large proportion, and that they circulated freely and without discount.

It may be said that their equality in circulation and credit was due to the provision made by law for the redemption of this paper in legal tender notes. But this provision, if at all useful in this respect, was of trifling importance compared with that which made them receivable for government dues. All modern history testifies that, in time of war especially, when taxes are augmented, large loans negotiated, and heavy disbursements made, notes issued by the authority of the government, and made receivable for the dues of the government, always obtain at first a ready circulation; and even when not redeemable in coin, on demand, are as little and usually less subject to depreciation than any other description of notes, for the redemption of which no better provision is made. And the history of the legislation under consideration is that it was upon this quality of receivability, and not upon the quality of legal tender, that reliance for circulation was originally placed; for the receivability clause appears to have been in the original draft of the bill, while the legal tender clause seems to have been introduced at a later stage of its progress.

These facts certainly are not without weight as evidence that all the useful purposes of the notes would have been fully answered without making them a legal tender for pre-existing debts.

It is denied, indeed, by eminent writers, that the quality of legal tender adds anything at all to the credit or usefulness of government notes. They insist, on the contrary, that it impairs both.

However this may be, it must be remembered that it is as a means to an end to be attained by the action of the government that the implied power of making notes a legal tender in all payments is claimed under the Constitution. Now, how far is the government helped by this means? Certainly it cannot obtain new supplies or services at a cheaper rate, for no one will take the notes for more than they are worth at the time of the new contract. The price will rise in the ratio of the depreciation, and this is all that could happen if the notes were not made a legal tender. But it may be said that the depreciation will be less to him who takes them from the government if the government will pledge to him its power to compel his creditors to receive them at par in payments. This is, as we have seen, by no means certain. If the quantity issued be excessive, and redemption uncertain and remote, great depreciation will take place; if, on the other hand, the quantity is only adequate to the demands of business, and confidence in early redemption is strong, the notes will circulate freely, whether made a legal tender or not.

But if it be admitted that some increase of availability is derived from making the notes a legal tender under new contracts, it by no means follows that any appreciable advantage is gained by compelling creditors to receive them in satisfaction of pre-existing debts. And there is abundant evidence that whatever benefit is possible from that compulsion to some individuals or to the government is far more than outweighed by the losses of property, the derangement of business, the fluctuations of currency and values, and the increase of prices to the people and the government, and the long train of evils which flow from the use of irredeemable paper money. It is true that these evils are not to be attributed altogether to making it a legal tender. But this increases these evils. It certainly widens their extent and protracts their continuance.

We are unable to persuade ourselves that an expedient of this sort is an appropriate and plainly adapted means for the execution of the power to declare and carry on war. If it adds nothing to the utility of the notes it cannot be upheld as a means to the end in furtherance of which the notes are issued. Nor can it, in our judgment, be upheld as such if, while facilitating in some degree the circulation of the notes, it debases and injures the currency in its proper use to a much greater degree. And these considerations seem to us equally applicable to the powers to regulate commerce and to borrow money. Both powers necessarily involve the use of money by the people and by the government, but neither, as we think, carries with it as an appropriate and plainly adapted means to its exercise, the power of making circulating notes a legal tender in payment of pre-existing debts.

But there is another view, which seems to us decisive, to whatever express power the supposed implied power in question may be referred. In the rule stated by Chief Justice Marshall the words appropriate, plainly adapted, really calculated, are qualified by the limitation that the means must be not prohibited, but consistent with the letter and spirit of the Constitution. Nothing so prohibited or inconsistent can be regarded as appropriate, or plainly adapted, or really calculated means to any end.

Let us inquire, then, first, whether making bills of credit a legal tender, to the extent indicated, is consistent with the spirit of the Constitution.

Among the great cardinal principles of that instrument no one is more conspicuous or more venerable than the establishment of justice. And what was intended by the establishment of justice in the minds of the people who ordained it is, happily, not a matter of disputation. It is not left to inference or conjecture, especially in its relations to contracts.

When the Constitution was undergoing discussion in the convention, the Congress of the confederation was engaged in the consideration of the ordinance for the government of the territory northwest of the Ohio, the only territory subject at that time to its regulation and control. By this ordinance certain fundamental articles of compact were established between the original states and the people and states of the territory, for the purpose, to use its own language, "of extending the fundamental principles of civil and religious liberty, whereon these republics," (the states united under the confederation), "their laws, and constitutions are erected." Among these fundamental principles was this: "And in the just preservation of rights and property it is understood and declared that no law ought ever to be made, or have force in the said territory, that shall in any manner whatever interfere with or affect private contracts or engagements *bona fide* and without fraud previously formed."

The same principle found more condensed expression in that most valuable provision of the Constitution of the United States, ever recognized as an efficient safeguard against injustice, that "no state shall pass any law impairing the obligation of contracts."

It is true that this prohibition is not applied in terms to the government of the United States. Congress has express power to enact bankrupt laws, and we do not say that a law made in the execution of any other express power, which incidentally only, impairs the obligation of a contract, can be held to be unconstitutional for that reason.

But we think it clear that those who framed and those who adopted the Constitution intended that the spirit of this prohibition should pervade the entire body of legislation, and that the justice which the Constitution was ordained to establish was not thought by them to be compatible with legislation of an opposite tendency. In other words, we cannot doubt that a law not made in pursuance of an express power, which necessarily and in its direct operation impairs the obligation of contracts, is inconsistent with the spirit of the Constitution.

Another provision, found in the fifth amendment, must be considered in this connection. We refer to that which ordains that private property shall not be taken for public use without compensation. This provision is kindred in spirit to that which forbids legislation impairing the obligation of contracts; but, unlike that, it is addressed directly and solely to the national government. It does not, in terms, prohibit legislation which appropriates the private property of one class of citizens to the use of another class; but if such property cannot be taken for the benefit of all, without compensation, it is difficult to understand how it can be so taken for the benefit of a part without violating the spirit of the prohibition.

But there is another provision in the same amendment, which, in our judgment, cannot have its full and intended effect unless construed as a direct prohibition of the legislation which we have been considering. It is that which declares that "no person shall be deprived of life, liberty, or property without due process of law."

It is not doubted that all the provisions of this amendment operate directly in limitation and restraint of the legislative powers conferred by the Constitution. The only question is whether an act which compels all those who hold contracts for the payment of gold and silver money to accept in payment a currency of inferior value deprives such persons of property without due process of law.

It is quite clear that, whatever may be the operation of such an act, due process of law makes no part of it. Does it deprive any person of property?

A very large proportion of the property of civilized men exists in the form of contracts. These contracts almost invariably stipulate for the payment of money. And we have already seen that contracts in the United States, prior to the act under consideration, for the payment of money

were contracts to pay the sums specified in gold and silver coin. And it is beyond doubt that the holders of these contracts were and are as fully entitled to the protection of this constitutional provision as the holders of any other description of property.

But it may be said that the holders of no description of property are protected by it from legislation which incidentally only impairs its value. And it may be urged in illustration that the holders of stock in a turnpike, a bridge, or a manufacturing corporation, or an insurance company, or a bank, cannot invoke its protection against legislation which, by authorizing similar works or corporations, reduces its price in the market. But all this does not appear to meet the real difficulty. In the cases mentioned the injury is purely contingent and incidental. In the case we are considering it is direct and inevitable.

If in the cases mentioned the holders of the stock were required by law to convey it on demand to any one who should think fit to offer half its value for it, the analogy would be more obvious. No one probably could be found to contend that an act enforcing the acceptance of fifty or seventy-five acres of land in satisfaction of a contract to convey a hundred would not come within the prohibition against arbitrary privation of property.

We confess ourselves unable to perceive any solid distinction between such an act and an act compelling all citizens to accept, in satisfaction of all contracts for money, half or three-quarters or any other proportion less than the whole of the value actually due, according to their terms. It is difficult to conceive what act would take private property without process of law if such an act would not.

We are obliged to conclude that an act making mere promises to pay dollars a legal tender in payment of debts previously contracted, is not a means appropriate, plainly adapted, really calculated to carry into effect any express power vested in Congress; that such an act is inconsistent with the spirit of the constitution; and that it is prohibited by the Constitution.

It is not surprising that amid the tumult of the late civil war, and under the influence of apprehensions for the safety of the republic almost universal, different views, never before entertained by American statesmen or jurists, were adopted by many. The time was not favorable to considerate reflection upon the constitutional limits of legislative or executive authority. If power was assumed from patriotic motives, the assumption found ready justification in patriotic hearts. Many who doubted yielded their doubts; many who did not doubt were silent. Some who were strongly averse to making government notes a legal tender felt themselves constrained to acquiesce in the views of the advocates of the measure. Not a few who then insisted upon its necessity, or acquiesced in that view, have, since the return of peace, and under the influence of the calmer time, reconsidered their conclusions, and now concur in those which we have just announced. These conclusions seem to us to be fully sanctioned by the letter and spirit of the Constitution.

We are obliged, therefore, to hold that the defendant in error was not bound to receive from the plaintiffs the currency tendered to him in payment of their note, made before the passage of the act of February 25, 1862. It follows that the judgment of the Court of Appeals of Kentucky must be affirmed.

It is proper to say that Mr. Justice Grier, who was a member of the court when this cause was decided in conference, (Nov. 27, 1869,) and when this opinion was directed to be read, (Jan. 29, 1870,) stated his judgment to be that the legal-tender clause, properly construed, has no application to debts contracted prior to its enactment; but that upon the construction given to the act by the other judges he concurred in the opinion that the clause, so far as it makes United States notes a legal tender for such debts, is not warranted by the Constitution.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE FOR FAILURE TO WHISTLE OR RING BELL—RULES OF EVIDENCE.

The facts in the recent case of Toledo, Peoria and Warsaw Railway Company *vs.* Foster (43 Ill. p. 420) are fully and clearly stated in the following opinion by

LAWRENCE, J. — This was a *qui tam* action brought by Foster to recover the penalty of fifty dollars imposed upon railways, for a failure to sound a whistle or ring a bell for eighty rods before arriving at a crossing. There was a recovery in the Circuit Court, and the defendant appealed.

It is first argued for the appellant, that the suit should have been brought in the name of the people. It is true, as counsel suggest, the 42d section of the act authorizes suit to be brought by the prosecuting attorney in the name of the people for the recovery of all penalties imposed by the act, and the penalties when thus recovered, would go exclusively to the benefit of the State. But the 38th section, which imposes this particular penalty, provides one-half shall go to the informer, and the other half to the State. It follows, that the action for this penalty may be prosecuted in either form. See Higbee *vs.* The People 4 Scam. 165, and G. & C. U. R. R. Co., *vs.* Appleby 28 Ill. 283. In the last case, the Court say nothing on this question in the opinion, but the objection was expressly taken by counsel in a suit brought under this same statute, and the judgment of the Court below in favor of the plaintiff was affirmed. See also C. & A. R. R. *vs.* Howard 38 Ill. 414.

It is also argued, that the Court erred in instructing the jury, that a preponderance of evidence, only, was required, and that it was not necessary a jury should be satisfied of the guilt of the defendant beyond a reasonable doubt. This instruction was erroneous. While the law does not require the same completeness of proof in cases of this character, that is required in criminal prosecutions where life or liberty is in jeopardy, yet the evidence must be of such a character, as to bring home to the jury a reasonable and well-founded belief of the guilt of the defendant.

Neither a railway company nor a private individual should be subjected to a fine whereby their property is to be divested, merely because there is a little more evidence, that they did not perform some required act than there is that they did. To allow a jury to enter upon this nice balancing of probabilities in cases of this charac ter, would be to open wide a dangerous door. Before a jury render a verdict taking away a person's property under the form of a fine, they should be satisfied the law has been violated, and if the evidence fails to produce upon their minds, that degree of conviction upon which they would be willing to act in important affairs of their own, it is not sufficient, even though there may be a very slight preponderance. For the error in this instruction the judgment is reversed and the cause remanded.

Judgment reversed.

☞ A bill allowing twelve per cent interest in cases of special contract has passed the Virginia Legislature, and is now a law.

The Public Debt Statement.

The following is a recapitulation of the public debt statement, February 28, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886,350,350 00
Total	$2,107,939,650 00
Accrued interest	38,708,342 84
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,555,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,555,000 00
Interest	525,550 00
Debt on which interest has ceased since maturity	$3,973,346 64
Interest	$524,048 37
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	$356,109,978 50
Fractional currency	39,950,039 08
Gold certificates of deposit	44,382,840 00
Total	$440,442,857 58
Total amount outstanding	$2,611 910,854 22
Total interest	89,757,941 21
Total debt, principal and interest, to date, including c u pons due, and not presented for payment	$2,651,668,795 43
AMOUNT IN TREASURY.	
Coin	$102,400,739 97
Currency	10,280,285 68
Sinking fund in United States coin interest bonds, and accrued interest thereon	27,876,529 00
Other United States coin interest bonds purchased, and accrued interest thereon	72,782,763 61
Total	$213,340,318 26
Debt, less amount in Treasury.	$2,438,328,477 17
Debt, less amount in Treasury. February 1, 1870	$2,444,813,288 92
Decrease of debt during the past month	$6,484,811 75
Decrease of debt since March 1st, 1869	$87,134,782 84

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$270,750 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	63,030 00
Sioux City and Pacific	1,628,320	16,283 20
Central Pacific	2,362,000 / 23,519,000	252,905 00
Central Branch Union Pacific—assignees of Atchinson and Pike's Peak	1,600,000	16,000 00
Western Pacific	1,970,000	18,573 00
Totals	$64,457,320	$637,541 20
Interest paid by United States		$6,881,664 96
Interest repaid by transportation of mails, etc		1,994,074 61
Balance of interest paid by United States		4,887,590 35

☞ The Boston and Maine Railroad Company have decided to pay in gold the coupons of the Danvers Railroad bonds due on the 1st of March. These bonds are guarantied by the former company, and during the war the coupons have been paid in currency, but the change to gold has been made in accordance with the recent legal tender decision of the Supreme Court.

Commerce of New York.

The foreign imports at New York for the month of January, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$11,698,755	$11,970,771
Do. for warehousing	9,378,719	10,122,477
Free goods	1,243,777	1,108,271
Specie and bullion	221,278	1,523,856
Total entered at port...	$22,542,529	$24,725,375
Withdrawn fr. wareh'use	8,506,630	8,674,238

The foreign imports at New York for seven months ending January 31, were:

	1869.	1870.
Entered for consumpt'n.	$80,510,927	$83,750,198
Do. for warehousing...	54,263,051	60,357,238
Free goods	8,053,755	8,025,035
Specie and bullion	3,267,767	7,301,058
Total entered at port..	$146,095,500	$159,433,529
Withdrawn fr. wareh'se	56,621,378	63,685,677

The receipts for customs at the port of New York, were:

	1869.	1870.
Six mos. ending Jan. 1	$57,845,963 97	$61,552,308 75
In January	9,615,894 43	9,840,502 99
7 months	$67,461,858 40	$71,392,811 74

The exports from New York to foreign ports in the month of January, were:

	1869.	1870.
Domestic produce	$12,672,824	$11,838,151
Foreign mdse. free	7,965	68,623
Do. dutiable.....	472,228	996,392
Specie and bullion.....	3,214,380	2,688,392
Total exports	$16,367,397	$15,576,558
Do. exclusive of specie.	13,153,017	12,893,166

The exports from New York to foreign ports for seven months ending January 31, were:

	1869.	1870.
Domestic produce.....	$89,647,090	$117,853,758
Foreign free goods	204,640	315,413
Do. dutiable	3,952 355	4,678,568
Specie and bullion.....	24,952,379	19,339,947
Total exports.....	$118,756,464	$142,187,686
Do. exclusive of specie	93,804,085	122,847,739

☞ The following is a comparative statement of the earnings of the St. Louis, Alton and Terre Haute Railway Company for the years 1868 and 1869; earnings of the main line for 1868, $1,692,828 43; Belleville Branch, $243,959 21; total earnings, $1,936,787 64. Earnings of the main line for 1869, $1,763,226 56; Belleville Branch, $252,315 56; total earnings, $2,015,542 12. Increase of earnings over 1868, on main line, $70,398 12; on Belleville Branch, $8,356 35; total increase, $78,754 98.

☞ A new railroad enterprise with the title of Mahopac and Boston railroad is projected, starting at Groton on the Hudson River and connecting at Brewster's station with the Boston, Hartford and Erie, New York and Harlem, and other roads.

☞ The Rensselaer and Saratoga Railroad company propose constructing a track from Schenectady to the Duanesburg station, on the Susquehanna railroad, and hope to be able to secure cheap coal to Troy and all the northern part of the State by such a connection.

☞ The survey of a branch road from the Wilmington and Reading Railroad, at Seed's Bridge to West Chester, has been completed.

☞ The Acting Commissioners of Internal Revenue has decided that in cases where sterling bonds are sold abroad, secured by mortgage on property in this country, the stamp duty thereon shall be at the rate of four dollars and eighty-four cents for each pound sterling.

☞ Bridgeport has voted to issue bonds to the amount of $45,000 in aid of the Addison County Railroad. This road is about 15½ miles in length, commencing at West Salisbury, and running thence, *via* Cornwall and Bridgeport, to the Lake.

☞ The following gentlemen have been elected directors of the Allegheny Valley Railroad Company for the ensuing year: Wm. Phillips, J. Patton Lyon, W. K. Nimick, Wm. M. Lyon, F. R. Brunot, B. F. Jones, James Park, Jr.

☞ The extension of the Concord and Claremont Railroad from its present terminus at Bradford to the Connecticut River is now considered certain, and the whole line will be under contract in the course of two months.

☞ A bill to provide a sinking fund for the State has passed the South Carolina Legislature. Under its provisions one sixth of the bonded debt of the State will be purchased and cancelled during the year.

☞ The issue of $10,000,000 of second mortgage bonds of the Boston, Hartford and Erie Railroad Company, payable in 1880, authorized by the directors at a meeting last week, has been unanimously ratified by the stockholders.

☞ The Nodaway Valley (Mo.) Railroad Company proposes to build a railroad from St. Joseph up the Nodaway valley, northward into Iowa. The officers of the road are: R. C. Bohart, President; J. M. Morgan, Secretary; Wm. Spencer, Treasurer.

☞ The Western Union Railroad is to be consolidated with the Milwaukee & St. Paul. A bill authorizing such a consolidation has passed the Wisconsin Legislature.

☞ The Athol and Enfield Railroad has been put under contract to Ansel Phelps for $600,000. The route is from Athol through Dana, Greenwich and Enfield to Palmer.

☞ The Central Mining Company of Lake Superior has declared a dividend fo $4 per share, payable March 10.

PACIFIC MAIL STEAMSHIP COMPANY.
SPECIAL NOTICE.

In consequence of loss of connecting Pacific steamer there wi l be no departure of this Company's line on 5th March. All slow freight received prior to the 5th inst. will be forwarded as fast per *Henry Chauncey*, 21st.

F. R. BABY, Agent.

DERING'S PERMANENTLY ELASTIC RAILWAY FASTENINGS.
American Patent No. 92,021 Issued June 29th, 1869.

Splice-plates, Chairs, and Spikes constructed under said patent, and licenses to manufacture and use the same may be had of

GEORGE EDWARD DERING,
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Second Hand Locomotives for Sale.

THE NEW JERSEY SOUTHERN RAILROAD Company (formerly the Raritan and Del. Bay R. R.) propose to sell Seven (7) Old Locomotives.

Four of these can be made useful for running construction trains, &c., at small expense for repairs; two of which are 4 ft. 10 in. Gauge and the others are 4 ft. 8½ inches

They can be seen at Manchester N. J. upon application to Rufus Blodgett Master Mechanic.

Sealed proposals for their purchase will be received at the office of the N. J. Southern R. R. 95 Liberty street, N. Y., until Thursday March 10th 1870, addressed to

W. S. SNEDEN,
3t8 **Genl. Manager.**

Locked Safety Valves,
TO
MASTER MECHANICS
AND
LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

RAILROAD SPIKES.
10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by
W. P. CONVERSE & CO.,
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STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
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TIMBER AND OTHER RAILROAD SUPPLIES,
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RAILROAD CROSS TIES.

RAILROAD IRON.
4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
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4t49 **New York.**

Hemp Packing.
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
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COTTON CAR DUCK.
BEST 4 PLY, 100 TO 140 INCHES,
FOR CAR ROOFS,
For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston.



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UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, JR.

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DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

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SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

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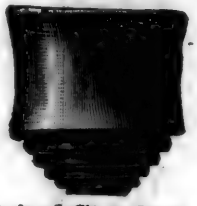
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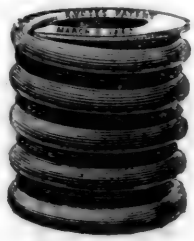
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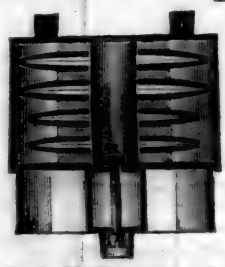
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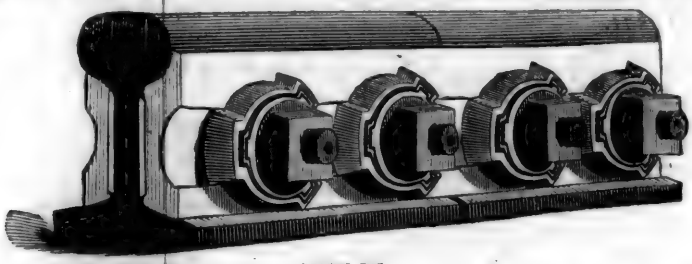
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American Railroad Journal.

New York Saturday, March 12, 1870.

American Bridge Literature.*

BY S. H. SHREVE, A. M., C. E.

The recent publication of a large work on that most interesting branch of Engineering, Bridge Building, by the best known of American Bridge Engineers, Mr. Reobling, following close upon a new edition of the first work of the kind published in this country, ought with Mr. Haupt's well known work, to present us with somewhere near a correct knowledge of the subject. Very unlike are the three volumes in appearance; the first a sturdy, self-reliant duodecimo; the second, patrician in aspect as it stands upon the shelf, octavo as to height and dressed in smooth black; while the third, no thicker than either of its companions, is of height and breadth so enormous that it stands not at all, but spreads itself over half our table. No more unlike are their appearances than are their contents and their methods of treating the same subject. Bridge Engineering is one of the highest branches of the profession and a knowledge of its correct principles implies great study, accurate observation and a close acquaintance with applied mechanics. The application of such tests, however, would render our notice of two of these books too brief. In works of a mathematical nature, as these necessarily are, we have a right in any case to look for correctness as far as they go, and the newness of the subject to the author can never be accepted as an excuse for error in method. However wrong the premises, the mathematical reasoning from them must be correct. Neither can new processes do away with old ones or prove them wrong. The inventor of the Calculus did not detect errors in Euclid. Mathematics, pure and applied, advance daily, and we build with unerring safety to-day upon foundations laid for us thousands of years ago. So if Mr. Haupt, the one of our authors who most uses mathematics, attempts to fill a space not previously occupied, or offers, by their light, to lead us into new paths; we need not look long to determine if the space is well filled, or a new path really shown, or on the other hand, whether our time has not been wasted.

His style is pleasant, rather positive at times, and generally dignified and self satisfied. The illustrations are very good and abundant. Some of his methods of solving old and well known problems are quite ingenious and simple, promising great clearness in the rest of his book. When confined within the walls erected by older workmen, his talents at times throw additional light upon the way; and often when he knows the goal, he reaches it by a nearer and shorter path; but when he leaves well known land marks, his compass loses its magnetism; he never thinks to range out his line by his back sites, but wanders right and left, confused and blundering, his footsteps a maze to which there can be no clue. Still he walks with head erect, and under the circumstances, with the most wonderful dignity. He so pursues his investigations that he reaches their utmost limits and leaves the student no other paths. The new light that he imagines he throws on mathematics, he himself absorbs. He stands on his own highest pinnacle and furnishes no aid for others to mount higher.

One cannot help thinking while reading his book with full faith in the author; here is perfection; why build other styles of bridges than here directed; why learn other methods of calculation; why read or write other books.

There are two points on which the author of The General Theory of Bridge Construction seems to delight in confusing himself and his readers and to claim credit for many original hints. Originality we will willingly accord him and doubt not that the reader will find in this work what he will find in none other before or since. These two points are so constantly referred to, either together or separately, that they are the first to attract our attention and invite our investigation; for aside from the author's observations concerning them, calculations about them and results from them, we have nothing that cannot be found in other works. They are the chief part of Haupt's General Theory of Bridge Construction, they show his originality and particularly illustrate his clearness as a mathematical writer. These points therefore demand our chief attention; they are The Vertical Force and Counter-bracing. "There exists, also," he writes, "a force called by Dr. Young, detrusion, the effect of which is to crush across the fibres close to a fixed point."

"The existence of this vertical force, and its effects at other points, have not been considered by writers on the resistance of solids."

Hence our author's opportunity. Here the wide field in which to rear his mathematical standard, and take possession, and mete out laws.

It is necessary, before going further, to explain, that the moment of a force at any point, is the amount of the force itself, multiplied by the perpendicular distance from that point to the line of direction of the force. Consequently, it will be seen, that the definition given on page 21 of Bridge Construction, that, "the moment is the weight multiplied by the distance from the fulcrum at which it acts" is incorrect in its general application. It is correct for the moment at the fulcrum.

* Bridge Building, being the author's original work published in 1847, with an Appendix, containing corrections, additions, and explanations suggested by subsequent experience, to which is annexed an original article on the Doctrine of Central Forces. By S. WHIPPLE, C. E., Albany, 1869.

General Theory of Bridge Construction; containing demonstrations of the principles of the Art and their application to Practice; furnishing the means of calculating the strains upon the chords, ties, braces, counter-braces, and other parts of a bridge or frame of any description. With practical illustrations. By HERMAN HAUPT, A. M., Civil Engineer, New York. D. Appleton & Co., 1856.

Long and Short Span Railway Bridges. By JOHN A. ROEBLING, Civil Engineer. New York, D. Van Nostrand, 1869.

But to find the moment at any other point, we must multiply the weight by its distance from that point. The moment is not always the greatest strain the weight produces, and had our discoverer kept this simple fact in mind, he might have comprehended some plain rules of the method of taking the moments of forces and learned what many authors had written years before Bridge Construction. He has never learned that when a body, acted upon by different forces, is in equilibrium, the sum of the moments of the forces that tend to turn the body in one direction about a certain point, is equal to the sum of the moments of the forces that tend to turn it in an opposite direction. These moments are taken from the same point, and are not the greatest moments of the forces from any point in the body. This well known law and the principles of the lever are all the Bridge Constructor needed.

He obtains the horizontal strain at the centre of a beam, loaded only at the center, correctly, and he also gets it for any point between the centre and the abutment.

The operation is easily understood and well known, but as we shall have occasion to refer to it, we will repeat it here. Let a beam rest at its ends upon two abutments, and be loaded with a weight at the centre, disregarding its own weight and considering the horizontal strain to act only on the surface. Each abutment receives half the weight and is taken as acting upwards with that force. To find the horizontal strain at the centre, we will take the moments around a point in the lower surface, directly under the weight; these are, the reaction of the abutment, which is equal to half the weight, and expressed as $\frac{w}{2}$ multiplied by its distance from the point above referred to, which is equal to half the length, expressed as $\frac{l}{2}$, tending to turn the body in one direction; and the opposing force is the horizontal strain in the upper surface of the beam, multiplied by its distance from the point, which is the depth of the beam, and expressed as d; the horizontal strain in the lower surface, passing through the point, has no moment. Expressing the horizontal strain as H, we can from this equation.

$$Hd = \frac{w}{2} \times \frac{l}{2} \text{ or } H = \frac{wl}{4d}.$$

In the same manner, if the moments be taken at any point between the centre and the abutment, whose distance from the abutment is u, we shall have as the moment of the force at the abutment $\frac{w}{2} \times u$, and the horizontal strain which we will call H′, multiplied as before by d, the depth of the beam, for the opposing moment, or $H'd = \frac{wu}{2}$ or $H' = \frac{wu}{2d}$.

Having obtained, in his own way, the equations, Mr. Haupt proceeds to deduce from them the vertical force above alluded to. Let us not be understood, as denying in any way, the vertical force or shearing strain in a beam; we are only attempting to follow some strange reasoning.

The horizontal strains are the greatest at the centre of a beam and decrease to the ends where they are nothing; but in what lines, strains pass through a solid beam to the abutment, is unknown to most Engineers. Mr. Haupt, however, would teach us, that there are but two kinds of strains in a beam, vertical and horizontal strains; and at any point, there are two horizontal strains; one from the centre and the other from the abutment, and their difference is the vertical force. In other words he has discovered that if two horizontal forces acting in opposite directions are unequal, they may be kept in equilibrium by a vertical force. It does not matter if the right or left force be greater, the same vertical force will balance them and can consequently act in an upward or downward direction. Is it a wonder that an author, who asserts that two unequal opposing forces and a force at right angles to them can be in equilibrium, forgets what moments of forces are and becomes confused generally.

To discover the value of this force, he says, "the equation of moments is $H' = \frac{wl}{2d}$" here w, l, and d, are the same as before, but what does H′ mean? The horizontal strain at the centre is the greatest possible, and equals $\frac{wl}{4d}$, or one half this H′, and where to look for this new strain we can not imagine. But he says it is so, because the weight acts with one half the leverage of the beam; he is therefore, so far as we can judge, taking his moments about the left abutment. To take them there correctly, we have the weight at the centre, w, multiplied by half the length, $\frac{l}{2}$, or $\frac{wl}{2}$ for the moment in one direction and to oppose it the reaction of the right abutment, $\frac{w}{2}$, multiplied by the length, l, or $\frac{wl}{2}$, the same as the first and showing no horizontal strain over the abutment. But in place of the reaction of the right abutment, a new horizontal strain is introduced, at the left abutment, sufficient to hold the beam in place, and the equation made to assume the form $H' = \frac{wl}{2d}$; we will now quote from page 66:

"But we have seen that the horizontal strain at S is actually $H = \frac{wu}{2d}$.

"The difference is $(H' - H) = \frac{w}{2d}(l - u)$.

"As this expression cannot become zero for any point between W (the centre) and C, (the end) it follows that the horizontal force is not sufficient to sustain the weight, and there must consequently be a cross strain upon the fibres which must compensate for this deficiency, and be resisted by a vertical reaction."

We cannot see that "it follows" at all. Let us look a little farther; $\frac{wl}{2d} - \frac{wu}{2d}$ is greater than $\frac{wl}{4d}$ because $\frac{wu}{2d}$ is less than $\frac{wl}{4d}$; or the difference of the horizontal forces at u is greater than the horizontal strain at the centre; again make u equal to $\frac{l}{2}$ and we have $\frac{wl}{4d}$ for the difference of the horizontal forces at the centre, an evident absurdity and contradiction.

Let us now assume u to be greater than $\frac{l}{2}$; we have seen that $H' = \frac{wl}{2d}$ is the horizontal strain in the beam at the left abutment sufficient to hold it in its position if the right abutment be removed. And as this right abutment becomes useless and is ignored by our author, we will remove it, and his equation will give us $\frac{w}{2}$ as the shearing strain in a beam fixed at one end and loaded with a weight W at one half its length.

It is difficult to comprehend how any one, having the slightest mathematical knowledge or training, could be guilty of such work. But this continues whenever our distinguished author wanders from his text books; occasions which he is always glad to seek, and which redound so much to his credit and the reader's amazement.

To obtain the vertical force in a uniformly loaded beam, a different process is adopted, the former precious style of reasoning not being suited to all cases; but in this as in the other our author is unapproachable. A partially loaded beam is, fortunately for the student's comprehension, beyond Mr. Haupt's high mathematical prowess.

It would be amusing to change the various styles of reasoning and apply, for example, the method of obtaining the vertical force for a beam loaded in the centre only, to a beam uniformly loaded. In the first, the beam with the load at the centre, "the equation of moments" taken about the left abutment is, $H' = \frac{wl}{2d}$; in the second, the beam uniformly loaded, we would, in the same manner, have the whole weight acting with a leverage equal to the distance of its centre of gravity from the abutment, which would be half the length, and the equation would be the same as before, $H' = \frac{wl}{2d}$, or H′ is equal in both cases.

But the equation at a point distant u from the right abutment, page 67 is $H = \frac{wu}{2d}\left\{\frac{l-u}{l}\right\}$.

The difference is $(H' - H) = \frac{wl}{2d} - \frac{wu}{2d}\left\{\frac{l-u}{l}\right\} = \frac{w}{2d}\left\{l - u\right\} + \frac{wu^2}{2dl}$.

"As this expression cannot become zero for any point between W and C, (centre and end,) it follows, that the horizontal force is not sufficient to sustain the weight and there must consequently be a cross strain upon the fibres which must compensate for this deficiency, and be resisted by a vertical reaction."

"Call this vertical force f, it acts with a leverage $= DS = (l - u)$. The difference of the horizontal forces, or H′—H, acts with a leverage $= d$. The equation of moments will therefore be $f(l-u)$" $= d\left\{\frac{w}{2d}(l-u) + \frac{wu^2}{2dl}\right\}$ or $f = \frac{w}{2} + \frac{wu^2}{2l(l-u)}$ for "the cross strain upon the fibres," for any point between the centre and the abutment. To apply this equation to the centre and show its utter absurdity, we have only to make $u = \frac{l}{2}$ and we have, $\frac{w}{2} + \frac{w}{4} = \frac{3}{4}w$, for the vertical force at the centre when the beam is uniformly loaded and where really it is zero. It will also be seen from this equation that the vertical force increases as u increases, and is greatest at the left abutment.

But our interesting mathematician does not a second time follow this original process; sufficient for it is the glory thereof in its first application. He does better, he calculates the horizontal strain at any point, called S, between the centre and the right abutment; which force we will designate as H. He then proves that the left section, that is between S and the left abutment, presses to the right with a certain force, which we will term L; and that the right section in the same manner thrusts towards the left with another force, which we will term R. H thrusts right and left equally, consequently the difference between R and L is the cause of the vertical force. He next satisfied himself that $H : R :: l-u : u$, and $L : H :: l-u : u$; (u is the distance of the point S from the right abutment) therefore $L-R=H\left\{\frac{l-u}{u}-\frac{u}{l-u}\right\}$. This is the horizontal force that caused a vertical strain on the fibres. Call the vertical force as before f, it still acts with the leverage $l-u$ and the horizontal force with its former leverage d, and we have the equation

$$f(l-u)=Hd\left\{\frac{l-u}{u}-\frac{u}{l-u}\right\}$$

or $f=Hd\left\{\frac{1}{u}-\frac{u}{(l-u)^2}\right\}$ and by substituting the value of H, the value of f can be found to exceed many times the whole load, still another absurdity. And so it might be shown, that in the whole of this question of vertical force, on the originality of which he prides himself, all his premises, whether examined by the author's own processes or with mathematical correctness, lead only to preposterous results.

The calculation of the shearing strains is a very important point in the mathematical investigation of the plans of bridges. In girders with one or both chords or flanges curved, this strain may pass partly through the chords and it is consequently of the last importance that it should be well understood. It is, too, a very difficult subject, except in bridges with straight chords, and it seems almost farcical to attempt to palm off upon the profession such ridiculous stuff as the above for a solution of such questions. Yet his dignified and positive manner has disarmed the indolent and careless student and many have looked upon this mass of blunders as science.

The most difficult case of all Mr. Haupt wisely avoids, the case of a partially loaded beam. The vertical force varies so under a partial load that the question of determining its value is too difficult to be solved even by his original ingenuity, and yet it is the most important. It would have led him to a different proportioning of the sizes of the main and counterbraces. Instead of making the braces in the centre panel to bear simply the load of a panel, he would have learned, had he correctly solved the question, that in the case of a bridge half loaded one of these braces has to transmit one-fourth the load to the abutment towards which it slopes. And when the load reaches to within one panel of the centre, then the counterbrace becomes a main brace and has to carry a certain proportion of the load, much greater than half the weight on one panel.

It is not worth our while to investigate his reasonings concerning counterbracing, and we will glance at a few points only, all of which are in keeping.

He states, that in a panel, a weight upon the main braces having left a small space between the end of the counterbrace and the angle of the panel, a key should be tightly introduced to prevent the elasticity of the truss from bringing it back to its original position when the weight is removed, and this is supposed to exert the same strain, consequently, as the weight did. It might do so, to a certain extent, if the key were driven in until the whole amount of compression on the counterbrace equalled that on the mainbrace; not otherwise. He further says on the subject of counterbracing: "The strain under consideration must therefore result from the variable load, and as the effect of a weight on one side of a truss is to produce a rise at the opposite side which is resisted by the counterbraces; and as the strain is not confined to a single timber but is distributed among several," etc. He therefore concludes that it would be a very complicated problem, and devises another method, drawing a square with diagonals and sagely remarks:

"As the greatest accidental load that can ever act at a single point when compared with a uniform load is very small, it follows, that counterbraces may be very small when compared with other timbers," or as an accidental load is to a uniform load so is the size of a counterbrace to the size of any other timber in the bridge.

As the merest tyro is well aware there is no difficulty in calculating the greatest strain that can come upon any counterbrace, and that the weight of the bridge itself affects these strains, in many cases rendering the counterbraces near the ends useless.

In the same spirit and mathematical clearness is the following: "In fact it is evident that if the truss rest against an abutment capable of opposing a horizontal resistance the tie AB (the lower chord) could be cut entirely through without danger of the truss falling, for the strain upon the tie at C (the centre) is exactly replaced by the two resistances to compression at A and B." (the abutments). "For the reasons assigned we think wedges behind the ends of the lower chords of straight bridges should never be omitted."

It is admirable, the quiet snubbing our author stops to give some gentleman who was so thoughtless as to differ from him on this point. Rather subdued by this, we would, in the most modest manner, suggest what we think an improvement upon this end wedging idea. And in this wise. Instead of wedging the ends of the counterbraces when the bridge is loaded, as the author recommends, we would load the bridge to its greatest capacity and then wedge the ends of the chords as tightly as possible. This will not only overcome the elasticity of the chords, but will remove all necessity of counterbracing and other wedging, for it will most assuredly prevent all tendency to rise at any point, no matter where nor what the load is, provided it is not a load of gunpowder.

We might throw the book aside after learning this much of the nature of its contents, but that the calm and positive assertions of the author have not been without effect upon many of his readers, and while he may have taught them some things which they did not know, he has inculcated many erroneous principles.

They, who have not been prevented, by the obscurity of his mathematical investigations, from applying his processes of reasoning to some of our recent bridges, must wonder why some of them do not fall of their own weight.

In a lattice girder our author "is not prepared to prove that the inclination of the ties is injurious although several considerations lead us to suppose that it is less efficient than when the ties are perpendicular." (vertical ?)

Probably one of these considerations was absence of the opportunity to wedge the counterbraces. In this connection we may call attention to the simple means he gives us for ascertaining the most economic angle for braces.

"The braces must not be so long as to yield by lateral flexure."

"The chords being unsupported in the intervals between the ties, these intervals must be limited by the condition that no injurious effects shall be produced by the passage of a load."

We must not pass unnoticed his criticisms, in a general way, of some particular modes of construction.

One "has no counterbracing and consequently would be deficient in stiffness."

In another, he advises "to secure stiffness by counterbracing."

Another has bad results "which necessarily follow from the absence of counterbracing."

But we now come to one which is counterbraced, and alas for human hopes, he does not know whether, "the architect wedged the counterbraces to increase the stiffness of the truss."

Again, another "is an admirable one but is destitute of counterbracing."

Were it a mathematical expression, we should call this simple formula for bridge criticism, very rich and decidedly unique.

Had The General Theory of Bridge Construction been read abroad, could Engineering now be disgraced by such structures as the iron bridge over the Rhine at Greithausen, 320 feet span, with upright struts and diagonal ties, but, *horresco referens*, no counterbracing; and we must also mention as a warning to presumptuous Engineers, the double track iron bridge between Mannheim and Ludwighafen, also of 320 feet span and without counterbracing.

In reference to the advantage of continuity in a bridge supported by several piers, we will not investigate the mathematical curiosities displayed by our author, but merely remark that it is very apt to be overrated. The upper chord across the pier and for some distance beyond must undergo tension; in the centre of the span, it is subject to compression alone; there is, therefore, a point where there is neither tension nor compression. In a wooden bridge of not very long span, say less than 100 feet, this point is affected by a moving load, and changes its position, compelling a provision for both tension and compression. Hence continuity had better be avoided, unless the spans are very long, piers very secure, and constant loads a large portion of the whole weight.

Mr. Haupt undoubtedly intended to write a perfect, thorough, and exhaustive work on Bridge Building. A work teaching the whole theory of strains as applied to this subject; a work enabling the engineer to calculate and plan correctly any style of bridge; a work that might

have many editions and but few additions. Such it is, undoubtedly, in his mind, but he has failed in every point. To the student it is a treacherous guide; to the experienced engineer, a useless sacrifice of common sense and accuracy.

The contrast presented to the work of Mr. Haupt by Mr. Whipple's small volume is very great. Had the former possessor the latter's accuracy and scientific knowledge; or the latter, the former's excellent arrangement and printer's skill, the result would have been an improvement upon either. Mr. Whipple's work is clear, accurate, scientific, and practical, and in many important points, original. There is no assumption of superior knowledge, no pompousness and display as in the other work. It deserves a place in every engineer's library, but its arrangement and typographical defects make it objectionable as a text book. He is a skilful engineer, a clear-headed mathematician, and of all who have written, probably the most competent to give us what we need, a good book on this subject. Not a treatise on strains with false applications of a weak theory; but a clear method of calculating strains and examples of the best bridges, old and new, not only in America, but in the whole world. Explain to us what is Von Ruppert's great plan, what the Saltash type, what the Pauli system, what Sedley's great bridge, what the Grana Kuilemberg Iron Bridge, something of Ead's magnificent scheme, tell us, for instance, how to calculate a bow string girder, post us up generally and relieve us from the incubus and gyves of truss with horizontal chords, with its hundred names derived from patentees of some device but owing in most cases its origin to Whipple.

The boldness and fertility of resource displayed by Mr. Roebling in constructing the Niagara Suspension Bridge, qualities peculiarly American, placed him at once among the ablest of Engineers. No matter if not a single idea of the construction originated with him. No matter what others may claim. All the credit is as much his as if every part and detail were original with him. It does not detract from Mr. Roebling's boldness and genius that many engineers publicly disagreed with the strong disapproval of suspension bridges then so fashionable, or that Ordish had just made public his system of rigid suspension bridges. He alone accomplished the work. He built the best bridge for the time and place. The British Engineers, quarrel as they may for the honor of building the Brittania Bridge, did not build the best bridge for the time and the place. Far from it; with the science of the time, they could hardly have done worse. Every day condemns their plan. Every day adds to the approval of the American Bridge. One shows the wealth of genius; the other the wealth of pounds sterling.

The genius that flashed when the Niagara Bridge was constructed, was not displayed in the subsequent copies; nor in the plan for spanning the East River, resting its enormous towers on great sunken rafts and rising and falling over the masts of vessels; nor, we are sorry to be obliged to add, in this glorification of the rejected plan for a bridge over the Mississippi, called Long and Short Span Railway Bridges.

Mr. Roebling merely gives us this one plan in his broad book. The plan that was rejected when brought into competition with Ead's noble bridge. We cannot be surprised at the decision of the committee; we should be surprised had it been otherwise. Between the two it was easy to decide, and had there been but this one, it would have been as easy to reject it. It is a strange scheme, a huge hermaphrodite. Fastened to one pier, and rolling its towers over the others, it is a combination of arch, suspension, stay and lattice work, each acting independently of the other and each bearing a portion of the weight. The title leads us to expect something more than this plan and its details, altogether more curious than useful, and some calculations for sizes for trusses. It is a very large book, but its bulky and inconvenient form is no objection to it. It has been a great disappointment to the profession.

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$978,405 95	$1,117,670 35
" freight	397,651 13	423,880 78
" parcel post and car	34,618 73	36,840 78
" extra baggage.	1,472 47	1,618 57
" U. S. mail	12,387 24	15,097 66
" miscellaneous..	6,061 75	12,241 52
" property acc't's.	21,619 83	67,888 98
	$1,452,212 10	$1,675,238 59
Exp enditures, viz.:		
Maintenance of way	$171,258 00	$183,309 52
Locomotive power...	143,568 51	162,240 57
Fuel	113,826 54	139,049 86
Train expenses	251,015 27	259,293 15
Station expenses	117,029 79	124,232 00
Mail expenses	467 40	475 94
Office establishment.	42,862 02	44,884 88
Insurance and taxes.	25,271 00	27,669 13
U. S. tax	24,769 71	28,327 82
	$890,058 24	$969,482 87
Balance.....	$562,153 86	$705,755 72
Rent of B. & M. R.R.	$3,215 04	$3,215 03
Int. paid and accrued	133,608 90	172,626 90
Total rent and int.	$136,823 94	$175,841 93
Net income.....	$425,329 92	$529,913 79

By the foregoing statement it appears that our receipts have been larger than last year by the sum of $223,026.79, or about 16 per cent; and this per centage of increase has not been limited to this single year, but has been maintained on the average for a long period. Six years ago we congratulated our Stockholders on the continued increase of income up to that period, which had then become "much larger in fact than in any other year in the history of the road." It then amounted to $812,556.63. This year it will be seen it is twice as much. In other words our business has increased one hundred per cent in six years; and it is three times as great as it was in 1861. These comparisons hold good substantially after making the necessary deductions for the estimated income of the Rockport and Lawrence Branches, included now in our income, but not included six years ago.

It has been our constant endeavor to keep our road and equipment up to the highest standard, so as to keep pace with our increasing business.

During the year we have built in our own shops three first class locomotive engines, (by this we mean, not merely putting together the several parts of an engine purchased of the manufacturers, but the actual construction throughout,) from our own drawings and patterns, and we have rebuilt two engines and made general and large repairs upon twenty-four others, putting on nine sets of steel tyres, and made such repairs upon the remainder as has been needed. Our motive power was never in so good a condition as at present.

In our car shops we have built five first class passenger cars, four baggage and fifty-eight freight cars, besides a very large amount of work in rebuilding and repairing many others. In addition to the foregoing, we have now in process of construction twelve first class passenger cars, eight in our own shops, and four elsewhere; enough altogether to furnish an ordinary railroad, but made necessary by the pressure of travel, especially in the summer months.

We have a very large number of men employed, both in our machine shops on new engines and our car shops on new cars; larger proportionally than most railroads. The increase of business has created a constant demand for new rolling-stock, and we think we get more thorough workmanship at moderate cost in this way than we should be likely to obtain by purchase.

We have laid down during the year 2,000 tons of rails, including 140 tons of steel, besides welded rails; also, 48,000 sleepers. We have now on hand, and paid for, some 800 tons of new rails, ready for use in the spring, besides about 1,100 tons of old rails, a part of which will do to weld. In addition to ordinary track work, a special gravel train has been employed throughout the season, at a cost for labor alone to man the train of $23,189.39, to which is to be added the cost and use of the train itself; and this expenditure has been almost wholly for new work, building new side tracks, filling bridges, grading depot lands, and other improvements.

We have completed the filling with solid embankment the three bridges on the Saugus Branch, spoken of in our last Report, and have also excavated a new channel for the river, made necessary by filling two of the bridges through which the old channel formed an ox-bow.

We have completed the new passenger house at Chelsea, which gives great satisfaction. At Caryville we have established a new depot for the accommodation of that growing neighborhood, and at Chelsea Beach we have also made preparations for summer travel. A new freight-house has been built at Lynn, and also an extension shed or awning for protection of passengers on the platform: and the water fixtures at the easterly end of the depot have been removed more easterly, so as to take the trains more out of Exchange Street in taking water for the engines.

Additional lands for station and other purposes have been purchased at Swampscot, Marblehead, Manchester, Hamilton, Newburyport, Salisbury, Amesbury, Hampton Falls, Portsmouth, and perhaps at some other places, at a cost of $30,227.71. New freight houses have been built at Peabody and at Hampton Falls. An addition has been made to the passenger house at Rockport. At East Boston we have entirely rebuilt the smaller wharf and built a new coal shed of large capacity upon it, at a cost of $25,495.22.

The subject of obtaining enlarged terminal facilities in the city of Boston has been forced upon our consideration, with an urgency constantly increasing with the rapid development of our business. Our passenger house, constructed only six or seven years ago, and since enlarged to the utmost limit our space allows, occupying indeed every square inch of ground we can make available, is already too small; and should our travel increase in the next half a dozen years, as in the last, will be quite inadequate for the reasonable accommodation of the travelling public. For freight we have indeed ample accommodations at East Boston; but the ferry intervenes, and shuts us off practically from a very large share of that business which naturally would seek our line. We have no freight grounds in the city proper as is known; and it has become of vital importance to the continued prosperity of that department of our business that a suitable area should be obtained if it can be had at a reasonable proportionate cost. Several plans for providing for this want have received our attention—one of extending our location to Haymarket Square, and occupying the space between

Canal and Friend Streets; another of a line from Chelsea through Charlestown, coming into the city easterly of the Fitchburg and the Boston and Maine Railroads, and thereby avoiding the dangerous crossings of both of those roads, and saving a mile and a half in distance. Both of these projects had occupied the attention of our predecessors in the earlier history of the road, and each at different times has received to a certain extent legislative sanction.

The Legislature at its last session passed an Act, a copy of which is hereto appended, entitled "An Act to authorize the Boston and Lowell Railroad Corporation and the Eastern Railroad Company to increase their terminal facilities in the city of Boston, and for other purposes." Under this Act we can do nothing indeed except with the concurrence of the Boston and Lowell Railroad Company; but acting with their concurrence we can obtain (not indeed what will ultimately be necessary in the expansion of business, but for the present,) a sufficient amount of territory, for the convenient enlargement of our passenger accommodations when that becomes imperative, and also for the accommodation of a portion of our freight within the city proper. The additional capital necessary to carry out the plan on our part contemplated by the Act and complete the requisite structures, will probably be not less than $1,000,000.

From the best consideration we have been able to give the subject in all its bearings, we have come to the conclusion that it is not best to let the opportunity, such as it is, escape us, and that it is expedient, and we accordingly recommend, that you give to the Directors authority to enter into such arrangements and contracts with the Boston and Lowell Railroad Co., and take such other measures and do such acts as they may deem necessary or expedient, to secure additional terminal facilities in the city of Boston.

In making this recommendation, we do not forget to notice the 8th and 9th Sections of said Act, Sections which were interpolated into it at a late period, and which impose upon us very heavy and unreasonable burdens in the re-construction of our draw bridges. It is only about sixteen years since the draws in our Boston bridge were constructed, and they were constructed in exact conformity with the requirements at that time of the Legislature itself, and under the direction of a Commissioner appointed by its authority. Now we are required, by these sections, to reconstruct them on a different and much larger and more expensive scale, at a cost to us probably of not less than $50,000; and this, without any equivalent or compensation whatever.

The long pending claim of the Portland, Saco and Portsmouth Railroad Co., for payment of its rent in coin under the contract of April 1st, 1847, has been compromised by an agreement of the Boston and Maine Railroad and our corporation to pay $90,000 each, in currency, in full of all arrearages up to June last, and all payments thereafterwards in coin. Accordingly we furnished $22,500 in coin, for the payment of the June dividend, and we have provided a like sum for that of December. These sums, and others that we may be called upon to advance under that contract, we look upon in the nature of a temporary loan to be reimbursed to us out of the earnings of that corporation.

In 1868, the Legislature of the State of Maine authorized an addition of $500,000, to the capital stock of the Portland, Saco and Portsmouth Railroad Co., and the stockholders of that corporation have accepted the Act, and authorized the stock to be issued whenever the consent of the Eastern and Boston and Maine Railroads should be obtained. The latter corporation have given their consent, and we recommend our stockholders to concur.

A controversy has long existed between us and the Boston and Maine Railroad, in relation to the division of earnings from freight to and from the Portland, Saco and Portsmouth Railroad, under the contract of April 1st, 1847, much the larger part, fully two-thirds of the freight, passing over the Boston and Maine Road, by reason of their location in the city proper. To terminate that controversy a reference was agreed upon, and an award has been made, a copy of which is hereto annexed. Although this award by no means gives us as much as we think it ought, and although it calls for the opening and readjusting of accounts and settlements of fifteen and twenty years standing, a part of which accounts were long ago lost by the accident of fire, and which settlements nobody so far as we know had ever complained of, or desired to have opened; yet, it does, nevertheless, give to us for the future a valuable share of the profits of that business beyond what has heretofore been conceded.

The citizens of Wolfborough have obtained a charter for a railroad to connect that thriving town and the Lake Winnipisseogee with our Portsmouth, Great Falls and Conway Railroad, and have also voted to contribute five per cent of the valuation of the town, amounting to some $35,000, as an outright gift in aid of the construction of the road. Such a connection, bringing new business over the whole length of our line of road from Boston to Union, ninety-two miles, would unquestionably be of great benefit to us, and we recommend that authority be given to the Directors to adopt such measures to encourage and secure its construction as they may find expedient.

During the year we have, under authority of Stockholders heretofore given, issued bonds to the amount of $788,000, and stock to the amount of $149,600, the proceeds of which have been applied to the reduction of the floating debt and $75,000 of bond debt, and for new work and improvements—besides $5,000 of stock issued in place of $5000 of convertible bonds that have been cancelled.

The number of miles run by locomotives has been 959,318. Number of passengers carried, 3,849,246. Tons of freight carried, 321,326.

TRIAL BALANCE, NOV. 30.

	1868.	1869.
Cost of railroad	$5,365,639 90	$5,604,079 77
" equipment	739,592 67	847,314 42
" property	797,942 49	806,694 94
New work unfinished.	127,697 36	98,439 79
Balances due	269,140 62	328,322 91
Cash	....	40,408 18
	$7,300,013 04	$7,725,260 01
Share capital	$3,883,800 00	$4,087,800 00
Bond capital	2,192,400 00	2,900,400 00
Balances due	147,096 62	138,688 03
Temporary loan.	856,200 00	450,200 00
Profit and loss	221,016 42	198,221 98
	$7,300,013 04	$7,725,260 01

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Henry L. Williams, Samuel Hooper, Nathaniel Thayer, Wm. L. Dwight, Benj. C. Bates and Franklin Haven.

Treasurer.—JOHN B. PARKER.

Superintendent.—J. PRESCOTT.

☞ The contract for the construction of the Bridge over the Schuylkill river at South Street, Philadelphia, has been awarded to John W. Murphy for $770,000. The Bridge is required to be constructed of wrought iron, to have cast iron piers in the river with stone abutments, arches of brick and girders of iron. Its entire length is to be 2419 feet, the truss spans to be each 185 feet, with pivot draw giving an opening of 77 feet on each side.

☞ A meeting of the citizens of Bethel (Penn.) and adjacent townships, was held last week, to take into consideration the propriety of building a branch railroad, along the west branch of Chester creek, between Glen Riddle and Ivy Mills.

Burlington and Missouri River R. R.

Through trains are now running over this road from Burlington to Council Bluffs, a distance of 290 miles. The Burlington and Missouri River railroad was first projected in 1852. The company was organized in November, 1853. The road was surveyed and located from Burlington to Ottumwa, a distance of 75 miles, and early in 1854 it was put under contract. The dates of completion were: To Danville, from Burlington, 13 miles, March, 1856; to Mt. Pleasant, 28 miles, July, 1856; to Rome, 35 miles, June, 1857; to Fairfield, 51 miles, August, 1858; to Ottumwa, from Burlington, 75 miles, August, 1859. Delays consequent on the breaking out of the Rebellion, kept the terminus at Ottumwa till 1865, when the company entered upon the extension of the line with great energy, in anticipation of the completion of the Pacific Road. Since that date, the last 200 miles have been built, the work of construction going on only in the summer season, however, every few months of which saw an extension from station to station: To Albia, from Burlington, 100 miles, Nov., 1866; to Chariton, 130 miles, July, 1867; to Osceola, 156 miles, Jan., 1868; to Afton, 180 miles, Sept., 1868. The last 100 miles from Afton west was wholly constructed last season, being finished in December. The cost of the entire road stands as follows:

Mortgage Bonds	$5,200,000
Capital Stock	1,800,000
Convertible Bonds	3,400,000
Total cost of road	$10,400,000

or, about $37,000 per mile. Deducting from the above $4,000,000, assured receipts from land sales, the cost of the road to the owners reduces to about $6,500,000. The road is operated in three divisions, viz.: the first, Burlington to Ottumwa, 75 miles; the second, Ottumwa to Creston, 115 miles; the third, Creston, to Council Bluffs, 100 miles.

The company have 35 locomotives, 20 first-class passenger, 12 baggage, mail and express, and 550 freight cars.

Buffalo and Lake Huron Railway.

The terms of the new agreement recently made between this company and the Grand Trunk Railway Company of Canada is as follows:

In addition to £42,500 a year in perpetuity and in priority of the equipment mortgage bonds, the Buffalo Company is to receive in 1870 a sum of £2,500, to rank next after the second equipment mortgage bonds, and an additional £5,000 every year until 1874, when the additional sum will amount to £22,500. This sum will be further increased by £1,000 every year until the year 1879, when the additional sum will amount to £27,500, ranking after the second equipment bonds, and be continued in perpetuity, making with the £42,500 a total of £70,000 a year payable half-yearly to the Buffalo Company.

☞ The Delaware and Hudson Canal company will soon commence the construction of a railroad from Susquehanna, on the Erie railway, to Newark on the road they now lease—a distance of twenty miles. From Susquehanna the Erie company is now building a branch, thirty-six miles long, to Carbondale, to connect with the coal roads of the Delaware and Hudson Company.

☞ The directors of the Connecticut Valley Railroad have decided to make Saybrook the southern terminus of their road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Feb. '70 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Jan. '70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,400		
Do. do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan. '70 7½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,300	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	Jan. '70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J.	July '69 5
Central of New Jersey....100	15,000 000	J. & J.	Jan. '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec. '69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct. '67 2½
Chemung*.....100	280,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '70 5
" pref..100	2,425,400	M. & S.	Mar. '70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept. '69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec. '69 4
" " pref.100	18,159,097	J. & D.	Dec. '69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct. '69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '69 5
Cincinnati City Passenger....	----------	J'n & J'ly	Jan. '68 2
" Street	----------	J. & J.	Jan. '68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov. '69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb. '70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan. '70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	Nov. '69 5
Concord & Porta., guar....100	350,000	J. & D.	Dec '69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum pic Rivers 100	139,000		
Do. pref 100	1,824,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*.....100	2,860,646		
Delaware*..... 50	594,250	J. & J.	Jul. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw & Bat..100	1,200,000	F.M.A N	Feb. '70—
Dubuque and Sioux City..100	1,678,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,361	J. & J.	J'ly '69 3½
East Mahanoy 50	392,540	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	1,290,087		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*..100	500,000	F. & A.	Aug '69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov '69 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,538,910	Annual.	Dec' 69 7½
Erie & Pittsburg 50	962,900		
Evansville & Crawfordsv.100	1,143,448		
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Mar. '70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,330		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov. '69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn. '68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 336,000		
Leeds and Farmington*.....	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,668	J. & J.	Jan. '70 3
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	2,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,815	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,812,726	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehl l*. 50	323,375	J. & J.	July '69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,100	----------		
" " " 1st pref 100	----------		
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7½
" " " pref.....100	9,744,.63	Feb. 1870	$7 & 8½
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga.100	2,066,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,538		
N. Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,793,900	F.M.A.N	Nov. '69 2
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh.,.100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4 848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 6
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Gray's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., F. W. & Chi. gtd.*100	19,665,000	J. A. J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	879,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Peterab g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 50	68,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	----------	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,440.000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul '69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,500	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia....100	2,9.9,900	F. & A.	A'g.'68 4
Staten Island.....100	460,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	443,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	495,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif (Ph.). 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West. ..100	5,700,000		
" " pref100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 2½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River.....100	534,400	J. & J.	July 9 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,405		
Virginia Central 100	2,353,679		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,776		
Winchester and Potomac....	----------	J. & J.	Jan. '70 3
Warren..... 100	1,547,650		3½
Worcester and Nashua ... 75	1 524,600	J. & J.	Jan'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,962	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	5,238,895		
Delaware Division..... 50	1,833,250	F. & A.	Feb. '70 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated 10	1,045,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300 000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,880		
" preferred 50	----------		
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	600,000	J. & D.	D.,'69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000		Mar.'70 2
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,045	568,270	556 080	532,657	511,854	609,788	579,642	535,256	416,000	5,611,590
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,630	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,992,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,367
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	425,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	681,000	475,800	387,700	5,532 949
1870	362,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,642	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,985	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,747
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,. 71
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,158	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,632,907
1870	731,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,556	242,621	3,095,965
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	339,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,920	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,161,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,993
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,617,629
1869	657,440	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	736,596	8,741,855
1870	654,587	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,708	90,526	96,535	106,594	114,716	121,217	142,923	132,387	123,383	1,278,712
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,290,823
1870	90,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	243,784	230,508	557,227	268,613	264,935	241,236	189,145	236 612	308,106	375,567	332,360	348,048	3,806,848
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,926,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,216	4,650,326
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,664,808
1868	362,021	338,335	378,736	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,155
1869—*Including Lake Shore	1,006,998*	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,116
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 842	4,744,164
1870	337,992	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	656,917	468,880	6 517,046
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,320	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 ... 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.027	254,896	2,915,543
1870	196,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	446,994	463,873	466,557	454,828	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033 020
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	839,9. 4	8,726,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,464,026	1,294,621	1,235,366	1,476,406	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,898	123,937	127,010	156,338	139,626	244,114	246,840	221,570	220,209	265,154	2,050,232
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	384,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	400,766	351,756	333,480	3,909,258
1868	278,712	265,137	257,800	286,825	260,529	298,344	283,833	484,209	450,203	429,808	323,270	309,429	4,018,306
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,900	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	628,560	617,585	756,467	857,252	857,288	716,829	5,709,183

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114½
" " " " ..... coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109
" " " (5-20s)....coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109
" " " (5-20s)....coupon		6	" "	1884	109½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109
" " " (5-20s)....coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	109
" " " (5-20s)....coupon		6	" "	1885	109
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108½
" " " (5-20s)....coupon		6	" "	1886	107½
" " 3d series (5-20s)...registered	379,691,800	6	" "	1887	107
" " " (5-20s)....coupon		6	" "	1887	108½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	109
" " " (5-20s)....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105
" " " (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	77,350	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	mil.	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70½
" — " " (extended).....	2,414,800	5	" "	'83-'86	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	782,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'05	95
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank)..	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	117
" — " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " " (" ")		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	93
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	93
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	6	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	75
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	74½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	6	" "	1908	85
" — " " (Funding).....	494,300	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	476,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'80-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	6	" "	1890	....
" Defense Loan of 1864-'68	3,040,100	6	" "	1883	101
" South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	....
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-'77	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'73	....
" — " " "	720,000	6	" "	'74-'75	....
" — " " "	1,430,000	6	" "	1876	....
" — " " " 1862....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863..	200,000	5	Jan. & July.	1893	98½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	102
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1893	98½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'78-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	94
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	93½
Nebraska—(No Account).....	....	....	....	....	....
Nevada—(No Account).....	....	....	....	....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'98	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
" — "	5,726,800	6	" "	1873	110
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47½
" — " (new).....	3,059,045	6	" "	'92-'98	21½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (")....	1,600,000	6	" "	1875	99
" — " (")....	4,095,309	6	" "	1881	100
" — " (")....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1894	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	99
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	460,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
" — " " "	7,909,600	6	" "	1877	106½
" — " " "	9,273,050	6	" "	1882	107½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	101½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	89
" —Funding Bonds	1,252,971	6	" "	'70-'90	81
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	2-9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	48½
Texas—No legal debt.....	....	....	....	....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	75
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	72½
" — " Bonds	3,446,000	6	" "	'90-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	....	....	....	....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'85	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
3d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	95
Loan of 1860	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	58
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	42½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	99½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1880	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	968,545	8	" "	" "	1880	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	6*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,666,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	90
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	94½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	63
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	84½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1888	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,240,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1893	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1886	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1885	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jun. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1886	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'86-'90	....
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,108,000	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	976,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1880	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	600,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	675,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	442,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	468,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1896	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage. (Essex Railroad)	214,000	6	Jan. & July.	"	1878	....
Bonds of 1868	800,000	6	March & Sept.	"	1890	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,060,000	7	Jan. & July.	Philadelphia.	1890	93
Income Bonds	570,000	5	April & Oct.	"	1872	68½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	91
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1891	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,620,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000		Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	6*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1863	108
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1880	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	113
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1868	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	380,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	84½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	68
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort	924,000	7	Feb. & Aug.	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
2d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July.	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1883	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	25
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1901	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,040	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	8	April & Oct.	New York.	1875	102½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	9[illegible]
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	203,000	8	" "	"	1877	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	380,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	89½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	90
Northern New Hampshire:						98
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,600	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1886	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$389,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		6	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	96
2d Mortgage, W. Div	456,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	71
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	800,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	1,000,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d *M.* stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,845,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,282,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,597,000	7	— & —	Philadelphia.	18—	90½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	87½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1866 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7½	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	108½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	81½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
Consol. M. (T., W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	78
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	85½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	89
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'60–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	77
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	80
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	551,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,947	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,760	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,006,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,830	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	78
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000		Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. &c.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,068	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna §....New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	580,000	401,830	120.0	291,226	7,081,264	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	—	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	80	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	63,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf §.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina §..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence..Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio §.....Md. & W. Va.	22,591,011	4,609,646	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	129
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch §.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,746	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	28
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	282,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	998,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	158
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	—	34,607	872,800	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	10	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,366	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	628	Bos., Hart. and Erie §. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	7½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,011	4,471,274	—	217,437	1,000,420	146 1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,350,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	137
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,090	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	116½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased | to West Jersey.)	—	—	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	▲ 234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L.	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,608,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23½
Dec. 31, 1868	095.0	—	....	52.0	108	11	10	1,624	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,206	157,000	269,089	2,085,925	791,500	—	109,493	53.6	495,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Chester Valley .....Pennsylvania.	1,371,900	—	—	—	—	—	—	—	—	871,900	500,000	420,000	—	—	—	—	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Oct. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	113
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,886	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n..Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific..Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,078	627,695	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Lease	es	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	0.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central.)	.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	107,571	93,877	355,954	17,076	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	*	296,300	—	2,056,750	1,662,100	—	—	(Leased to Atl. & Gt. Weste				rn.)	.....	8	100	...
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	97½
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio.	6,959,077	1,282,517	—	—	6,250,000	3,149,000	—	—	(	Leased to	Pittsburg	Cincinnati	re.)		7	100	93
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Leased to		Pittsburg	and St. Louis.)			—	100	201
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	(Operated by Little Mi			ami.)			8	50	....
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	81
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	350,000	*	.....	.....	350,000	.....	.....	.....	(Leased to Concord.)						7	100	108½
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,847	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	140
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	2,178,300	*	.....	.....	100,000	1,000,000	1,178,300	.....	(Leased to Phila. & Trent.)						—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	257,000	*	.....	.....	200,000	30,000	.....	.....	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	1,500,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	400,000	160,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	3,000,000	2,000,000	.....	.....	(Under construction.)						—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	608,266	36,000	210,846	2,362,341	3,423,500	660,700	.....	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	364,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	.....	253.4	2,954,957	191,888	2,128,512	3,743,107	1,794,648	13½	50	103
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	.....	.....	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	825,199	*	.....	.....	480,000	.....	.....	.....	(Leased to Boston & Maine.)				29,000	29,000	3	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	163,124	(Leased to Illinois Central.)				973,186	.....	4s	100	109
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	.....	.....	.....	280,000	.....	.....	.....	(In progress.)						—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	500,000	1,000,000	.....	.....	.....	.....	.....	.....	(In progress.)		—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	124,800	140,000	2,000	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	117½
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern Shore	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased to Phila., Wil. & Balt.)						—	100	....
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	(Leased to Phila. & Reading.)						6	50	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	.....	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	82
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia	Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	Evansville, Henderson & Nashv.)				82,923	8,095	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	(Leased to Northern Central.)					25,000	5	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	(Leased to Northern Central.)					165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	25½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	....	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	.....	5.9	10,815	76,776	.....	31,320	6,770	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	(Leased to Pittsburg and Connellsville.)						7.6	50	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	131½
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	.....	(Leased to Belvidere Delaware.)						—	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	.....	.....	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	.....	(In progress.)						—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	.....	.....	230,845	—	97,000	.....	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	....	Grand River Valley	Michigan.	.....	.....	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk	Canada	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western	Canada	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.2	122,712	39,149	.....	320,138	128,055	—	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271 0	.....	.....	.....	2,184,167	.....	—	100	107
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	(Leased to Pennsylvania.)				133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Jan. 31, 1868	122.4	—	15.4	77.0	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	15	6	7	253	Houston and Texas Central	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135 0	.....	.....	.....	897,617	528,297	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	2	3	1	16	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	50.0	—	....	—	—	—	—	—	Hudson River	New York.	16,669 382	2,616,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	169	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	.....	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	137
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	(Is now operating Terre Haute, Alton & St. Louis R. R.)				.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.6	.....	.....	.....	.....	.....	—	50	12
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	225.0	—	—	—	—	—	Iron	Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	.....	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Jnn. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	87,322	2,107	—	50	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,166	181,383	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	782,290	1,482,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	(Leased to Chicago and Alton.)					152,927	7	100	90
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	(Leased to Michigan Central.)						8	100	....
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	.....	.....	.....	180,250	800,000	.....	.....	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	80	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31 0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	31.0	—	118	94.0	2	2	1	20																								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	...
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	34	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)		619.3	.....	.....	.....	.....	.....	—	109	86½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	(See Le	high Coa	l and Na	vigation	.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	...
Nov. 30, 1868	101.0	198.5	188.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	108½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	.....	241,200	.....	.....	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	...
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	...
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654.265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by		L. M. and	Col. & X	enia.)	8	100	...
Little Miami and Col. & Xenia (Joint).O.																										
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	...
Dec. 31, 1868	9.0	—	.....	—	2	10	.....	.....	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	(Leased	to Phila. a	nd Read.)	.....	4	50	81½
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	55,463	13,371	—	100	...
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	52½
Jun. 30, 1869	65.0	—	0.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,289,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	...
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	...
Dec. 31, 1868	50.0	—	.....	124.0	6	3	—	53	Macon and Brunswick ‡.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	...
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.‡.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	...
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ‡.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	.....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	130½
Mar. 31, 1868	19.0	—	.....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Co		ncord.)					100	...
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Dec. 31, 1868	32.0	—	.....	22.0	.....	.....	.....	.....	Maryland and Delaware ‡...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)		.....	—	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Memphis, Clarkesv. and Louisv. ‡..Tenn.																										
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ‡.....Tennessee.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	...
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,874	.....	.....	514,376	64,343	—	100	...
Feb. 28, 1869	468.4	48.0	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	803,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	...
Dec. 31, 1868	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	...
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	62½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	302,048	8	50	103
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ‡. Miss. & Tenn.	1,250,000	.....	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ‡.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
Dec. 31, 1868	472.0	14.5	.....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,610,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Feb. 29, 1868	88.5	28.4	.....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	32
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	90½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ‡...Tennessee.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,280,878	430,649	118,730	10	100	140½
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ‡...Tenn. and Ala.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern‡.Tenn. & Ky.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,923	—	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Louisville & N		ashville.)	.....	—	100	...
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	51.0	.....	.....	.....	512,313	171,453	4	100	117½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ‡ .N. Bruns.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	104
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	6.0	—	.....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	...
Nov. 30, 1868	84.0	9.0	.....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	...
Dec. 31, 1868	33.9	....	.....	—	37	70	15	231	New Jersey.....New Jersey.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	...
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern...Conn. and Mass.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	118
Nov. 30, 1868	206.0	—	.....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.‡.L. & M.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	...
Dec. 31, 1868	62.0	—	.....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ‡.La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	...
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central.....New York.	36,607,697	*	6,402,473	2,928,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	...
Sept. 30, 1868	5.1	—	.....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	84,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	146½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	145
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1868	62.0	13.0	.....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,550	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	.....	.....	.....	463,464	361,017	109	86½	...
Sept. 30, 1868	81.0	4.0	.....	—	7	18	2	71	Norfolk and Petersburg ‡.....Virginia.	2,399,180	*	.....	.....	1,798,500	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	(Leased | to New Y | ork Centr | al.)	60,000	6	100	80
May 31, 1869	223.0	8.9	.....	—	24	18	13	315	North Carolina ‡.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,046	732,835	—	.....	.....	.....	533.859	25,323	—	100	...

ob. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,653,950	845,000	276,937	23,120	102.0					284,164	108,725	—	100	....		
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)											—	100	....		
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	85		
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....		3,150,000	3,463,839	.....	.....	67.3	421,267				1,015,394	388,240	5a	50	73		
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,788,284	13,598,080	561,370	128,943	—	100	....		
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	96		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110½		
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*		.....		159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....		
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,894	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	106		
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		—	....			
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....		122.0	496,536	5,029,543	29,566,222	898,981	301,742	4	100	85½		
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....		340.0			30,256,534	.....	2,964,041	663,427	—	100	29		
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	.....	173,897		101.5	248,880	.....	.....	1,197,090	653,185	—	50	82		
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*	.....	.....	4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	95½		
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72		
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....		9.0	.....	.....	.....	147,327	24,479	—	100	....		
Sept. 30, 1868	28.6	—	3.2	—	.....	.....	.....	.....	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....						111,196	56,811	—	100	....		
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756		285.0	1,694,535	.....	.....	3,086,592	1,064,338	—	100	....		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....		47.6	.....	.....	.....	.....	.....	24	100	100½		
Dec. 31, 1868	14.5	—	14.5	—	.....	.....	.....	.....	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	680,000	.....	.....	.....		(Leased	to Erie.)					53,400	8	100	....		
Dec. 31, 1868	12.0	—	....	—	.....	.....	.....	.....	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....		(Leased	to Erie)						—	100	....		
Dec. 31, 1868	15.1	—	....	—	.....	.....	.....	.....	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....		(Leased	to Erie.)					26,500	5	100	....		
Dec. 31, 1868	22.0	—	....	—	.....	.....	.....	.....	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....			(Leased	to Camden	and Amboy.)			—	100	....		
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,283,497	5,372,513	6	50	114		
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....		47.0	.....	.....	.....	.....	.....	20	50	225		
Dec. 31, 1868	46.0	—	....	—	.....	.....	.....	.....	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....		(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....		
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....								—	100	....		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....		82.3	.....	.....	.....	212,892	93,883	—	100	....		
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....		39.0	87,111	.....	.....	156,746	12,424	—	50	....		
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,340	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....		287.5	.....	.....	.....	2,804,250	.....	—	50	54½		
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....		24.3	342,775	.....	.....	642,639	295,901	10	50	154		
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976		806.7	4,600,135	.....	.....	8,791,937	3,150,837	10	50	96⅞		
Oct. 31, 1868	26.5	—	32.2	—	.....	.....	.....	.....	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....		26.5	.....	.....	.....	995,196	290,585	10	100	115		
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200	.....	.....	2,393,897	905,891	8	50	104½		
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....		222.5	1,588,097	.....	.....	2,338,531	646,465	—	50	....		
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....		
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....		
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	.....	.....	782			50,080	1,217,879	670,258	108,894	27,450	6	100	85½		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34.971	.....	.....	60,642	5,313	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	.....	399,709	6,680		51.3	258,977	.....	.....	518,592	130,420	6	100	112		
Mar. 31, 1868	50.0	—	....	—	.....	.....	.....	.....	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....		(Leased	to Concord.)				24,500	7	100	....		
Mar. 31, 1868	26.0	—	....	—	.....	.....	.....	.....	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....		(Leased	to Eastern.)			77,755	24,737	—	100	....		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....		14.5	50,896	.....	.....	112,572	21,541	—	100	....		
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	594	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,659	21,943	1,900,000	—	129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	138½		
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	73 8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,550,700	1,524,800	1,226,390	.....		92.3	.....	.....	.....	254,899	30,667	—	100	....		
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Penn.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....			159,744	.....	.....	178,456	26,995	—	50	....		
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....		175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93		
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....		
Sept. 30, 1868	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....				(Not in o	peration.)			—	100	....		
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....		22.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....		12.0	.....	(Under c	onstruction.)	.....	.....	—	100	....		
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2	.....	.....	.....	1,208,941	429,856	10	100	109		
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....		166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	22		
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....				(A bout $5	0,000 a mo	nth.)		—	100	72½		
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....		132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	37½		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....		120.0	.....	.....	.....	612,000	171,000	—	100	43½		
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....			(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....		
Dec. 31, 1868	63.7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....				(Under co	nstruction.)			—	100	....		
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....				(Under co	nstruction.)			—	100	....		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....		80.0	.....	.....	.....	209,534	87,404	—	100	....		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....		
Nov. 30, 1867	16.0	—	....	—	.....	.....	.....	.....	Salem	New Jersey.	278,328	.....	.....	.....	180,550	100,000	.....	.....			(Leased	to West J	ersey.)		16,533	6	50	....		
Dec. 31, 1867	16.9	—	....	—	.....	.....	.....	.....	Salem and Lowell	Massachusetts.	381,471	82,542	.....	6,079	243,305	226,900	487	.....			(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....		116.3	240,290	.....	.....	416,916	106,052	—	100	....		
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	.....	.....	1,289,150	97,000	148,578	.....		54.0	152,360	.....	.....	167,518	344	—	50	....		
Oct. 31, 1868	9.2	20.7	3.2	—	.....	.....	.....	.....	Schuylkill Valley	Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....			(Leased	to Phila. a	nd Readin	g.)		5	50	....		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	200,000	.....	.....								—	100	....		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....		119.3	.....	.....	.....	312,577	12,909	—	100	....		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....		160.0	.....	.....	.....	218,441	.....	—	100	....		
Oct. 31, 1868	28.0	—	6.0	—	.....	.....	.....	.....	Shamokin Valley and Pottsville	Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....		28.0	178,705	.....	.....	277,763	83,511	5	50	....		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....		25.0	.....	265,000	155,000	32,260	11,145	—	100	....		
Dec. 31, 1868	20.0	—	....	—	.....	.....	.....	.....	Shelby and Rush	Indiana.	187,663	—	.....	.....	100,000	37,800	.....	.....		20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....		
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....		80.0	167,376	.....	.....	289,288	68,334	—	100	....		
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....		75.0	.....	.....	.....	127,000	.....	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....		
Dec. 31, 1868	16.0	—	....	—	.....	.....	.....	.....	South Branch	New Jersey.	438,300	—	.....	.....	438,300	.....	.....	.....		(Leased	to Central	of New J	ersey.)		6	100	....		
Dec. 31, 1868	137.0	100.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431	.....	.....	1,294,962	590,706	—	100	....		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000								(In progres	s.)		—	100	....		
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*	.....	.....	259,685	150,000	17,614	15,039		22.0	45,312	2,002,440	.....	77,017	15,961	3	100	....		
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....				(Not in fu	ll operation.)			—	100	....		
Sept. 30, 1868	123.0	8.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	8,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,668,425	389,360	63,560	—	100	....		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....		(Under	construction.)					—	100	....		
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	250,000	.....	—	100	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶ South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	920,544	342,739	8	100	104
Sept. 30, 1868	13.0	—	0.6	—	6	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,798,824	.....	.....	.....	—	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	.....	.....	267,300	—	—	1,126	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part		of the Rondout		and Oswego Line.)		81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	559,627	211,737	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	50	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	44½
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudson	River.)	517,000	244,944	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Vt.	& Mass.,	R. R.)	32,000	7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,000,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	37½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermont	Central.)			8	100	102
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	60
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	—	(Leased	to Rutland.)				—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936.004	5,225.008	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15.554.017	863.212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of		receiver.)	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	West Wisconsin .....West Wisconsin.	.....	.....	(Under	construction.)	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under	construction.)	.....	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	—	50	131
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	.....	160,000	150,000	1,000	.....	.....	(Oper. by	Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowell.)	596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,522,200	—	.....	.....	1,550,000	65,608	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
									Wrightsville, York and Gettysburg. Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	131
									CANALS, &c									13.0	24,542	.....	.....	43,788	7,266	—	100	....
May 31, 1868	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	83
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	—	—	—	—	—	—	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			108.0	—	—	—	—	—	14	100	118
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	—	—	—	—	912,108	586,547	—	100	....
Dec. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	—	—	—	603,067	397,785	—	50	61½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	—	—	—	258,300	80,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,997,850	3,000,000	.....	.....	45.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	808,000	600,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000	—	—			—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.							—	100	100	17½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,638	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	104½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669.174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,816	—	2,448	8,721	3,443	—			....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	202,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—			....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38½
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—			....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130.000	2,500	63.945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.							—			....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.							—			....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J							—			....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246		52,600	—	24,472		—			....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000					—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.2	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.							—			20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	164,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J	100,000	40,000	60,000	—			—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& Gr'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1860	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	199,990	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	86
Philadelphia and Darby: 1st Mortgage	80,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	69½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86½
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	86½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	394,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	400,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	400,000	7	7	80
Erie, preferred	8,636,910	7	7	42½
Hannibal and St. Joseph, pref.	5,253,836	...	...	107
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,600,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	886,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	71
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	292,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	340,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	369,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,060	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	64
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	20
Mariposa Mining, pref.	6,774,400	7	7	19½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @	37 —
Pig, American, No. 1		34 — @	35 —
Pig, American, No. 2		33 — @	33 —
Pig, American, Forge		30 — @	31 —
Bar, Refined, English and American		— — @	82 50
Bar, Swedes, assorted sizes	(gold).	85 — @	97 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	120 — @	130 —
Bar, Refined	" "	82 50 @	— —
Bar, Common	" "	77 50 @	80 —
Scroll	" "	110 — @	145 —
Ovals and Half-round	" "	100 — @	115 —
Band	" "	100 — @	— —
Horse Shoe	" "	102 50 @	— —
Rods, ⅜@3-16 inch	" "	87 50 @	130 —
Hoop	" "	110 — @	150 —
Nail Rod	Less 5 per ct. per lb.	— 7½ @	— 7¾
Sheet, Russia, as to No.'s	(gold)	— 11 @	— 12
Sheet, Single D. and T. Common		— 4½ @	— 6½
Rails, English	(gold). per ton.	57 — @	— —
Rails, American, at Works in Penna.	c'y.	70 — @	77 —
Anvils, Eagle	per lb.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @	— 20
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 11 @	— 13
English Machinery		— 11½ @	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— — @	— 18
American, Spring, do.		— 9 @	— 12
American Machinery do.		— — @	— 12
American German do.		— 10 @	— 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 50 @	— —
Clinch		6 — @	— —
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23 @	— 29
Copper		— 38 @	— —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½ @	— 34
Straits	(gold).	— 32½ @	— 33
English	(gold).	— 30½ @	— 31

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 25 @ 8 50	9 — @ 10 —
I. C. Coke	7 00 @ 7 50	8 — @ 8 75
Coke Terne	5 75 @ 6 —	6 75 @ 7 25
Charcoal Terne	7 37½ @ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15½ @	— 15½
Crude, 40 @ 47 gravity (in shipping order)		— 20 @	— 20½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 27 @	— —
Refined, Standard White (in ship'g order)		— 27½ @	— 28
Refined, prime White (in shipping order)		— 28½ @	— 29
Refined, S. W. (in merchantable order)		— 35½ @	— —
Naptha, Refined, (60 @ 63 gravity)		— — @	— 10
Residuum	per bbl.	4 50 @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 26 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 45 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Canton Co.	61½	61	61½	62½	62	62
Central Pacific 6s	95	95½	94½	94	....	94
Central of N. Jersey	103	102	103	104½	103½	103½
Chicago & Alton	115	....	114	113	....	113½
" pref.	115	....	....	....	....	114½
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	91½	....	....	....	....	....
Chicago, Burl. & Q.	....	....	150	....	150	
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	72½	72½	73½	73	73	73½
" pref.	88½	88	88½	88½	87½	87½
" 1st M.	94½	96	....	....	95	94½
" S. F.	....	....	....	....	....	....
" Consol.	90	90	90	....	....	....
Chic., Rock Isl. & Pac.	120½	119½	120½	120	119½	119½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98	97	97½	....	98	98
Clev., Col., C. and Ind.	....	....	....	....	....	74
Clev. and Pittsburg	....	98	98	98½	98	97½
" 2 M.	....	....	....	....	....	....
" 3 M.	90	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	100½	....	....
Col., Chi., & Ind. C.	20½	19	19½	....	20	20½
" 1 M.	80½	80½	81	82½	82½	82½
" 2 M.	....	58½	....	....	....	....
Cumberland Coal pref.	....	30	....	....	....	....
Del. & Hudson Canal	....	119	117	118	....	118
Del. Lack. & Western	104	104	104	....	103½	102½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	109½	109½	....	109	109	....
Erie Railway	25½	25	25½	25½	25	25
" pref.	43	42	43	....	....	42½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1870	90½	90½	90½	91	....	....
" 3 M. 7s, 1883	89½	....	89½	....	88½	....
" 4 M. 7s, 1880	85½	....	85½	85½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	78½	79	....
Hannibal & St. Joseph	107½	107	107	107	....	....
" pref.	107½	....	107	....	....	107
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	105½	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	138	....	137	137	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	86½	87½	87½	86½	86½
Lake Shore Div. bonds.	90	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120½	....	121	119½	119½	119
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	100	....	....	101½
" 2 M.	....	97½	....	....	....	96
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	19	19½	18	18½	18½	18
" Tr. 10s ctfs.	....	....	....	....	45	46
Milw. and St. Paul.	63½	62½	63½	63½	62½	....
" pref.	77	75½	76½	76½	75½	75½
" 1st mort.	92½	94	94	....	94½	....
" 2d mort.	....	....	....	....	....	....
" 8s	104	104	104	104	....	104
" 7 3-10s con.	90½	90½	90½	91	91	92
Missouri 6s	94½	93½	93½	93½	93½	93½
" H. & St. J. iss.	....	....	....	....	....	92½
Morris and Essex	87½	87½	88½	89	89	89½
" 1st mort.	102	....	....	....	....	102
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	91	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	95	95½	96½	96	96½
" certificates	94½	93½	93½	94½	94½	94½
N. York and Harlem	145	143	146	146½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	45½	46	45½	....	47	47½
" new	23½	21½	21½	21	22	21½
Ohio and Miss.	30½	30	30½	30½	29½	29½
" pref.	....	71	71	....	....	....
" 1st M.	....	96	....	....	....	....
Pacific Mail S. S. Co.	37½	37½	38½	38½	38½	36½
Panama	....	....	....	....	....	....
Phila. and Reading	97½	97	97½	97½	96½	96½
Pitts., Ft. W. & Chi. gtd.	93	....	92½	92½	92½	93
" 1 M.	....	....	....	....	106	....
" 2 M.	97½	....	....	....	....	97½
" 3 M.	93½	....	....	....	....	....
Quicksilver Mining Co.	12½	11½	11½	11½	....	11½
St. L., Alton & T. H.	35½	35	35½	37	37	37½
" pref.	63	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	80½	....	81	....	....	82½
" Income bds.	....	....	75½	....	....	79
Tennessee 6s	55½	....	56½	57	59	59½
" new	45½	45½	45½	46	49	48½
Tol., Wab. & Western	44	43½	44½	....	....	43½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	92	....
" 2 M.	82½	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	83	82½	84	86½	85½	
Virginia 6s, ex-coupon	68	69	72	75	75½	75½
" new	67	67	70	....	....	72½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	100	....	....	....	....	107
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅜	107⅝	107½	107	106⅝	106⅝
U. S. 5s, 10-40s, reg	107⅝	....	....	106⅝	....	105
U. S. 6s, 1881, reg	115	114⅛	114⅛	....	....	....
U. S. 6s, 1881, coup	116	114⅛	115⅛	115	114	114
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113⅜	112	111⅛	111⅛	110⅛	110
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112⅜	110⅛	110⅛	110	109⅝	109⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112⅜	....	110⅜	110⅛	109⅜	109
U. S. 6s, 5-20s, r. n. '65	....	108⅜	....	108⅜	....	....
U. S. 6s, 5-20s, c. n. '65	111	109⅛	109⅜	109⅛	108⅜	108
U. S. 6s, 5-20s, reg. '67	....	....	109⅜	....	....	107
U. S. 6s, 5-20s, c. 1867	111⅛	110	110	109⅜	108⅛	108⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111⅞	109⅜	....	109⅜	108⅛	109⅜
U. S. 6s, Pac.R.Reissue	111⅛	110⅜	110⅞	111	....	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	34⅞	....
Camden and Amboy	115½	115⅝	115⅝	115½	115¼	115½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	93⅜	93⅜	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	93
.. 7s	....	....	....	....	....	....
Lehigh Navigation	32	32	....	31½	31½	31⅝
.. 6s, 1884	....	....	....	....	84	....
.. Gold L	91½	91	90½	90½	90⅝	90½
.. R. R. L	90	....	90	....	90	....
Lehigh Valley R. R	54½	54½	54½	54⅝	54⅝	54⅝
.. 6s new coup	94⅝	....	94⅜	....	....	94
.. 6s new reg	....	....	....	....	....	90½
Little Schuylkill R.R	....	41	....	....	....	40½
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	51½	....	51½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	65	65	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36½	....	....	....	....	....
.. 6s, 1880	91	91	....	....	....	....
.. 7s	89½	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	48	....	48
Pennsylvania R. R	57	57	56⅝	57	57½	57
.. 1st M	99⅞	....	....	....	....	99⅜
.. 2d M	....	....	99½	....	....	....
Penn. State, 6s. 1st series	103⅛	....	....	....	....	....
.. 6s, 2d series	106½	106½	106½	....	....	....
.. 6s, 3d series	....	107⅛	107⅛	107⅜	....	....
.. 6s, W. L	....	....	....	....	....	101⅛
Philadelphia City, 6s	100½	100½	100	100	....	....
.. new	101⅜	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor	....	....	76½	....	....	....
Phila. & Reading	48⅜	48⅜	48⅛	48⅜	48⅛	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27⅜	....	....	....	....	....
.. 6s	....	....	87½	....	....	....
.. 7s	....	....	87½	....	87½	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	15½	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12½	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	93¼	93½	93¼	93½	94	94
.. 1884	....	....	....	92	....	93
Balt and Ohio	128½	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	95
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	96⅞	....	....	90
Marietta & Cin. 1st M	88½	89	89½	90	90	90
.. 2d M	....	....	....	....	....	68½
Northern Central	....	....	....	48	....	48½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	85	....	86	....	86	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	17½	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	146½	145½	....	145	143	
Boston and Lowell	....	135	....	....	....	....
Boston and Maine	....	146½	144½	....	146	
Boston and Providence	138½	139	139	140	140½	
Boston, Hartford & Erie	7½	6⅞	6⅞	6⅜	6⅜	5⅛
.. 7s, new	44½	43½	43½	43	43⅛	42⅝
Cheshire, pref	92	....	90	....	....	86½
Concord	81½	....	82	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	116½	....	....	115⅜	
Fitchburg	131⅜	132	131⅜	....	133	132¼
Manchester & Lawr'cc	....	....	....	....	....	....
Michigan Central	....	120	129½	120	119½	
Northern, N. H	110½	112	....	....	111⅛	
Ogdens. & Lake Champ	....	83½	84	....	83	
.. pref	....	109	....	....	108	
Old Colony & Newport	95	95	95⅝	....	94⅜	94⅛
Ph., Wil. & Baltimore	52⅝	52½	52½	52	52	52½
Portl'd, Saco & Ports	114	102x	....	....	102	
Union Pacific 6s	83½	81⅛	82	83¾	85	84½
" Land Grant 7s	69	69	69	....	69½	69⅜
Vermont & Canada	102½	....	102	....	102	
Vermont & Mass	60	....	....	....	60	60
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	104½	....	....	....	....
Metropolitan ..	....	....	....	67	....	65½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	6	....	6½	....	
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	4⅜	....	3⅜	2⅜	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	28½	16	17	....	....

London Stock Exchange.

	—Closing Prices.— Feb. 11.	Feb. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	55 — 65	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	55 — 65	60 — 70
Do. do., 2d mort., 1882	60 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 28	28¼ — 29½
Detroit and Milwaukee 1st mort. 7s	65 — 67	66 — 68
Do. 2d mort. 8 p. c	65 — 67	66 — 68
Erie shares 100 dol. all paid	20½ — 21	21 — 21½
Do. sterlg. 6 p. c. convertible bonds	62 — 65	64 — 68
Do. 3d mort. 7 p. c. 1883	63 — 65	65 — 70
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111½—112½	110¾—111½
Marietta and Cin. R. R. bonds 7 p. c.	74 — 76	74 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	106 —108	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 87	86 — 88
Philadelphia and Erie 1st mort. 1881	88½— 89½	89 — 90
Do. with option to be paid in Phila.	88½— 89½	89 — 90

American Railroad Journal.

Saturday, March 12, 1870.

Stock Exchange and Money Market.

The feature of the week's business in the financial line has been a further decline of full five per cent. in Gold. The fall in Gold has had the effect of checking operations in most lines, and of generally depressing commercial values. The demand for Money has been only moderately active, and has been readily responded to on the basis of 4@6 per cent. on call, and 7@8½ per cent. per annum, in the discount form, on strictly prime to good mercantile paper. The city banks, in their last weekly return, show an addition of nearly two millions to their deposits, over a quarter of a million to their reserve of legal tender notes, and nearly ¼ of million to there specie hoard. They have enlarged their loans, and reduced their circulation, a little. The U. S. Sub-Treasury cut down its general balance about 2½ millions during the week. It held on Wednesday morning a currency balance of 5¼ millions, against less than five millions the preceding Wednesday. The general balance on Wednesday stood at $81,693,682, against $84,198,077, a week earlier.

The specie reserve of the city banks according to the latest return is $35,898,493, against $19,486,634 same time last year. The city bank deposits are now $213,078,341, against $182,604,437 week ending March 6, 1869. The legal tender reserve amounts to $54,065,933, against $49,145,369 same time last year. The circulation now stands at $33,783,942, against $24,275,885 same time last year. The loans are now $268,634,212, against $262,089,883 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $100,530,417 a day, against a daily average of $91,917,000 the preceding week, and $85,191,978 the week ending with Feb. 20, 1870. The current week's exchanges average about 92½ millions a day. The city banks, last week, reported a gain of $204,204 of specie, $1,945,393 of deposits, and $294,109 of legal tender notes. They increased their loans, $148,570; and reduced their circulation, $36,963.

National Bank notes to the amount of $219,820 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $321,615,731, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $21,958,382, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,657,349. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,384,350; and for the public deposits, $17,683,500—making a total of $360,047,850. The Treasury Department last week redeemed and destroyed $677,700 of worn and mutilated fractional currency, and issued $444,582 of new.

The U. S. Sub-Treasury receipts, week ending with March 5, were $3,824,453 in coin, (including $2,698,000 from customs duties,) and $3,359,831 in currency; payments, $4,942,988 in coin, (including $2,497,664 of coin interest,) and $3,755,549 in currency; balance at the close of the week, $80,494,089 (including $74,334,385, of coin, and $4,817,341 of currency,) against $83,495,082 at the close of the preceding week, showing a decrease of $3,000,993. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $543,300 in coin, (including $428,000 from customs,) and $713,789 in currency; payments, $126,779 in coin, (including $76,600 of coin interest,) and $457,630 in currency. On Tuesday, receipts, $567,891 in coin (including $474,302 from customs), and $642,495 in currency; payments, $111,558 in coin (including $108,000 of coin interest) and $436,957 of currency. The balance at the close of business on Tuesday stood at $81,693,682, (including $5,278,989 of currency, and $75,206,739 of coin,) against $84,198,077 a week previous; and $85,667,100 on Feb. 22d, 1870. The aggregate receipts of the office in February were $38,237,062, including $11,951,925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,505,172 of coin certificates, received for customs.

Government revenues have been yielding quite satisfactorily, since our last, in both forms of excises, and customs. The excises, during the week

yielded about 3¼ millions; customs at the port of New York, $2,633,172, and at the outports about $875,000 (in coin) more, making the grand total income for the week equal to about $7,108,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 116¼ millions.

The Gold speculation has been unusually active and excited, since our last, with a general and very decided tendency toward a reduced premium. The offerings of coin have been extensive, and the operators for a fall have been pressing sales with extraordinary energy. Washington dispatches have been of a very variable tenor, relative to the funding and currency projects now before Congress; and have been made skilful use of, to promote the interests of the conflicting elements of the Gold Exchange. There has not been any very notable demand for coin, of a legitimate business nature, other than the call for Custom House purposes. The export inquiry has been unimportant. The abundance of foreign exchange, especially of commercial bills, has been against an export drain of specie. The range of the price, during the week, has been from 110⅛@115⅝ and the closing quotation on Wednesday was 110½. On Wednesday, Government marketed a million of Gold at from 110.60@111.10. The bids reached over three millions, and ranged from 107½@111.10.

Many merchants, and jobbers have been paying out silver in change, in retail transactions, during the week.

The coin interest payments of the Sub-Treasury on Wednesday were $67,375.

The customs demand for Gold last week, averaged $449,667 a day; thus far this week, it has averaged $451,500 a day, or equal to a weekly aggregate of $2,709,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $12,811; and since Jan. 1 1870, $3,084,381, against $2,097,452 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $88,972,094, against $83,987,493 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to Feb. 25th, was $995,347, against $973,808 same time last year.

The exports of specie, from this port, last week, were $298,453, against $507,853 same week last year; total, since July 1, 1869, $21,827,653, against $28,692,304 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,497,664, and since July 1, 1869, $65,589,902, against $65,642,192 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to Feb. 25, were $6,279,166, against $6,527,869 same time last year.

Foreign Exchange has been offered freely at lower and irregular prices, yet has not been in much request. The heavy cotton shipments have added largely to the available supply of bills. Bankers' prime sixty day bills on London closed heavily on Wednesday at 108⅛@108⅜, and on Paris to 5.25@5.19½; sight bills on London to 108¾@109, and on Paris to 5.18¾c.@5.17½. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $3,902,429, making the total since July 1, 1869, $143,115,099, against $111,633,425 same time preceding fiscal year.

Government securities bearing gold interest, declined 3@4½ per cent, in sympathy with the fall of full five per cent in gold. At the reduced rates, more liberal offerings and purchases of bonds have been reported. The 1881 six per cent currency sixes have shown most firmness. The severest depression has been in the instance of the later issues of the Five-twenties. Early on Wednesday, the 1867 Five-twenties sold as low as 107½, but rallied through the day to 108⅝@108¾, closing at 108¼@108½. On Thursday, Government bought in a million of Five-twenties at about the open market price.

U. S. sixes of 1881 closed here at 113¾@114; U. S. Five-twenties of 1862, 109½@109¾; U. S. Five twenties of 1864 at 109@109¼; U. S. Five-twenties of 1865 at 109⅛@109⅜; U. S. Five-twenties of 1865, consolidated, 107¾@108; U. S. Five-twenties of 1867, 108¼@108½; U. S. Five-twenties of 1868, 108½@109; U. S. Ten-forties at 105⅞@106, ex the March coupon; U. S. Six per cent. currency bonds, 111@111¼.

State Bonds have been in rather quick request, but unsettled in price. A good inquiry has been noted for substantial railway bonds and mortgages at well supported rates. Of the bonds of the the new Chesapeake and Ohio Loan, offered by Messrs. Fisk & Hatch, further considerable sales have been made for investment purposes, at 90 per cent and interest.

Central Pacific Sixes closed on Wednesday at Frankfort at 82¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 28.	March 2.	March 9.
Consols	92½	92¾	92⅝
U. S. 5-20's of 1862	89¼	90⅛	90⅞
U. S. 5-20s, 1865	88¾	89⅝	90¼
" 1867	87⅝	88⅜	89⅜
" 10 40s	84¼	86	87¾
Erie	21¾	21¼	21½
Ill. Central	111¼	110¼	113¾
At. and Gt. West		28½	

Railway and miscellaneous share values have been quite irregular through the week, on a rather less extensive Board and street business. At the close the market showed rather more steadiness.

General business has been less active and buyers of most kinds of domestic produce have had any existing advantage as to price. Middling upland cotton closed heavily on Wednesday at 21cts. per lb. The stock of cotton now here is given at about 68,500 bales. The receipts at the port this week, have averaged about 2,250 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,153,700 bales, against 1,652,600 bales in 1868–'9; exports, same time 1,250,000 bales, against 883,500 bales same time in 1868–'9; stock on hand at latest dates, 538,000 bales, against 398,100 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 2,146 pkgs., against 2,385 pkgs., same time in 1869. From Boston, 802 pkgs., in 1870, against 2,981 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in limited demand, at from 10@17c., per lb.; week's receipts, 5,613. Milch cows continue quiet, at $40@$100 each, receipts, 120. Veal calves have been in slack request at from 8@13 c. per lb.; receipts, 1,028. Sheep and lambs in fair demand at from 5½@9c., and —@—c. per lb.; receipts, 17,781. Swine are dull and heavy at 9⅛@9¾ c. per lb., all live weight; receipts, 12,382.

Foreign goods have been moderately sought after at less firm prices. The week's imports of foreign dry goods were to the specie value of $3,274,840; and of foreign merchandise, $4,257,212, making a total of $7,532,052, against $7,255,441 same week last year. The marketed foreign dry goods have been to the specie value of $3,559,969.

The ocean freight market has been fairly active, especially in the line of cotton, and grain shipments, and rates have been quoted much stronger. For Liverpool we quote flour at 1s. 6d.@1s. 9d by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 4d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@$\frac{7}{32}$d. by sail, and $\frac{5}{16}$@$\frac{7}{16}$d. by steamer per lb.; and heavy goods 12s. 6d.@30s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 405.

The balance in the Sub-Treasury on Wednesday was $81,279,433 23.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 8th, and since the beginning of the year:

	1869.	1870.
For the week	$2,865,839	$3,902,429
Previously reported	26,035,420	27,117,829
Since Jan. 1	$28,901,259	$31,020,258

The imports for the week ending March 5th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,507,848	$3,274,840
Gen. merchandise	3,747,593	4,257,212
Total for the week	$7,255,441	$7,532,052
Previously reported	41,358,863	41,585,604
Since January 1	$48,614,304	$49,117,656

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 75; do., 6s, Levee bonds, 74⅛; do; 8s, Levee bonds, 85; Alabama 5s, 70¾; do., 8s, 95; Ohio 6s, 1886, 104; N. Y. State Bounty Loan reg., 109; do., 7s, 1870, 110; Georgia 7s, 93; do., 6s, 83; South Carolina 6s, 89; do., new, 81; Chicago and Milwaukee 1st mort., 91¼; Am. Dock and Imp., 7s, 94; St. Louis, Jacksonville and Chicago 1st mort., 91; Ohio and Miss. consol. bonds, 83; St. Louis and Iron Mt., 43¼; do., 1st mort., 86; Mil. and St. Paul 1st mort., Iowa Div., 90; Detroit, Monroe and Toledo bonds, 91; Land Dock bonds, 87; Pacific 7s, guar. by Mo., 98; Gt. Western (Ills.) 1st mort., 10s, 1868, 108; Quincy and Toledo 1st mort., 88; Toledo, Peoria and Warsaw 1st mort., W. D., 78½; do., E. D., 81⅞; Buffalo, New York and Erie 1st mort., 90; Central Railroad of New Jersey new bonds, 99; Toledo, Wabash and Western consol. bonds, 78; N. Y. and New Haven

R. R., 145; do., 6s, 102½; New Jersey R. R., 118; Brooklyn 6s, W. L., 93¾; do., Park Loan, 92; Western Union Telegraph, 34; do., 7s, 90; Adams' Exp. Co., 62; Wells-Fargo Exp., 21⅛; Am. Mer. Union Exp., 87¾; U. S. Exp., 50¼; Central gold, 0.24; Grass Valley gold, 0.24; Lacrosse gold, 0.09; Smith and Parmalee gold, 1.50; Wallkill Lead, 0.12.

Philade'phia.—Belvidere Delaware 2d mort., 82; West Jersey R. R. 6s, 90; do., 7s, 95; Lehigh Nav. conv. Loan, 77; Oil Creek and Allegheny River R. R., 41; do., 7s, 78; Union Passenger R. R., 44; N. Y. and Middle Coal Fields, 4.94; Allegheny County 5s, 76; The latest quotations are: City 6s, 100¼@100½; do., free of tax, 101⅝@101⅞; State 5s, coupon, 94@97; do., 6s, W. L., 101¾@102; do., 1st series, 103¼@103½; do., 2d series, 106¼@106½; do., 3d series, 107½@107¾; Reading, 48⅜@48½; do., 7s, 1893, 103@104½; do., mort. 6s, 1880, 90@92; Camden and Amboy, 115⅜@115½; do., mort. 6s, 1889, 93½@94; do., 1883, 86@87; do., 1889, 86@86; Penn. R. R., 57¼@57¼; do., 1st mort., 99@100; do., 2d mort., 99¼@99½; Little Schuylkill R. R., 40@41; Morris Canal, 30@31; do., pref., 65@67; do., 6s, 80@85; do., scrip 7s, 65@—; Susquehanna Canal, 8@10; do., 6s, 45@48; Schuylkill Nav., 6@7; do., pref., 15@16; do., 6s, 1882, 59@60; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 92¾@93¼; do., 5s, 59@62; Lehigh Coal and Navigation, 30½@30¾; do., 6s, 1884, 84@85; do., R. R. Loan, 90@90½; do., Gold Loan, 90@90; North Pennsylvania, 36½@37; do., 6s, 90½@91½; do., Chattle 10s, 111@112; Philadelphia and Erie, 27⅛@27¼; do., 6s, 90@92; Minehill, 51⅜@51½; Catawissa, 13@20; do., pref., 34¾@35; Lehigh Valley, 54¼@54⅜; do., 6s, 97¾@98½; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 40@43; Thirteenth and Fifteenth, 20@20; Spruce and Pine, 22@23; Green and Coates, 34@40⅞; Chestnut and Walnut, 43@45; Hestonville, 12¼@12¾; Union, 41@44.

Boston.—Union Pacific Income 10s., 1874, 77¼; Stanstead, Shefford and Chambly 7s, 79; Vermont Central 1st mort., 82½; do., 2d mort., 41; Cedar Rapids and Missouri 7s, 1916, 88; Eastern R. R., 6s, 1874, 97; Fort Wayne, Jackson and Saginaw 1st mort., 8s, 1889, 91; Cincinnati, Sandusky and Cleveland 20; do., 7s, 75; Cheshire R. R., 6s, 1880, 92¾; Rutland and Burlington 1st mort., 198¾; Missouri River, Fort Scott and Gulf 10s, 1899, 100¼; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 99¾; Kansas City and Cameron 1st mort., 10s, 1891, 108¼; Old Colony and Newport 7s, 1877,102¼; Burlington and Missouri River R. R., 1893, 85½; Keokuk and St. Paul R. R. 8s, 1879, 98½; Vermont Central and Vermont and Canada 8s, 100⅝; Connecticut and Passumpsic River pref. 85½; do., 6s, 1876, 95; Worcester and Nashua R. R., 131; Boston and Albany Rights, 7¼; Boston and Maine Rights, 7¾; Boston Water Power Co., 17½; Cary Imp. 7; Maine 6s, 1889, 97½; New Hampshire 6s, 1884, 98¼; Vermont 6s, 1878, 98¾; Massachusetts 5s, 1883, gold, 98⅞; Chicago 7s, 1894, 96¾; do., 1899, 96¼; Quincy, Ill., 6s, 1887, guar. 60¼; St. Louis County 7s, 1885, 95; Bangor 6s, 1894, R. R. Loan, 87; Lynn 5s, 1882, 84¾; Bath 6s, 1870, 99; St. Louis 6s, 1878. 83; Boston 6s, currency, 101; Brooklyn 6s, 1891, 94; Portland 6s, R. R. Loan, 93½; Cook Co. Ill. 7s, 1890, 96½; Allouez Mining Co., 1½.

Baltimore.—Virginia 6s, old, reg., 58⅝; do., 1866, 65; do., 1867, 58½; Maryland Defense Loan, 101; Orange, Alexandria and Manassas 7s, 71; Orange and Alexandria 2d mort., 74; Northern Central 6s, 1890, gold, 98; Bare Hill Mining Co., 0.20; Navassa, 10; Atlantic Coal, 2.40. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@91¾; Balt. and Ohio, 128@129; do., 6s, 1875, 95@—; do., 1880, 93¾@94; do., 1885, 96½@—; Northern Central, 48@49; do., 6s, 1885, 90@90; do., 1900, 87@—; do., 6s, 1900, gold, —@98; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 96¾@100; do., 2d mort., 92½@93; do., 3d mort. 1885, 82@—; Marietta and Cincinnati 7s, 1892, 90@91; do., 2d mort., 68@70; Central Ohio, 23¼@24; do., 1st mort., 82@84; Western Md. 6s, 1890, 70@75; do., guar., by Baltimore City, 89@89; do., 2d mort., guar., 85@—; do., 6s, pref., 65@66; do., 6s, guar., by Washington Co., 75@85; Richmond and Danville bonds, 74@80; Orange and Alexandria 1st mort., 6s, 81@83; do., 2d mort., 6s, 73@74; do, 3d mort., 8s, 83@83; do., 4th mort., 8s, 68@70; Orange, Alexandria and Manassas 7s, 71@72½; Virginia and Tennessee 8s, 76@84; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70@—; Baltimore 6s, 1875, 94@94; do.,1886, 93@—; do., 1890, 94½@95; do., 1893, 93@—; do., 5s, 1838-'70, 73@80; Memphis City 6s, 51¼@51¾; Maryland Defense Loan, 100@102; City Passenger R. R., 17⅝@17¾; George's Creek Coal, 62@68; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

Savannah and Charleston R. R.

Advices from Charleston, S. C., report the completion of the Savannah and Charleston Railroad. This road will shorten the time between New York and Savannah, *via* Charleston, as compared with the old route, ten hours. First mortgage bonds of the Company, issued at the rate of $5,000 per mile, are offered for sale by Messrs. Conduct & Co., 78 Broadway, N. Y.

☞ A contract for grading forty-one miles of the Kansas Pacific Railroad from Denver, was closed on the 4th inst. A large quantity of ties for this road are now being cut at the mouth of the Platte Canon, and the work of laying the iron will be commenced as soon as the Denver Pacific track is completed. It is expected that the Denver Pacific track will be completed in June and the Kansas Pacific track in October.

☞ The *Cecil* (Md.) *Whig* says it is announced on good authority that the Columbia and Port Deposit Railroad will be put under contract for the grading as soon as the spring opens and the weather is favorable for the work, and the grading pushed forward energetically. The property holders on the route are clearing the wood off the land condemned for the track, and making preliminary preparations for the grading.

☞ Sufficient iron and ties for eighty miles of the California and Oregon Railroad are now at the junction of that and the Central Pacific Roads.

☞ The city of Portland, Me., has commenced paying gold, or its equivalent, for municipal coupons, according to the decision of the Supreme Court.

Columbus, Kukora and Springfield R. R.

The subscription books of the Columbus, Kukora and Springfield (N. J.) Railroad, will open on the 29th inst. This road starts at a point on the Camden and Amboy Railroad two and one-half miles below Bordentown and connects with the Pemberton and New-York railroad at New Lisbon. The distance saved by the road between this City and Trenton will be from eight to fifteen miles; and it is thought that Trenton, by means of this road, will become the distributing depot for the merchandise of Monmouth, Burlington and Ocean Counties. The consolidated companies intend, it is said, to render material aid to the enterprise.

☞ The directors of the Boston and Albany Railroad Company have voted that stockholders of record March 2, 1870, will be entitled to receive *one* new share of the capital stock of said Company for every five shares held by them, respectively, on the payment of $100 per share, fifty per cent of which must be paid on or before April 1, 1870, and the balance on or before October 1, 1870. This increases the capital stock $8,200,000, and raises the whole capital to $19,700,000. The principal object is the payment of the temporary loan to Messrs. Baring Brothers & Co. of London of £250,000, the balance being for construction account. By Legislative Act, approved June 23, 1869, the Company are further authorized to issue stock to the amount of $8,000,000.

☞ The directors of the Worcester and Nashua railroad company have voted to sell 1,550 shares of the capital stock now owned by the company. The stock is offered to stockholders at $100 per share, in the proportion of one new to ten old shares. The proceeds are to be expended on the road. The books of subscription, which are now open, will be closed on the 1st of May. Each stockholder subscribing will be required to pay fifty per cent May 1, twenty-five per cent October 1, and the balance by December 1.

☞ Bridge Theories as well as the structures themselves cannot be too closely scrutinized and criticised. We therefore call attention to the article by Mr. Shreve, Civil Engineer, of this city, in our present issue. As spans of bridges are growing longer, economy, as well as safety, demands that the strains which determine their proportions and style should be well understood by engineers and weak and false theories exploded and abandoned.

☞ A bill has been introduced into the Canadian Parliament to incorporate the "Detroit River Transit Company." It is in the interest of the Great Western and Michigan Central Railroad companies. The capital stock of the company is $3,000,000. The company is to be organized as soon as $1,000,000 are subscribed and ten per cent thereof paid up. The company will have power to build either a bridge over the Detroit River or to construct a tunnel.

☞ The contract for building the Belleville and Southern Illinois Railroad from its present terminus at New Athens to Duquoin, where it will connect with the Illinois Central, will be let on the 17th inst. The length of this section is 41 miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1869.	1890.
Manufactures of wool.....	$1,799,449	$1,967,695
" cotton...	1,554,577	1,821,330
" silk	1,803,309	2,027,243
" flax.....	996,405	853,588
Miscellaneous dry goods..	703,821	898,376
Total entered for consump.	$6,857,561	$7,568,232

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$928,133	$1,109,707
" cotton...	540,107	790,965
" silk	464,495	639,981
" flax	555,837	704,786
Miscellaneous dry goods..	207,995	114,250
Total withdrawn from warehouse	$2,696,567	$3,359,689
Add entered for consump.	6,857,561	7,568,232
Tot. thrown on the market..	$9,554,128	$10,927,921

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool.....	$949,386	$1,299,526
" cotton...	423,881	755,044
" silk	426,499	527,708
" flax	440,590	541,280
Miscellaneous dry goods..	103,326	104,614
Total entered for wareh'g..	$2,340,632	$3,228,172
Total entered for consump.	6,857,561	7,568,232
Total entered at the port..	$9,201,193	$10,796,404

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool ...	$2,720,124	$2,856,316
" cotton..	2,865,389	3,248,856
" silk	3,271,123	3,123 801
" flax	1,855,571	1,532,954
Miscellaneous dry goods.	1,212,187	1,592,973
Tot. entered for consump.	$11,924,394	$12,354,900

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool ...	$1,527,760	$1,703,133
" cotton..	901,397	1,147,680
" silk	753,703	989,533
" flax	1,135,968	1,220,979
Miscellaneous dry goods.	315,023	236,797
Total withdrawn from warehouse	$4,633,841	$5,298,122
Add entered for consump.	11,924,394	12,354,900
Total thrown on the market....	$16,558,235	$17,653,022

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	$1,847,286	$2,029,812
" cotton..	899,538	1,767,282
" silk	913,671	996,798
" flax	1,062,308	1,039,503
Miscellaneous dry goods.	214,995	237,862
Total entered warehouse.	$4,937,814	$6,071,257
Add entered for consump.	11,924,394	12,354,900
Total entered at the port..	$16,862,208	$18,426,157

☞ The Wilmington (N. C.) *Star* says that on Saturday, 5th inst., in the Judge of Probates Court a deed was probated, the consideration of which amounted to $275,000. The deed was made by M. Cronly, Esq., commissioner, in favor of Mr. W. T. Walters, of Baltimore, being for the conveyance of the Wilmington and Manchester Railroad to the latter party, who became the purchaser some time since.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the two months from January 1st:

	1869.	1870.
Ashes, bbls.....	1,555	1,604
Breadstuffs—		
Wheat flour, bbls.....	312,268	372,749
Cornmeal, bbls.....	73,247	70,518
Wheat, bush.....	846,864	486,609
Rye, bush.....	3,349	949
Oats, bush.....	240,681	365,071
Barley, bush.....	68,531	268,958
Peas, bush.....	7,775	21,186
Corn, bush.....	953,414	228,508
Cotton, bales.....	196,041	178,400
Naval Stores—		
Crude turp., bbls.....	2,961	1,375
Spirits turp., bbls.....	8,945	9,852
Rosin, bbls.....	85,143	120,542
Tar, bbls.....	6,819	11,241
Pitch, bbls.....	816	1,125
Provisions—		
Pork, pkgs.....	30,835	48,469
Beef, bbls.....	35,134	32,645
Cutmeats, pkgs.....	35,186	35,150
Butter, pkgs.....	87,632	92,769
Cheese, pkgs.....	15,726	35,321
Lard, tcs. and bbls.....	23,413	40,248
Do., kegs.....	767	5,919
Whiskey, bbls.....	24,737	40 050
Petroleum, pkgs.....	105,841	98,992

Exports from New York to foreign ports of certain leading articles of domestic produce for two months from January 1st:

	1869.	1870.
Ashes, Pots, bbls.....	586	240
Do., Pearls, bbls.....	22	12
Beeswax, lbs.....	29,270	43,804
Breadstuffs—		
Wheat flour, bbls.....	174,580	269,174
Rye flour, bbls.....	433	581
Cornmeal, bbls.....	27,634	14,785
Wheat, bush.....	1,462,919	1,655,497
Rye, bush.....	....	6,709
Oats, bush.....	28,731	4,738
Barley, bush.....	.....	.....
Peas, bush.....	11,697	14,029
Corn, bush.....	648,638	48,017
Candles, bxs.....	8,230	6,335
Coal, tons.....	11,610	9,630
Cotton, bales.....	49,267	68 993
Hay, bales.....	3,890	9,650
Hops, bales.....	7,953	12,063
Naval Stores—		
Crude turp., bbls.....	330	200
Spirits turp., bbls.....	405	3,470
Rosin, bbls.....	44,143	83,749
Tar, bbls.....	575	585
Pitch, bbls.....	655	444
Oils—whale, galls.....	....	5,872
Do., sperm, galls.....	75,421	118,883
Do., lard, galls.....	3,841	6,977
Do., linseed, galls.....	1,158	1,179
Provisions—		
Pork, bbls.....	10,172	15,829
Beef, bbls.....	4,197	3,474
Do., tcs.....	16,360	11,000
Cutmeats, lbs.....	12,091,835	10,535,309
Butter, lbs.....	131,402	200,080
Cheese, lbs.....	1,691,996	1,812,086
Lard, lbs.....	6,258,390	7,192,667
Rice, tcs.....	249	143
Do., bbls.....	285	1,588
Tallow, lbs.....	2,081,283	4,499,387
Tobacco, crude, pkgs.....	12,912	8,737
Do., manf., lbs.....	531,050	881,574
Whalebone, lbs.....	90,796	90,982
Petroleum, galls.....	7,011,070	6,703,381

☞ A company has been incorporated in California to build a railroad from some point near San Francisco through the northern coast counties, with a view to the opening of a route through the picturesque county of Mendocino.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE FOR INJURY—MEASURE OF LIABILITY.

The action of The Illinois Central Railroad Company *vs.* Middlesworth (43 Ill. p 64) was one of trespass on the case of Middlesworth *vs.* The Illinois Central Railroad Company and contained three counts. The first for negligence, in failing to fence their track, whereby the stock was killed. The second and third for killing the plaintiff's mules, by negligent management of the engine and cars of the company in operating their road.

A trial was had by the court and a jury. It appears that plaintiff had a large herd of mules in a pen adjoining the road-way of defendant, the fence on the side of the road forming one side of the lot in which the mules were confined. That the mules broke into the road, and a passing train killed twenty-two of the herd, worth, as it was agreed, $2,840.

Plaintiff introduced evidence to prove negligence on the part of the employees of the road, and defendant, testimony to prove care and diligence.

The jury found a verdict for the plaintiff, and assessed the damages at $2,840. Defendant entered a motion for a new trial, which was overruled, and judgment rendered on the verdict, and defendant, to reverse the judgment, prosecutes this appeal.

The following is the opinion of the court by

WALKER, CH. J.—A reversal is asked, because the court below refused to give appellant's fifth instruction. It asserted a correct legal proposition, and should have been given. It informed the jury, that although the railroad company might have been guilty of negligence in the management of their train, yet if appellee was also guilty of a want of proper and reasonable care and prudence on the occasion of the injury, by placing so large a number of mules in an enclosure of the size stated, then, unless the evidence showed that the conduct of the engineer was negligent, and not merely imprudent, the appellee could not recover.

This court has repeatedly held, that, in this class of cases, where it appears that the plaintiff has been guilty of negligence contributing to the injury, he cannot recover, unless it appears that the defendant has been guilty of negligence more gross than that of the plaintiff, that in this class of actions the jury may compare the degrees of negligence. This instruction substantially told the jury, that, if appellee had been guilty of unreasonable negligence, and the engine driver had not been guilty of gross negligence, they should find for appellant. By this instruction the jury would have been required to determine whether appellee had been guilty of unreasoable negligence, and if so, then whether the employees had been guilty of gross negligence. If they had so found, then they would have been required to find for appellee; but if they found appellee guilty of negligence, and the engineer of no greater or higher degree of negligence, they would have found for appellant.

The first count in appellee's declaration proceeds for a liability in failing to fence their railroad track, whereby the stock was killed. The second and third counts proceed for damage to the stock from the negligence of the company

Each count containing a separate cause and ground of recovery, to succeed under it, the plaintiff must sustain it by proof of the facts contained in its averments. A count setting up one cause of action cannot be sustained by proof of another and different cause of action. To have recovered under the second or third counts, in this declaration, it was, therefore, indespensably necessary to prove negligence on the part of the appellant, producing the injury complained of and for which a recovery was sought. The sixth instruction announced these rules, and should, therefore have been given. The judgment is reversed and the cause remanded.

Judgment reversed.

Great Western Railway of Canada.

It will be remembered that in October, 1869, a deputation of the Great Western Railway of Canada Board, on invitation of Mr. James F. Joy, President of the Michigan Central Railroad Company, visited this country for the purpose of conferring with a committee of the Directors of the Michigan Central with a view of the adoption of such measures as might be deemed best calculated to preserve and protect their respective properties by bringing them into closer union and thus establishing a more efficient cooperation for the advantage of both companies. The deputation having concluded a working arrangement with the Michigan Central, so far as the through traffic is concerned, on the joint purse system and division of the gross earnings according to the average of past results, a special general meeting of the shareholders of the Great Western was held in London on the 16th ult., at which it was resolved unanimously that the terms of a traffic agreement between the Great Western Railway of Canada, the Michigan Central Railroad, and the Detroit and Milwaukee railroad companies be approved and adopted. At this meeting the Chairman of the Board of Directors (Mr. Alderman Dakin) made a full and lucid statement of the agreement concluded between the Great Western, Michigan Central, and the Detroit and Milwaukee for the division of the through traffic of the three companies, and of which the following is the substance:

The shareholders would remember that in October last the subject of the Michigan Central Railroad was discussed under the authority of the board. Two of the directors accompanied him to America for the purpose of conferring with three directors of the Michigan Central Company, in order to bring about a more harmonious working of the two companies than had hitherto been the case, and he found a most friendly desire on the part of the Michigan Central Company to establish a close alliance with them, and he thought that the shareholders would think that their visit to Canada had been beneficial, not only as regarded the agreement with the Michigan Central, but also with respect to the more economical and better working of their own line. The Michigan Central was one of the most stable and well worked lines in America, and they felt that it was of great importance to maintain a friendly alliance with them. There were four lines of railway carrying the through traffic from Chicago to New York. Their own line once stood as No. 1, but it had since gone down to No. 3 or 4. The other lines were consolidated and vigorously managed, and they thought it better to have recourse to some immediate scheme for the consolidation and better working of the line. The question of a working arrangement with the Michigan Central appeared to have the advantage of remedying the evils which they deprecated, and it would deal with the through traffic and leave them to deal with the local traffic themselves. The arrangement was to last two years, from January 1870, and at the end of that period would be subject to revision. The proportion which the profits of the two companies for the past two years bore to each other was thought to be the proper proportion in which the proffts should be divided for the next two years. The Detroit and Milwaukee Railroad had also been admitted into the agreement. The Great Western would receive 48¼ per cent of the profits; the Michigan Central, 44¼; and the Detroit and Milwaukee about 7 per cent. The through mileage of the three lines is as follows: Great Western, 229; Michigan Central, 284; and Detroit and Milwaukee, 189. The reason of the Detroit and Milwaukee Company receiving such a small proportion as 7 per cent was the smallness of the through traffic on that line. This was, however, amply balanced by the large amount of local traffic which that company carried, and out of which the profits chiefly arose.

Commerce of the United States.

During the first six months of the fiscal year commencing July 1, 1868, the imports of merchandise into the United States amounted to $181,889,329; and of specie to $6,158,258—making a total of $188,047,587. During the same period the exports of merchandise, reduced to the standard of gold at 39½ per cent (the average premium of the year,) amounted to $120,713,681; the exports of specie and bullion were $23,991,016—making a total of $144,704,697. During the same period the re exports of merchandise were $5,075,595, and of specie, $4,075,694—total, $9,151,289; showing the total exports of the country for the first six months of the fiscal year 1868--9 to have been $153,855,986; and the apparent balance of trade against the United States, $34,139,601. Of the aggregate trade between the United States and other countries, merchandise was carried in American vessels to the amount of $125,756,903. Estimating the freights at 8 per cent gives $10,060,552, as the amount received for the use of American ships in the foreign trade. This amount deducted from the apparent balance against the United States shows an actual balance against the United of $24,129,049.

The merchandise imported during the six months commencing July 1, 1869, amounted to $202,520,884; and of specie, $11,172,308—making an aggregate of imports of $213,693,192. The exports of merchandise for the same period, reduced to the standard of gold at 31 per cent (the average premium of the six months) amounted to $165,541,772; the specie and bullion exported during the same period was $21,282,062—making an aggregate of $186,823,834. The re-exports of specie for the same period were $5,426,091, and of merchandise $6,874,186—making a total of exports of $199,124,111, and showing a nominal balance against the United States of $14,569,081. Of the entire amount of exports and imports, merchandise was carried in American ships to the amount of $156,035,216. Estimating the freight at 8 per cent, gives $12,490,817, which deducted from the nominal balance against the United States of $14,569,081, shows a real balance against the United States for the six months commencing July 1, 1869, of $2,668,264. For the six months commencing July 1, 1868, the exports and re exports of specie and bullion amounted to $28 066,710; during the same period the imports amounted to $6,156,258—showing a balance against the United States of $21,910,452. The exports of specie for the six months commencing July 1, 1869, were $21,282,062, and the re exports of specie and bullion $5,426,091—showing total of exports $26,708,153. During the same period the imports of specie amounted to $11,172,308, or a balance against the United States for the same period of $15,535,845; showing an improvement in favor of the latter period in the specie account of $6,375,607.

Tehuantepec Canal.

The Minister of the Department of Public Improvement, Colonization, Industry and Commerce of Mexico, has transmitted to the Congress of that Republic a letter, containing the draft of a law authorizing the Tehuantepec Railroad Company to build a ship canal in addition to its railway across the isthmus. Surveys are to be made in five years and the plans must be approved by the Government. The construction of the canal is to be commenced within three years after the approval of the plans. The right of way and large grants of land are made in aid of the enterprise; the machinery, tools, coal and articles of prime necessity for the use of the employees are to be imported free of duty; the capital invested in the canal is to be free from contribution and taxation and no transit tax is to be levied. Various other important privileges are granted, but certain clauses would seem to place the stockholders at the mercy of the Mexican Government. The objectionable sections of the proposed law provide that "all persons now or hereafter engaged in the enterprise are to be regarded as naturalized Mexicans, and cannot bring forward claims as foreigners," and also that "controversies concerning the construction of the grant and the execution of the law shall be decided by Mexican tribunals." The Minister of Public Improvement recommends the granting of the application by the Tehuantepec railway, and asserts that explorations already made demonstrate that the Isthmus of Tehuantepec presents less difficulties than the Isthmus of Darien, to which the attention of the United States is now directed.

Chesapeake and Cincinnati Railroad.

A meeting of the corporators of the Chesapeake and Cincinnati Railroad was held in Cincinnati on the 4th inst., Judge Johnson, of Ironton, in the chair. This is the river route, with the eastern terminus opposite the Guyandotte river, passing through Ironton, Portsmouth, Manchester, Ripley, Agginsport and New Richmond to Cincinnati. Resolutions were adopted providing for a preliminary survey, and appropriating $4,000 for this purpose. A temporary organization was effected, with George H. Peneleton, President; Joseph Kinsey, Secretary; D. T. Woodrow, Treasurer. The friends of this road appear to be determined to push it forward.

☞ Mr. Ruff, contractor of the first ten miles of the Pittsburg and Connellsville Railroad, from Connellsville, will have his contract finished by the 1st of July next, and trains will be running to Indian creek. That portion already finished is an excellent piece of road and reflects great credit on the able and efficient contractor.

☞ The following gentlemen have been elected directors of the Pennsylvania Railroad Company: J. Edgar Thomson, Josiah Bacon, Wistar Morris, George Black, Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, Washington Butcher, John M. Kennedy and John Rice.

☞ The locomotive on the branch of the Memphis, El Paso, and Pacific Railroad is now running to Black Cypress, on Caddo Lake.

Martinsburg and Potomac Railroad.

The engineering party under the direction of Edwin Watts, who are engaged in the survey and location of the railroad from the Potomac River to Martinsburg, consists of a chief engineer, two assistants, and six men in other capacities. They have not been engaged in their field operations more than ten days, and although retarded by the late spell of bad weather, are pushing on their work with vigor and energy. They are now quartered at the Falling Waters. The President of the Baltimore and Ohio Railroad has instructed James L. Randdolph, the Chief Engineer of the Baltimore Road, to co operate with Edwin Watts, the Chief Engineer of our road, in the selection of a suitable point for the crossing of the track of the Baltimore Road. In view of the heavy business on the Baltimore Road, involving the constant use (day and night) of the tracks both east and west of Martinsburg, it maxes the selection of a suitable point of crossing a subject of careful considerotion.—*Berkely (West Va.) Union.*

Baltimore and the Northwest.

The following from the Columbus (Ohio) *Statesman* shows the route by which Baltimore expects to reach the Lakes and the Northwest by an additional route in connection with the Baltimore and Ohio road:

The certificate of incorporation of the Baltimore and Ohio, Toledo and Michigan Railroad Company was filed Wednesday at the office of the Secretary of State. The company is organized for the purpose of constructing a railroad from the city of Mansfield, Ohio, to the boundary line between the States of Ohio and Michigan. The road will pass through the counties of Richland, Crawford, Huron, Seneca, Sandusky, Wood and Lucas, and also through the city of Toledo. Capital $1,500,000, in shares of $50 each. The corporators are Samuel M. Young, John Fitch, Richard Mott, Valentine H. Ketcham and Valentine Braun.

☞ The Sherbrooke *Gazette* says there is every prospect that the Massawippi Valley Railroad will be completed and in running order within the contract time, July 1, 1870. The 18 miles from Lennoxville to Ayre's Flat, is now ready for the track. The section above is already completed and accepted. The road follows the valleys of the Massawippi and Tomifobi Rivers and the Massawippi Lake.

☞ A bill has passed the Minnesota Legislature providing for the payment of the old State Railroad bonds, and exempting the lands from taxation for ten years.

☞ The Extension of the Hackensack and New York Railroad, from Hackensack to Hillsdale, 8½ miles, has been completed. The final terminus of the road will be Haverstraw.

☞ Twenty six additional miles of the Missouri River, Fort Scott and Gulf Railroad, south of Fort Scott, Kansas, have been completed and are open to business.

☞ A railway to run between Benares, Fyzabad, and Lucknow, India, has been commenced.

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PHILADELPHIA, PENN.

THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Plaining Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams —graduated to weigh 16 Tons each with weight complete —the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Pho ographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Fines; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Plaining machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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Providence Water-Works.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Board of Water Commissioners, Wood's Building, City of Providence, until 11 o'clock A. M. of Tuesday, the 12th day of April 1870, for the construction of a RESERVOIR on SOCKANOSSET HILL in CRANSTON.

The Reservoir is to be a first-class work, of nearly triangular form, about one thousand feet long, and eight hundred and sixty feet wide, at the base, and nineteen feet deep, with inlet and outlet chambers and connecting conduit.

Plans may be seen, and Specifications of Contracts and Proposals obtained, at the said Commissioners' Office.

M. B. LOCKWOOD,
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} Water Commissioners.

J. HERBERT SHEDD, Chief Engineer.
Providence, February 24, 1870.

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The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

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In consequence of loss of connecting Pacific steamer there will be no departure of this Company's line on 5th March. All snow freight received prior to the 5th inst. will be forwarded as fast per *Henry Chauncey*, 21st.

F. R. BABY, Agent.

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I. A. WILLIAMS, Patentee.

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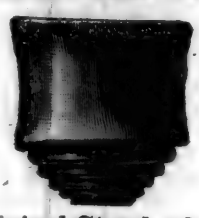
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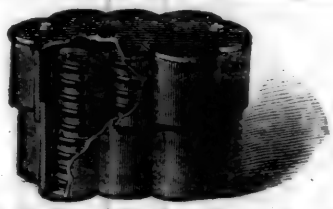
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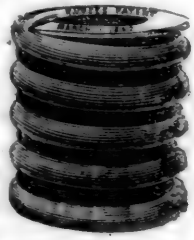
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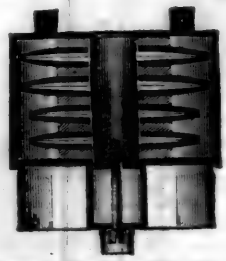
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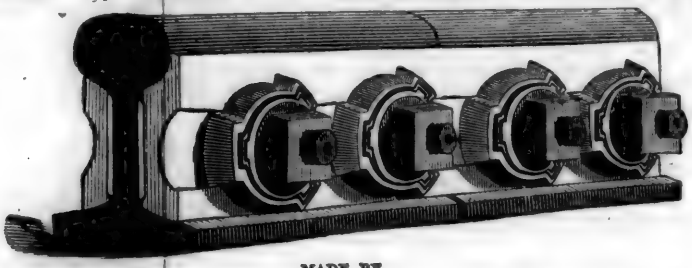
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All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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TAYLOR MFG. CO.,
Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Mar. 21, HENRY CHAUNCEY, CAPT. MAURY, connecting with COLORADO, CAPT. FARNSWORTH.

Steamer CHINA, will leave San Francisco April 1, 1870, for China and Japan.

Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on SATURDAY, Mar. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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SAMUEL RAYNOR & CO.,
115 & 117 William street, New York.

Manufacture every style of envelope, from the smallest drug size to the large t official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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HENRY E. SHARP,
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Railroads, Bridges, Explorations.

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$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 34 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, March 19, 1870.

Chesapeake and Ohio Railroad.

OFFICE OF FISK & HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST., NEW YORK, FEB. 15, 1870.

The remarkable success which attended our negotiations of the Loans of the CENTRAL PACIFIC RAILROAD COMPANY and the WESTERN PACIFIC RAILROAD COMPANY, and the popularity and credit which these loans have maintained in the markets, both in this country and Europe, have shown that the First Mortgage Bonds of wisely-located and honorably-managed railroads are promptly recognized and readily taken as the most suitable, safe, and advantageous form of investment, yielding a more liberal income than can hereafter be derived from Government bonds, and available to take their place.

Assured that in the selection and negotiation of superior Railroad Loans, we are meeting a great public want, and rendering a valuable service—both to the holders of capital and to those great national works of internal improvement whose intrinsic merit and substantial character entitle them to the use of capital and the confidence of investors—we now offer with special confidence and satisfaction the FIRST MORTGAGE BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY.

THE CHESAPEAKE AND OHIO RAILROAD, connecting the Atlantic coast and the magnificent harbors of the Chesapeake Bay with the Ohio River at a point of reliable navigation, and thus, with the entire railroad system and water transportation of the Great West and Southwest, FORMS THE ADDITIONAL EAST AND WEST TRUNK LINE, so imperatively demanded for the accommodation of the immense and rapidly growing transportation between the Atlantic seaboard and Europe on the one hand, and the great producing regions of the Ohio and Mississippi valleys on the other.

THE IMPORTANCE OF THIS ROAD AS A NEW OUTLET FROM THE WEST TO THE SEA magnifies it into one of national consequence, and insures to it an extensive through traffic from the day of its completion; while, in the development of the extensive agricultural and mineral resources of Virginia and West Virginia, it possesses, along its own line, the elements of a large and profitable local business.

Thus the great interests, both general and local, which demand the completion of the CHESAPEAKE AND OHIO RAILROAD to the Ohio River, afford the surest guarantee of its success and value, and RENDER IT THE MOST IMPORTANT AND SUBSTANTIAL RAILROAD ENTERPRISE NOW IN PROGRESS IN THIS COUNTRY.

Its superiority as an East and West route, and the promise of an immense and profitable trade awaiting its completion, have drawn to it the attention and co-operation of prominent Capitalists and Railroad men of this City of sound judgment and known integrity, whose connection with it, together with that of eminent citizens and business men of Virginia and West Virginia, insures an energetic, honorable and successful management.

The Road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 200 miles (now partially constructed) to be completed, to carry it to the proposed terminus on the Ohio River, at or near the mouth of the Big Sandy River, 150 miles above Cincinnati, and 350 miles below Pittsburg.

Lines are now projected or in progress through Ohio and Kentucky to this point, which will connect the CHESAPEAKE AND OHIO WITH THE ENTIRE RAILROAD SYSTEM OF THE WEST AND SOUTHWEST, AND WITH THE PACIFIC RAILROAD.

Its valuable franchises and superior advantages will place the CHESAPEAKE AND OHIO RAILROAD COMPANY among the richest and most powerful and trustworthy corporations of the country; and THERE EXISTS A PRESENT VALUE, IN COMPLETED ROAD AND WORK DONE, EQUAL TO THE ENTIRE AMOUNT OF THE MORTGAGE.

The details of the loan have been arranged with special reference to the wants of all classes of investors, and combine the various features of convenience, safety and protection against loss or fraud.

The Bonds are in denominations of $1,000, $500 and $100.

They will be issued as COUPON bonds, payable to bearer, and may be held in that form; or

The Bond may be REGISTERED in the name of the owner, with the coupons remaining payable to bearer attached, the PRINCIPAL being then transferable only on the books of the Company, unless reassigned to bearer; or

The coupons may be detached and canceled, the Bond made a PERMANENT REGISTERED BOND, transferable only to the registered owner or his attorney.

The three classes of Bonds will be known respectively as:

1st. "COUPON BONDS PAYABLE TO BEARER."

2d. "REGISTERED BONDS WITH COUPONS ATTACHED."

3d. "REGISTERED BONDS WITH COUPONS DETACHED," and should be so designated by correspondents in specifying class of Bonds desired.

They have THIRTY YEARS to run from Jan. 15, 1870, with interest at six per cent. per annum from Nov. 1, 1869. PRINCIPAL AND INTER-

EST PAYABLE IN GOLD IN THE CITY OF NEW YORK.

The interest is payable in MAY and NOVEMBER, that it may take the place of that of the earlier issues of Five-twenties, and suit the convenience of our friends who already hold Central and Western Pacific Bonds, with interest payable in January and July, and who may desire, in making additional investments, to have their interest receivable at different seasons of the year.

The Loan is secured by a mortgage upon the entire Line of Road from Richmond to the Ohio River, with the equipment and all other property and appurtenances connected therewith.

A SINKING FUND OF $100,000 PER ANNUM IS PROVIDED FOR THE REDEMPTION OF THE BONDS, TO TAKE EFFECT ONE YEAR AFTER THE COMPLETION OF THE ROAD.

The mortgage is for $15,000,000, of which $2,000,000 will be reserved and held in trust for the redemption of outstanding Bonds of the VIRGINIA CENTRAL RAILROAD COMPANY, now merged in the CHESAPEAKE AND OHIO.

Of the remaining $13,000,000, a sufficient amount will be sold to complete the road to the Ohio River, perfect and improve the portion now in operation, and thoroughly equip the whole for a large and active traffic.

The present price is 90 and accrued interest.

A Loan so amply secured, so carefully guarded, and so certain hereafter to command a prominent place amongst the favorite securities in the markets both of this country and Europe, will be at once appreciated and quickly absorbed.

Very respectfully,

FISK & HATCH,
BANKERS.

P. S.—We have issued pamphlets containing full particulars, statistical details, maps, &c., which will be furnished upon application.

We buy and sell Government Bonds, and receive the accounts of Banks, Bankers, Corporations and others, subject to check at sight, and allow interest on daily balances.

Marietta and Cincinnati Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$639,373 46	$388,316 03
" freight	844,529 25	939,602 26
" mail	23,737 44	23,737 44
" express	42,718 49	38,454 09
" telegraph	7,728 48	6,235 83
	$1,288,087 12	$1,391,345 65
Expenses, viz.:		
Road department	$402.967 23	$491,077 19
Machinery "	381,265 85	380,302 60
Transp. "	236,257 40	240,403 08
General charges	71,642 18	86,151 76
Telegraph	12,985 27	13,971 29
Mileage of cars	12,499 42	31,758 41
	$1,117,617 35	$1,243,664 33
Net earnings	$170,469 77	$147,681 32

Compared with the previous year the gross earnings show an increase of $103,258.53; with an increase in expenses of $126,046.98—making a decrease in net earnings of $22,788.45. The report says:

In May, 1869, a fast schedule for passenger trains between Baltimore and Cincinnati was adopted, reducing the time of transit to 23½ hours, being the quickest time heretofore made between those cities. The Marietta and Cincinnati road was enabled, because of the greatly improved condition of its track and road-bed, to contribute its share, with the Baltimore and Ohio road, to the increased speed; and the route was, for the first time, successfully opened, as a first-class passenger line, via Parkersburg, between Cincinnati and the seaboard cities, especially Baltimore and Washington. This schedule was maintained with great success, without accident, during the season.

Agents have been employed to present the advantages of the route to the public, and it is believed that this valuable business will rapidly develop, and become, at an early day, a source of largely increased revenue. The increase of $10,834 68 in excess of 1868, in through passengers, is very gratifying, being 33 per centum.

For several months in 1869, the Northern Trunk Lines were engaged in a reckless competion for control of the through business between New York and the West. When rates reached the point at which it was an absolute loss to transport the property, the Baltimore and Ohio Company withdrew from the New York market, and consequently this company did not receive as much revenue from through freights as was anticipated. The continuance of that conflict reduced prices from all the Atlantic cities, thus affecting the earnings from through business.

Under those circumstances, the very considerable increase of receipts from through freight, $58,097.16, is very encouraging. The great advantages secured, by transporting freight directly through, without transhipment, have been appreciated by shippers at Cincinnati, Indianapolis, Lafayette and other Western points, as well as the Eastern cities, and the route has become a favorite one.

It is to be regretted that the Ohio and Mississippi Company has not changed the guage of their road. A very considerable amount of through business has been interchanged between the two companies at the transfer depot, and largely increased revenues, over previous years, realized. But the traffic would greatly improve, if cars could be run through without breaking bulk, between the Atlantic cities and St. Louis, in connection with the Ohio and Mississippi road.

During the last six months of the year the company was unable, for want of a sufficiency of engines and cars, to transport at all times, the traffic offering, particularly in September and October, when it was obliged to decline some through business. All the equipment of the company was taxed to its utmost capacity. The great necessity for increased plant must be met before next season.

Local shipments of wheat, flour, pig iron and ore, increased in comparison with 1868. A reduction in local tariffs was established in July, 1869, affecting the revenue from this branch of business.

A new and valuable traffic has been established in the transportation of Missouri and Lake Superior iron ore, to combine with the native yields. 7480 tons of these ores have been hauled in 1869 from Cincinnati to the furnaces along the line, affording freight for flat cars, which otherwise would, to a great extent, have been returned eastwardly empty.

The coal trade shows a decrease of $32,057.56, as compared with 1868. This is to be accounted for, to a great degree, by the suspension of work by the Southern Ohio Coal Company, during the autumn, when this traffic is largest.

The policy adopted in 1868 of placing the line, as rapidly as practicable, in good condition, was steadily maintained during 1869. Notwithstanding a very considerable floating debt was created previous to 1869 in furtherance of this object, the Board decided to continue this liberal policy until the road could be regarded as in first-class condition.

During most of the year two construction trains were used upon the road, and a very large amount of ditching and surfacing accomplished. In addition to these expenditures over forty miles of road, never ballasted hitherto, were ballasted with broken stone and gravel.

2,984 tons of new and re-rolled rails were placed in the track, making a total of 5,152 tons, from March 1, 1868, to December 31, 1869.

At Little Creek, where a two span bridge on wooden supports, was lost by flood in 1868, a single span bridge, 100 feet long, with stone abutments has been built. Stone masonry has been substituted for wood structures, at several other places.

144,049 new cross-ties were used during the year.

$62,075.77 was expended in repairing and renewing bridges, and these structures may be regarded as in good condition.

The water stations have been greatly improved during the year; $32,201.29 having been expended on this account.

The machinery and the condition of freight and passenger cars have been maintained to the full standard.

The following statement furnishes in detail, the items of construction during the year:

Arching Pilcher Tunnel, completed in May, 1869, and timbering Tunnel, No. 1	$25,875 64
New Sidings (nearly four miles in the aggregate)	26,095 50
New Water Stations at Chillicothe and Loveland	10,438 93
Fencing	2,554 25
Ferris' Branch	242 65
Mineral Branch	109 00
Depot Grounds	2,287 56
Rights of Way	6 657 75
New Stationary Machinery	1,503 87
Locomotives; expenditures for changing guage of engines received from Scioto and Hocking Valley Road, and not heretofore in use on M. and C. road, and for rebuilding engines not in use since the re-organization of the company	14,466 06
New passenger cars	6,971 94
New construction cars	620 94
68 flat and coal cars, and 10 stock cars	43,504 82
Hand cars	2,131 31
Total	$143,460 22

The very heavy expenditures of the past two years, incurred in the effort to place the road in first-class condition, have created a floating debt amounting to $972,290.32.

In view of the insecure physical condition of the road in the spring of 1868, the company was obliged, either to allow the property to continue to depreciate—the result of which policy would have been to render, in a very brief period, the road unsafe for transportation of either passengers or freights—to take the risk of most disastrous accidents, and to fail in the duty of presenting a road warranting the confidence of the public, or to incur a heavy floating debt.

The Board, in consideration of the desirable and essential object to be attained, did not hesitate to assume this great burden, confidently expecting that the period would arrive when the debt could be funded upon satisfactory terms. During a period of great financial stringency, the floating debt, with the assistance of the Baltimore and Ohio company, has been successfully carried upon moderate terms.

Although so much has been accomplished, a great amount of work upon the road remains to be done, and additional equipment must be provided to meet the rapidly increasing traffic.

Ten new locomotives, two hundred and fifty freight cars, ten passenger cars, and four baggage cars, in addition to the present equipment, will, it is believed, be required to accommodate the traffic in 1870, and this expectation is only reasonable when it is remembered that this amount of additional equipment could have been profitably used from 1st July to 31st December, 1869.

Sixty miles of road have never been ballasted,

It is important this should be done next season.

Additions to the machine shops, and a new station house at Chillicothe, are urgently needed.

A great portion of track between Chillicothe and Loveland was laid originally with English "compound rail," of excellent quality. Much of it is yet on the track, and has been in use from thirteen to sixteen years. These rails have worn very rapidly of late, and, to a considerable extent, the track between the points named will require relaying.

Additional subscriptions to the stock of the Cincinnati and Baltimore railway company, to the extent of $150,000, will be required.

Iron bridges should be substituted for wooden structures as rapidly as practicable. Heavy expenditures must be incurred in additional permanent improvements of the roadway and structures upon the line.

The trestles east of Athens should be filled, if the road be permanently maintained upon the existing route.

Vanderwarker Tunnel, 1,300 feet in length, should be arched.

At Athens a permanent route should be established, either through the proposed tunnel or around the town.

It is important, in order to insure economy in working the line, that the temporary grades and curves be abandoned, and the road located permanently with low grades, and as nearly as practicable, upon a straight line.

This company, under its agreement with the Baltimore and Ohio company, is obliged to furnish one-third of the capital required to build the bridge over the Ohio river at Parkersburg. No payment has been made on this account.

These improvements are essential to the ultimate success of the company and the permanent value of its property.

It is evident the net receipts of the road will, for the present, be absorbed in paying the interest on the bonded debt.

The company owns real estate, embracing land in Hamilton county, and coal lands in Athens and Vinton counties, not required for railroad purposes, valued at $600,000, and stock in the Columbus and Hocking Valley road which cost $50,000. Apart from these resources, the company has no means to pay the floating debt, and to meet the heavy expenditures referred to, and the Board therefore recommends to the stockholders, that a third mortgage be issued for three millions of dollars to meet these essential requirements. It is believed that these securities can be disposed of at fair rates; and by careful management the proceeds will relieve the company of financial embarrassments, and furnish a road thoroughly equipped and provided with the facilities to accommodate satisfactorily a large and remunerative traffic.

BRIDGE AT PARKERSBURG.

The Baltimore and Ohio company has pressed with great vigor, the work upon this structure, and has completed all the piers in the Ohio river. A large amount of work has also been done upon both shores, and there is every reason to suppose that the bridge will be finished in 1870. This improvement is of the greatest value to the Marietta and Cincinnati company, and a large increase of revenue, particularly from through traffic, may be anticipated upon its completion.

CINCINNATI AND BALTIMORE RAILWAY.

The work upon this road was commenced at Mill Creek Bridge, above the Hamilton and Dayton Junction, in June, 1869. After careful surveys, it was decided to adopt the route upon the east side of Mill Creek, although more expensive, because of the greater length and additional height of embankment as compared with the route upon the west side—the eastern route being 1130 yards shorter, and affecting most advantageously the company's property in that locality. It is believed that the additional price which will be realized, in the enhanced value of the company's real estate, will more than compensate for the increased outlay, besides securing a route in all respects the most desirable. Under the resolution of the Board authorizing a subscription for $250,000 of the capital stock of the Cincinnati and Baltimore company, the Marietta and Cincinnati company has subscribed and paid for $100,000 of stock, and advanced $72,929 in cash, additionally. During the great financial stringency, prevailing through the entire year, very little progress was made in obtaining individual subscriptions to the stock, but efforts will be renewed to secure subscriptions in Cincinnati. The guarantee by the Marietta and Cincinnati company of a dividend of eight per cent. annually, free of tax, makes this a most desirable investment.

Upon the completion of the road to Spring Grove avenue, the work was suspended, because of a temporary injunction obtained against the company, restraining it from building bridges across Spring Grove avenue and Colerain pike. With the desire of meeting all objections, the company contracted for expensive wrought-iron bridges, of graceful proportions and superior workmanship, elevated at a height of thirteen feet across these roads, and it was expected that this liberal action would have been met in a proper spirit by the avenue companies. The delay has been serious, and has caused very considerable increased outlay, as well as retarded an improvement highly beneficial to the city of Cincinnati.

In January, 1870, the case was tried in the Court of Common Pleas, and the temporary injunction obtained by the avenue companies dissolved, and a perpetual injunction granted to the Cincinnati and Baltimore company prohibiting any interference in the work. The case goes to the District Court in April next for final hearing, and no apprehension is felt as to a decision in favor of the company.

GENERAL REMARKS.

The large outlays upon the road during 1868 and 1869 have greatly improved its material condition, which may now be regarded as superior to that of any previous period in the company's history. The singular exemption from accident with which a schedule for passenger trains, much faster than heretofore in operation, has been maintained, and with which the large freight traffic has been performed, is sufficient evidence of the wisdom and true economy of these expenditures. There is every reason to believe that the business of the company for 1870 will exceed that of any previous year.

From the relief to the financial condition of the company, by sale of bonds proposed to be issued, it is expected that the company will be able to furnish, at all times, sufficient equipment to perform any amount of business it can secure.

The completion of the Cincinnati and Baltimore railway, and the Ohio river bridge at Parkersburg, together with the improvements, which will be vigorously pressed, will furnish a first-class line from Cincinnati to the Atlantic seaboard, shorter than any existing route, and the ultimate success of the company can not be doubted.

No settlement having been effected regarding $155,000 second mortgage bond not accounted for by S. B. Keys, or Keys & Brother, referred to in last annual report, suit has been ordered against A. L. Mowry, Samuel B. Keys and George E. Bend.

The company have 52 locomotives, viz: 19 passenger and 33 freight; of these 46 are now burning coal. During the year the engines have made the following mileage: passenger trains, 511,100; freight trains, 608,440; wood and other trains, 152,960; construction, 135,500—total, 1,408,000.

The number of through passengers transported during the year was 8,857; do., local do., 319,642—total, 328,499. Number of tons of through freight, 100,449: do., local do., 287,618—total, 388,067.

This shows an increase in mileage of engines of 217,400; in number of passengers carried, 16,694; and in tons of freight transported, 59,173.

PROFIT AND LOSS ACCOUNT, DEC. 31, 1869.

Balance from previous year	$874,373 65
Coupons on bonds	426,427 47
Taxes, State and Federal	60,605 05
Interest and discounts	74,400 89
Rents of real estate, depot, tracks, etc.	93,520 01
New York office expenses	2,000 00
Personal injuries	5,961 37
Old accounts adjusted in 1869	17,447 55
Total	$1,554,735 49
Net earnings for 1869	$147,681 82
Rents of real estate	16,526 70
Individual accounts	1,500 00
Balance	1,390,027 47
Total, as above	$1,554,735 59

GENERAL BALANCE SHEET, DECEMBER 31, 1869.

Railway and equipment		$11,585,896 19
Hillsboro Branch purchase		1,888,796 98
Union Branch purchase		178,336 50
Portsmouth Branch purchase		800,000 00
		$14,453,029 62
Construction—Main line		4,018,638 97
" Cincinnati extension		1,251,110 80
Suspense account	$155,000 00	
Real estate	504,184 35	
Bonds and stocks	52,965 92	
Col. and H. V. R. R. subscription	50,000 00	
Cin. and Balt. Railway subscription	100,000 00	
Cin. and Balt. Railway (Am't advanced to)	72,929 00	
Bills receivable	24,632 68	
Uncollected revenue	63,342 00	
Materials on hand, including fuel	97,225 62	
		1,120,279 57
Profit and loss, to balance		1,390,027 47
		$22,233,080 93
First preference stock and scrip		$8,130 714 44
Second preference stock and scrip		4,460,368 28
Common stock and scrip		2,029,778 25
		$14,620,865 92
First mort. (£) bonds		1,060,000 00
First mort. (currency) bonds		2,449,700 00
First mort. (currency) scrip		4,695 59
Second mortgage bonds		2,500,000 00
Scioto and Hocking Valley bonds		300,000 00
Baltimore loan to Union Railroad		20,000 00
Pay roll	$108,771 76	
Bills payable and cash borrowed	863,518 56	
Dividends on preferred stock unpaid	7,468 50	
Current accounts due Railroads, etc	308,060,60	
		1,287,819 42
		$22,233,080 93

President.—JOHN KING, Jr.

Directors.—John King, Jr., Johns Hopkins, Henry C. Lord, Thomas Whitridge, Nathaniel Wright, R. M. Bishop, J. N. Camden, A. A. Chapman, William T. McClintock, Wylie H. Oldham, John Donnell Smith, W. W. Scarborough, Thomas Phillips.

Treasurer.—CHAS. F. LOW.

Superintendent.—W. W. PEABODY.

☞ The total debt of the city of Portland, Me., including loans to railroads, is $3,389,349, of which the city debt proper, not secured, amounts to $1,822,341. The city valuation is $30,000,000, an increase of $8,000,000 during the last decade, notwithstanding the great fire.

Western Maryland Railroad.

The ordinance passed by the City Council, and ratified by the Maryland State Legislature, authorizing the endorsement by the City of Baltimore of the bonds of the Western Maryland Railroad Company to the amount of $1,400,000, has been approved by the voters of Baltimore at an election for that purpose held on the 8th inst. The ordinance not only provides for the completion of the road to Williamsport, but also binds the railroad company to locate a new, direct and independent line of railroad from a point at or near Owings' Mills to a point in the city of Baltimore west of Pennsylvania avenue, and the principal or main work and repair shops of the company are to be located in or adjacent to the city of Baltimore. Of the amount of bonds authorized to be issued and endorsed, $200,000 are to be set apart and reserved for the construction of the line referred to from Owings' Mills to Baltimore. The ordinance also provides that the Western Maryland Railroad Company, before appropriating any portion of the bonds for the endorsement of which provision is made to the completion or construction of that part of its road west of Smithsburg, in Washington county, shall set apart and apply a sufficient portion of the bonds to complete the construction of the road from its present terminus at Big Pipe Creek, in Carroll county, to Smithsburg; and before any of the bonds shall be applied to the construction of the road between Smithsburg and Hagerstown, the mayor and commissioners of finance shall be satisfied that the Western Maryland Railroad Company has entered into a contract or contracts for the completion of the portion of road east of Smithsburg, and shall reserve enough of said bonds to pay the price at which said portion of the road is contracted for. A portion of the bonds is also to be reserved by the city as a sinking fund to provide for the redemption of the whole on maturity.

New York and Ridgefield Railroad.

The directors of the New York and Ridgefield Railroad have entered into a contract with Messrs. Myers & Co. for the construction and equipment of their proposed railroad from Ridgefield, Conn., to Portchester, N. Y., where it will form a junction with the New York and New Haven Railroad, and thus open direct communication with the city for those residing in the beautiful and fertile valleys through which the road will pass. The contractors will break ground at a very early day, and bind themselves to complete the new road in seventeen months.

☞ Work on the Memphis and Little Rock Railroad is to be commenced as soon as the waters recede sufficiently to allow it. Under the new contracts, the road to White river will be completed by July first. There is only a gap of thirty-four miles in the road between Memphis and Little Rock, and fifteen miles of that distance is graded ready for the laying down of the cross ties and rails.

☞ The Morris and Essex Railroad is now nearly finished from Rutherford Park to the tunnel, including the bridges over Berry's and Kenston's Creek and the Hackensack River. Construction trains now run over the meadows for a considerable distance.

Railroads of Massachusetts.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the year ending November 30, 1869.

(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper. M.	Gross Earnings. Passenger.	Freight.	Mail,&c.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$	M.	M.	M	$		$	$	$	$	$	$	$	
Berkshire	600,000	.....	.....	600,000	21.01	.....	.....	600,000	.....	(Leased to and operated by Housatonic.)				.....	42,000	42,000	7
Boston, Barre and Gardner	104,200	.....	1,000	105,200	.....	.....	.....	2,738	.....	(In process of construction.)				.....	.....	.....	....
Boston and Albany	16,411,600	2,873,020	1,235,000	20,519,620	200.65	49.63	77.28	20,317,032	268.93	2,557,593	3,861,052	377,811	6,796,456	4,795,327	1,991,129	1,648,842	10
Boston, Clinton & Fitchburg	872,600	648,000	104,955	1,625,555	41.40	1.47	6.35	1,848,258	42.87	106,219	105,565	7,003	218,787	183,763	35,024	pref. 3,600	6
Boston, Hartford and Erie	25,000,000	21,200,000	7,349,164	53,549,164	297.60	.....	36.63	28,777,008	409.50	294,336	332,926	12,795	640,057	464,333	175,724	.....	....
Boston and Lowell	2,195,000	275,000	104,674	2,574,674	26.75	1.88	46.00	2,658,300	70.90	462,732	575,963	43,185	1,071,880	824,686	247,195	174,240	8
Boston and Maine	4,471,274	.....	217,437	4,688,711	74.26	8.79	60.12	5,096,015	144.00	1,082,643	711,164	77,532	1,871,339	1,321,390	649,949	479,471	10
Boston and Providence	3,360,000	.....	.....	3,360,000	51.50	7.66	52.00	3,360,000	68.00	724,850	503,612	52,999	1,280,561	876,679	403,882	336,000	10
Cape Cod	801,906	125,000	78,489	1,005,395	64.81	1.04	8.00	1,401,333	66.85	177,664	62,915	9,988	250,617	162,788	97,729	56,665	8½
Cheshire	2,085,925	791,500	.....	2,877,425	63.65	.....	18.00	2,689,307	68.55	207,884	480,417	25,225	713,526	562,188	151,338	110,526	6
Connecticut River	1,700,000	250,000	.....	1,950,000	50.00	3.55	9.01	2,043,922	58.35	287,495	383,378	28,323	649,196	446,354	202,842	170,000	10
Danvers	67,500	150,000	.....	250,698	9.26	.....	0.22	244,456		(Included in Boston and Maine.)				.....	.....	.....	....
Dorchester and Milton	78,340	42,807	15,641	181,788	8.28	.....	.....	186,373		(Included in Old Colony and Newport.)				.....	.....	.....	....
Eastern	4,037,800	2,900,400	450,200	7,888,200	44.10	63.44	18.69	6,582,176	114.09	1,117,670	423,881	133,687	1,675,288	944,370	730,868	371,857	8
Eastern Branch	49,663	.....	.....	49,663	8.76	.....	.....	66,144		(Included in Old Colony and Newport.)				.....	.....	.....	....
Fall River, Warren and Prov.	150,000	.....	225,450	405,450	5.79	.....	.....	330,089	5.79	28,960	727	.....	29,687	22,872	6,815	.....	....
Fitchburg	3,540,000	.....	.....	3,540,000	51.00	42.75	81.12	3,540,000	93.87	508,215	786,796	45,683	1,290,694	948,714	341,980	298,105	8
Fitchburg and Worcester	(Consolidated in B. C. & F. R. R. July 1, 1869.)							7 mos.	18.99	17,129	27,509	10,318	54,951	69,206	loss.	14,877	6
Hanover Branch	123,500	60,000	7,000	190,500	7.88	.....	0.50	201,040	7.88	22,192	8,509	.....	30,701	15,461	15,240	.....	....
Hartford and New Haven	3,800,000	927,000	.....	4,227,000	61.87	12.50	71.22	3,407,285	74.37	978,530	744,787	88,065	1,811,682	1,263,463	548,219	462,000	14
Horn Pond	2,000	.....	13,238	15,238	0.66	.....	.....	15,075		(Included in Boston and Lowell.)				.....	.....	.....	....
Lexington and Arlington	241,200	.....	42,600	283,800	6.64	.....	0.65	263,708	6.64	30,213	9,524	2,372	42,109	37,744	4,365	.....	....
Lowell and Lawrence	200,000	67,700	1,523	269,223	12.35	.....	2.84	363,158		(Included in Boston and Lowell.)					21,786	12,000	6
Mansfield and Framingham	234,000	146,500	46,581	427,081	.....	.....	.....	398,616		(In course of construction.)				.....	.....	.....	....
Massachusetts Central	.....	.....	.....	.....	.....	.....	.....	(Organized September 2, 1869—construction not commenced.)						.....	.....	.....	....
Middleboro' and Taunton	149,092	.....	28	149,120	8.54	.....	0.58	162,839	8.54	22,919	27,541	900	51,360	48,865	2,495	.....	....
Milford and Woonsocket	82,250	.....	30,000	112,250	8.88	.....	0.46	116,179		(Included in Providence and Worcester.)				.....	5,000	.....	....
Nashua and Lowell	720,000	.....	.....	720,000	14.57	.....	3.00	737,706	48.17	208,402	257,216	11,956	472,674	378,759	93,815	72,000	10
New Bedford and Taunton	500,000	172,500	.....	672,500	20.13	.....	1.41	500,000	20.13	125,483	72,023	7,424	204,930	148,734	56,196	16,206	8
Fairhaven Branch					15.11	.....	0.68	294,660	15.11	35,872	18,827	1,340	55,069	39,952	15,117	.....	....

Newburyport	220,340	300,000	.....	520,340	26.98	.....	2 23	597,386		(Included in Boston and Maine.)				.....	.....	....
New Haven & Northampton	1,500,000	1,000,000	259,431	2,759,431	83.88	16.15	.....	2,934,753	97.97	82,471	149,024	14,300	245,796	156,800	88,996	.....	....
New London Northern	1,003,500	651,500	37,500	1,692,500	100.00	.....	10.78	1,486,023	100.00	182,787	211,889	24,994	419,620	339,410	80,210	34,300	4
Norwich and Worcester	2,363,700	754,000	49,920	3,167,620	59.40	7.00	12.00	2,618,694	64.40	244,395	467,812	29,399	741,606	569,650	171,956	198,764	8
Old Colony and Newport	4,948,420	2,971,000	61,000	7,975,420	117.75	12.17	44.00	7,860,011	142.67	950,354	498,860	104,311	1,552,525	1,014,387	538,138	312,253	6
Pittsfield and North Adams	450,000	.....	.....	450,000	18.65	.....	1.42	443,678		(Included in Boston and Albany.)					27,000	27,000	6
Providence and Worcester	2,000,000	.....	55,000	2,055,000	43.41	1.00	29.41	2,033,772	47.29	324,224	451,852	17,225	793,301	586,730	206,571	200,000	10
Salem and Lowell	243,305	226,900	353	470,550	16.88	.....	2.60	470,558		(Included in Boston and Lowell.)					17,500	3,041	1¼
South Reading Branch	209,533	.....	95,547	305,088	8 15	0.23	1.38	299,468	8.38	5,872	5,551	.....	11,423	27,581	loss.	.....	....
South Shore	259,685	150,000	7,944	417,629	11.50	.....	1.98	501,593	11.50	56,955	5,715	5,292	67,962	58,460	9,502	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	21.93	.....	1.09	448,700		(Included in Housatonic.)				31,409	31,409	31,409	7
Stoneham Branch	33,255	31,618	23,120	87,993	2.38	.....	.....	87,993		(Included in Boston and Lowell.)					900	.....	....
Stony Brook	267,800	.....	.....	267,800	13.16	.....	0.97	267,384		(Included in Nashua and Lowell.)					21,176	16,038	6
Stoughton Branch	85,400	.....	.....	85,400	4.04	.....	0.83	113,441	4.04	11,511	6,497	1,111	19,119	14,249	4,870	5,124	6
Taunton Branch	250 700	.....	21,181	271,881	11.10	0 59	1.29	250,003	11.69	134,629	93,141	2,698	229,868	206,593	23,275	21,053	8
Vermont and Massachusetts	2,860,000	724,500	111,646	3,696,146	69.33	8.00	5.50	3,465,944	107.33	201,984	281,872	83,722	567,568	606,333	loss.	60,210	2
Ware River	91,110	.....	.....	91,110	.....	.....	.....	67,884		(In course of construction.)					.....	.....	....
West Stockbridge	39,600	.....	.....	39,600	2.75	.....	.....	39,000		(Included in Housatonic and Boston and Albany.)					1,931	1,548	4
Worcester and Nashua	1,270,400	.....	81,132	1,351,532	45.69	.....	11.76	1,657,900	45.69	188,525	331,292	18,204	538,021	387,060	150,961	139,500	9

CITY PASSENGER AND FREIGHT RAILROADS IN MASSACHUSETTS.

Albany Street Freight	150,000	.....	4,377	154,377	0.89	.....	0.16	49,875	0.89	.....	.....	3,401	3,404	3,470	loss.	.....	....
Boston and Chelsea	110,000	.....	.....	110,000	1.18	.....	1.36	110,000		(Included in Lynn and Boston.)					8,800	6,480	6.8
Boston and West Roxbury	41,000	.....	.....	41,000	3.00	.....	0.06	41,000		(Included in Metropolitan.)					.....	.....	....
Cambridge	727,800	150,000	74	877,874	17.14	5.97	5.12	784,670		(Included in Union.)					77,500	6,502	9
Lowell Horse	55,830	.....	.....	55,830	3.81	.....	0.23	70,000	3.81	31,179	.....	290	31,469	25,084	6,385	2,000	2
Lynn and Boston	200,000	50,000	41,952	291,952	10.75	1.00	0.86	274,331	11.75	165,190	.....	1,562	166,752	152,742	14,010	.....	....
Malden and Melrose	49,224	.....	.....	49,224	3.56	.....	0.19	60,246		(Included in Middlesex.)					.....	.....	....
Marginal Freight	191,000	.....	33,636	224,636	0 55	0.45	.....	190,646	.....	.....	.....	2,983	2,983	13,679	loss.	.....	....
Medford and Charlestown	21,000	4,500	.....	25,500	3.08	.....	0.26	86 600		(Included in Middlesex.)					2,240	.....	....
Merrimac Valley Horse	50,000	.....	6,201	56,201	4.89	.....	0.22	42,468	4.89	27,957	.....	775	28,732	30,981	loss.	.....	....
Metropolitan	1,250,000	.....	233,457	1,483,457	25.80	7.31	11.07	1,594,499	33.11	797,371	.....	23,961	821,332	686,745	134,587	125,000	10
Middlesex	400,000	90,038	43 331	493,369	3 59	0.43	3.10	529,202	21.09	227,176	.....	1,914	229,090	200,967	28,123	12,000	3
Northampton and Williamsb'g	300,000	.....	2,608	302,608	3.22	.....	0.09	300,000	3.22	6,452	.....	3,305	9,757	11,137	loss.	.....	....
North Woburn	20,000	8,000	4,090	32,090	2 09	.....	0.02	27,802	2.09	6 346	.....	426	6,772	5,459	1,313	.....	....
Salem	150 000	35,600	15,354	200,954	6.81	2.43	0 84	192,300	9.24	40,118	.....	1,026	41,144	37,147	3,997	.....	....
Somerville	75,000	.....	.....	75,000	3.74	.....	0.11	75,000		(Included in Middlesex.)					4,500	4,500	6
South Boston Street	400,000	.....	14 149	414,149	4.92	.....	1.97	411,559	4.92	227,857	.....	4,219	232,076	190,592	41,484	33,684	8
Stoneham	33,000	.....	1,650	34,650	2.50	.....	0.04	40,044	2.50	12,312	.....	150	12,462	11,959	503	.....	....
Suburban	5,000	.....	.....	5,000	6.74	.....	0.12	95,000		(Included in Malden and Melrose—most of track taken up.)					.....	.....	....
Union	200,000	105,200	51,858	357,058	.....	.....	.....	318,429	23.11	410,086	.....	17,011	427,047	417,693	9,354	.....	....
Waltham and Newton	14,750	.....	16,650	81,400	2.61	.....	0.10	28,502	2.61	8,146	.....	.....	8,146	9,793	loss.	.....	....
Winnisimmet	54,750	.....	626	15,376	2.25	.....	0.51	62,152		(Included in Lynn and Boston.)					3,600	2,337	4

Manufacturing Enterprise.

The McKay Iron Works are now getting in some of the best tools that can be made at Worcester, Mass., for their business; the shops are running daily and machinery is going in which means business. The Works will soon be ready to commence full operations and employ the men that are now doing nothing about the streets. There is perhaps no manufacturing establishment in this city that will bring in more money or employ more labor. An enterprise like this is one of the many things that enrich a city. We are confident that there is no place in this country where manufacturing can be carried on at such an advantage as in Jersey City. You can ship directly to all parts of the world both by land and water. If you want to sell anything you are within fifteen minutes walk of the largest market on this continent, and if people want to buy they all come to New York before they go any where else. Think of the people that arrive in and depart from New York in one day on all the different railroads, and you can judge what is its business. Most of the large manufacturers will be driven out of New York on account of the high rents and the small quantity of land they have to work on. We have plenty of land in Jersey City as yet for all that will come, and we shall welcome all manufacturing enterprises that bring us money and business.

Chesapeake and Ohio Railroad.

In the Virginia Senate, on the 7th inst., in response to the resolution of Mr. Pendleton "inquiring into the terms of contract entered into between the president and directors of the Chesapeake and Ohio Railroad Company and C. P. Huntington and others for the transfer of the franchise and property of the Virginia Central and Covington and Ohio Railroad," reported "that they had examined the terms of the contract entered into between the president and directors of the Chesapeake and Ohio Railroad Company and C. P. Huntington and others, of New York, (a copy of which contract in full is submitted with this report for the information of the Senate,) and that they are of the opinion that the contract is a valid agreement between the parties competent to make it."

The committee respectfully request to be relieved from any further consideration of the subject.

The report was concurred in.

☞ Great changes are about to take place in the organization of the Russian Railways. The government has decided to sell all the existing State railways to private companies, in order to facilitate the speedy completion of the projected lines in the south.

☞ The gross receipts of the Northern (Canada) Railway in 1869 were $671,076, and the ordinary expenses, $338,085. Besides which $164,122 were expended on additional locomotives and rolling stock, new sidings, and works of extension.

☞ It is stated that the Lake Erie division of the Baltimore and Ohio Railroad has contracted to deliver one thousand car loads of Lake Superior iron ore, the present season, to parties in Zanesville, Wheeling and Baltimore.

☞ The completion of the Southern Central Railroad was celebrated at Auburn, N. Y., on the 7th inst., Gen. John H. Chedell is president of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central..... ----	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '69 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'69 5
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan.'70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	Nov.'69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan.'70 7½
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City.....10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '69 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec.'69 3
Catawissa..... ---- 50	1,150,000	---- ----	---- ----
Catawissa, pref..... ---- 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	July.'69 5
Central of New Jersey...100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J & D.	Dec.'69 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	350,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,017,325	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,500,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5a
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68$2
" Street ..... ----	---- ----	J. & J.	Jan.'64$2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chl. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,186,200	J. & J.	Jul '69 3½
Concord..... ---- 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	400,000	---- ----	---- ----
Conn. & Passum'c. Rivers.100	139,00-	---- ----	---- ----
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk 100	400,000	---- ----	---- ----
Dayton and Michigan*.....100	2,390,646	---- ----	---- ----
Delaware*..... 50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A N	Feb.'70—
Dubuque and Sioux City.100	1,678,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan.'70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,900	---- ----	---- ----
East Tenn. and Georgia...100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,534,910	Annual	Dec' 69 7s
Erie & Pittsburg ..... ----	982,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,040,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly ..... ----	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... ---- ---- 100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan.'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph..100	2,900,000	---- ----	---- ----
Do. do pref.100	5,253,820	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... ---- ---100	820,000	---- ----	---- ----
" pref ..... ---- ---100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central ..... ---100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	633,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,188,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y '67 5
Lehigh Valley ..... ---- 50	10,781,400	J.A J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint*.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N. Alb. & Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 4
Lowell Horse ..... ---- 100	55,830	J. & J.	Jan. '70 5
Macon and Western..... ---100	2,000,000	---- ----	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central..... ---100	1,611,500	---- ----	---- ----
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,308	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan.'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	400,000	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	---- ----	---- ----	---- ----
" " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul..... ---100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,.65	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... ---100	720,000	M. & N	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... ---100	1,436,600	F. & A.	Feb.'70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,588	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey..... ---100	6,250 000	F. & A.	Feb. '70 6
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,929,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 5
Ninth Avenue..... ---100	797,400	---- ----	---- ----
North Carolina..... ---100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,798,900	F.M.A N	Nov.'69 2
North Eastern (S. C.) pref.100	155,000	---- ----	May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi..... 100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark ..... ---100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri..... ---100	3614,515	---- ----	---- ----
Panama..... ---100	7,000,000	J.A J&O	Jan. '70 6
Paterson and Ramapo..... 100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal..... ----	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280 350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,651,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,435,850	A. & O.	Oct. '69 6
Phila. and Trenton*..... 100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	Jan.'70 4
Philadelphia City..... ---- 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Dar'y... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,685,000	J. A. J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec.....100	879,600	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston..... ----	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport ..... ---- ---100	$8,450	---- ----	Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred..... ---100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... ---- ---100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	760,000	---- ----	Nov.'67 5
Somerville ..... ---- ---100	75,000	M. & N.	May '69 3
South Carolina ..... ---100	5,819,275	---- ----	---- ----
South Shore ..... ---- ---100	259,685	---- ----	Jul. 68 3
South Western, Georgia....100	2,9.9,900	F. & A.	A'g.'68 4
Staten Island..... ---- ---100	660,000	J. & J.	Jul. '67 4
Stony Brook..... ---- ---100	267,800	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	443,700	---- ----	---- ----
Summit Branch..... ---- 50	250,000	F. & A.	Feb. '70 5
Syr., Bingham. and N. Y.100	1,314,180	---- ----	---- ----
Taunton Branch ..... ---100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)..... 100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870, 1½
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston..... ---100	607,111	---- ----	---- ----
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	---- ----	---- ----
Union (Phila.) ..... ---- 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	July '69 4
Vermont and Canada*..... 100	2,500,000	J. & D.	Dec.'69 4
Vermont Central..... ---100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central ..... ---100	2,353,676	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union ..... ---100	2,707,593	---- ----	---- ----
West Jersey ..... ---- 50	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon..... ---100	1,403,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan. '70 3
Warren..... ---- ---- ---100	1,517,650	---- ----	---- ----
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	6,228,595	---- ----	---- ----
Delaware Division..... ---- 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... ---100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania..... ---- ---- 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,403,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,740	---- ----	---- ----
Union..... ---- ---- ---- 50	2,907,850	---- ----	---- ----
" preferred ..... ---- 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... ---- 50	300,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... ---100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... ---- 25	1,500,000	M. & S.	M. '69 3
Ashburton ..... ---- ---- 50	2,400,000	J. & D.	Dec.'68 4
Butler Coal..... ---- ---- 25	600,000	J. & D.	D., '69 3.4
Central Coal ..... ---- ---100	2,000,000	J. & J.	July'65 5
Fulton Coal..... ---- ----	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal..... ----	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... ---- 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... ----	200,000	---- ----	Dec'68 7½
Short Mt. Coal..... ---- 50	800,000	---- ----	Jan, '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J	Jan. '69 6
Spruce Hill Coal..... ---- 10	1,000 000	J. & J.	Jan. '67 6
Wilkesbarre Coal..... ---100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... ---100	10,000,000	---- ----	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	---- ----	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,483	86,937	81,396	96,451	106,835	164,729	259,590	251,833	262,770	29 [illegible]422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,042	535,8 6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	406,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361 701	4,508 643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,250	463,100	403,691	348,905	4,682,805
1870	293,978	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139.142	160,306	210,729	216,030	196.435	201,134	1,959,267
1864	158,735	175.482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	[illegible]
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,480	307,523	270,073	201,779	3,315,514
1866	241,395	183,355	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4 358,614
1868	308,587	297,464	276,431	301,952	316,700	378,436	341,885	568,380	558,387	591,209	424,589	433 455	4,797,464
1869	333,319	308,208	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,521 716
1870	362,800	398,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,546
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,41 0
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	766,398	774,270	895,712	893,658	888,214	1,063,236	1,448,942	1,541,047	1,211,530	879,900	11,632,747
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384, 71
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	208 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,330	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,208
1866	603,053	505,266	595,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	657,440	524,693	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	736,595	8,707,765
1870	654,587	663,3 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,358	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,622
1870	90,177	96,275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,754	230,508	557,227	268,613	264,935	241,236	189,145	236 012	308,106	375,567	332,360	348,048	3,202,543
1864	256,600	304,445	548,454	330,661	267,126	315,258	278,891	358,862	402,219	407,107	445,934	411,806	4,120,152
1865	363,996	366,361	415,974	365,180	351,489	387,095	301,613	416,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429 177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	595,372	499,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,508	4,981,1 3
1869—*Including Lake Shore	1,006,595*	8 0 59.*	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,648	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	396,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,520	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,126	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	585,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	383,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,004	246.243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	328,236	277,424	283,130	258,926	247,262	305,454	278,701	310,762	302,426	261,615	3 [illegible] 583
1867	242,798	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,361	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	228,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194, 112	207,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200, 879	250,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,063	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10 637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,164	875.153	956,658	837,351	586,779	9,256,264
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	839,9 4	8,7 5,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,495	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,696	323,270	299,439	4,013,209
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,362	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,560	617,585	758,467	857,332	837,388	716,829	6,709,183
1870	588,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114¼
" " " coupon		6	" "	1881	114¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	108¾
" " " (5-20s).....coupon		6	" "	1882	110
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	108¾
" " " (5-20s).....coupon		6	" "	1884	109¼
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	108¾
" " " (5-20s).....coupon		6	" "	1884	109¼
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	109
" " " (5-20s).....coupon		6	" "	1885	109¼
" " 2d series (5-20s)...registered	332,908,950	6	Jan. & July.	1886	107¾
" " " (5-20s).....coupon		6	" "	1886	108¼
" " 3d series (5-20s)...registered	379,591,800	6	" "	1887	108
" " " (5-20s).....coupon		6	" "	1887	109¼
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	109
" " " (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
" " " (10-40s)....coupon		5	" "	1904	106
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	112¾
Certificates of Mar. 2, 1867, and July 25, 1868..	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	*nil.*	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70‡
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	98‡
Arkansas—*State Bonds (Real Estate Bank) .	586,000	6	April & Oct.	1861	....
" —* " (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	117
" — " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	90‡
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99¼
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93‡
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	95
" — " " (" ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100‡
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	75
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	....
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	74‡
" — " " (" 1868).....	3,000,000	8	" "	1908	85
" — " " (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97‡
" —War Loan of 1861.....	800,000	6	"	1871	98‡
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97‡
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98‡
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-39.....	525,006	6	" "	'89-'99	....
" — " " 1838-39.....	46,232	6	" "	1890	....
" Defense Loan of 1864-'65.....	2,040,100	6	" "	1883	101
" South Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	...
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	90-'94	....
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'73	....
" — " " "	720,000	6	" "	'74-'75	....
" — " " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99‡
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	99
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98‡
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100‡
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	97‡
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100‡
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	82- 90	92
" —S. W. Pacific, guar.....	1,589,000	7	" "	81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	93
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	60-'78	9
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98‡
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	69-'84	102‡
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
" — " "	5,726,800	6	" "	1873	110
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47
" — " (new).....	3,059,045	6	" "	92-'98	23‡
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	99
" — " (").....	4,095,309	6	" "	1881	100
" — " (").....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — " "		5	" "	....	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	99
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103‡
" — " " "	7,909,600	6	" "	1877	106‡
" — " " "	9,273,050	6	" "	1882	107‡
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	101‡
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98‡
" — " of 1863.....	214,000	6	April & Oct.	1883	99‡
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314.454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	90
" —Funding Bonds	1,282,971	6	" "	'70-'90	88
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5‡	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	49‡
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98‡
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	72‡
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	70‡
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,800	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	95
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	....	7	Jan. & July.	"	1899	42½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,808	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	90
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	94
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	94½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1861	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1889	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'78–'79	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	108
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	88
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	"	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1876	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	85
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	114
Construction	487,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1883	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'01	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,298,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1865	101½
2d Mortgage	2,693,000	7	" "	" "	1877	96½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	969,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,568,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,600	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	370,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Win.						
1st Mort. construction (80 m.)	1,342,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	102½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'78–'79	9[illegible]
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	81
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	360,000	10	April & Oct.	"	1887	106
2d Mortgage	276,500	7	—— & ——	"	18—	89½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	962,000	6*	Jan. & July.	"	1900	98
Northern New Hampshire:						
Company Bonds of 1864	120,000	6	April & Oct.	Boston.	1874	66½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,662,000	7	Jan. & July.	" "	1898	84½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1876	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	74
Va. State Loan	249,902	6	" "	" "	1887	....
Osego Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1886	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,500	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	208,000	7	" "	" "	18—	....
2d Mortgage	256,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	87½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87½
Philadelphia, Ge. mant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	" "	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1890	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,000,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	360,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	176,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	106½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 62 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	93½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1876	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	....	— & —	— & —	.....	....
2d Mortgage	52,000	....	— & —	— & —	.....	....
3d Mortgage	665,000	....	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1857	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	93
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	81½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'96–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	" "	"	1890	....
" " 3d class	154,000	7	" "	"	1890	....
" " 4th class	1,263,000	7	" "	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,666	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	999,000	6	" "	" "	1884	66½
Income Bonds	136,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	70
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,885	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	560,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	362,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	75
North Branch:						
1st Mortgage	690,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	57½
Improvement Loan	1,001,670	6	May & Nov.	"	1878	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000		Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	...ands,&c.	—	4,185,000	915,000	418,711	—	25.0	15,972	10,719	8,489	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	135.0	—	11.2	15.0	17	16	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	940,405	440,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,250	*	—	117,052	1,232,200	47,000	6,613	31,470	80.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,855	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,639	8	100	129
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,296	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	392,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	142½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,366	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart, and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,930	12 600	25,000,000	21,200,000	7,349,164	—	97 5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	5½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	276,000	104,674	598,468	61.0	525,362	18 587,217	12,330 812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,626	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0 1	4,471,274	—	217,437	1,000,420	146 1	992,000	51,244,678	16,163,410	1,871,339	540,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,959	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	405,681	10	100	135½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,075,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,896	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,625	2,527,488	10	100	114
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,459	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased to West Jersey.)					6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	◢ 234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,600	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)				54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)					—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,066	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	—	—	89.0	.....	.....	.....	3,729,417	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,546	Loss	6	100	23½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	—	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	—	—	—	3,200,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	—	7,806	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	—	—	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,337,041	322,260	157,000	239,089	2,085,925	791,500	.....	109,49	53.6	495,525	4,733,511	15 8 1,75	713,5.6	51,328	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,587,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,568,643	1,987,896	10	100	113
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,494,422	6,812,809	3,145,287	10	100	150
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,850,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,346	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,251,980	2,708,049	10	100	118½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees	of S	an. &	Cin.	—	—	—	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,600,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	—	—	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	—	—	—	183,303	20,899	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	—	—	1,669,361	1,300,000	—	—	132.1	$253,046	107,571	93,877	365,954	17,677	—	100	....

Dec. 31, 1868	340.6	49.2	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	520,456	11,620,000	2,022,000	365,845	242,602	380.3	2,177,407	546,377	628,250	2,902,614	834,249	7	100	74½
Dec. 31, 1868	67.8	12.4	69.6	—	—	—	—	—	Cleveland and Mahoning	3,350,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased to	Atl. & Gt. Western.)				8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,368	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	618,471	979,862	2,493,214	937,788	6	50	97½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	6,969,077	1,232,517	—	—	6,260,000	3,149,000	—	—		(Leased to	Leased to Pittsburg	Cincinnati	and St. Louis.)		7	100	93
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Operated by	Little Miami.)				8	50	18½
Feb. 28, 1868	588.0	12.0	68.8	—	125	70	25	1,800	Columbus and Xenia	1,464,078	—	655,536	81,105	1,786,200	248,000	80,667	85,846								50	
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,696	463,574	421,629	826,634	346,498	10	50	83½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont..New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,051	40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	56	Concord and Portsmouth..N.Hampshire.	350,000	*	—	—	350,000	—	—	—		(Leased to	Concord.)				7	100	108½
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv..Vermont.	2,996,161	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,469	3 747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.8	—	9.8	—	13	11	7	327	Connecticut and River	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	366,976	8,922,930	6,780 348	649,196	292,840	10	100	140
Nov. 30, 1869	50.0	3.4	12.0	—	16	19	8	233	Connecting (Phila.)..Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—		(Leased to	Phila. & Trent.)					50	
Oct. 31, 1868	0.8	—	95.3	—	—	—	—	—	Contoocook River..New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	5,822	39,337	14,823	—	100	
Mar. 31, 1868	14.0	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,516	523,320	163,178	—	50	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,613	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	455,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,072	61,024	10	100	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	5,000,000	*	—	—	3,000,000	2,000,000	—	—		(Under construction.)						100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	1,087,779	—	—	—	309,276	788,000	—	—	42.0	—	—	—	139,355	loss.	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,102	—	263.4	2,054,957	191,888	2,128,612	3,743,107	1,794,048	12½	50	102½
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	
Dec. 31, 1868	162.0	—	10.0	—	19	16	10	376	Des Moines Valley	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	660,913	438,394	287,729	1,718,694	704,456	—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	825,199	*	—	—	480,000	—	—	—		(Leased to	Boston & Maine.)		29,000	29,000	3	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipisaogee...New Hamp.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	163,124		(Leased to	Illinois Central.)		978,186		4	100	108
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*	1,384,212	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	
Dec. 31, 1868	66.0	—	2.0	—	4	2	2	67	Dubuque South Western	365,000	—	—	—	280,000	—	—	—		(In progress.)						100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	—	—	—	—	500,000	1,000,000	—	—		—	—	—	(In progress.)			100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	259,800	—	—	—	124,800	140,000	2,000	—		(Leased to	Pennsylvania.)					100	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	116½
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern	850,000	—	—	—	280,000	570,000	—	—		(Leased to	Phila., Wil. & Balt.)					100	
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore	391,604	—	—	—	392,550	—	—	—		(Leased to	Phila. & Reading.)				6	50	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,580	293,720	461,273	565,168	191,035	—	50	82
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	176	East Pennsylvania	3,530,492	*	40,410	255,124	1,319,996	2 385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	—	—	—	—	—	—	—	—	130.0	260,378	82,390	71,288	537,691	133,709	—	100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia	—	—	—	—	—	—	—	—		(Oper. by	Evansville, Henderson & Nashv		82,923	8,095	—	100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky	—	—	—	—	—	—	—	—		(Leased to	Northern Central.)			25,000	5	100	
Sept. 30, 1868	46 8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	1,000,000	—	—		(Leased to	Northern Central.)			105,000	5	50	
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—		—	—	—	—	—	—	100	66
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,656	Erie	56,486,606	*	2,276,118	18 506,70	46,302,210	23,308,800	6,745,809	84,707	816.5	6,882,970	2,194,348	3,908,245	14,376,872	3,244,583	—	100	264
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	2,094,388	806,184	—	—	992,900	2,459,132	62,163	—	90.6	400,545	147,041	468,005	656,916	245,369	—	50	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American	—	—	—	—	—	—	—	—		—	—	—	—	—	—	100	
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	2,402,734	358,321	—	14,338	1,144,010	1,240,000	52,565	377,044	132.0	261,697	—	—	455,186	117,920	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	330,080	—	21,759	208	150,000	258,450	17,000	—	64.0	—	—	—	—	—	—	100	
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	—	—	—	—	107,400	—	—	—	5.8	10,881	398,465	—	29,087	6,815	—	100	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	130,000	—	—	—	—	—	—	—		(Leased to	Pittsburg and Connellsville.)				7.6	50	
Nov. 30, 1869	51.0	42.8	10 3	—	32	40	11	521	Fitchburg	3,189,851	350,149	256,425	300,374	3,540,000	—	—	547,050	93.8	614,525	22,134 414	1 941,140	1,290,594	341,880	8	100	133
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	375,000	—	—	—	150,000	100,000	125,000	—		(Leased to	Belvidere Delaware.)					100	
Dec. 31, 1868	78.0	—	2.0	....	14	18	6	168	*Flint and Pere Marquette*	—	—	—	—	1,098,600	1,526,500	—	—	90.0	—	245,424	119,183	381,984	159,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	
Dec. 31, 1868	—	—	....	90.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	—	—	—	—	1,000,000	1,500,000	—	—		(In progress.)						100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,653	53,495	14,361	—	100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	
Mar. 31, 1868	171.0	61.0	....	—	42	25	10	442	Georgia	4,156,000	*	1,405,820	306,897	4,156,000	389,500	194,688	1,130,529	233.0	(67,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,264	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0	105.5	....	—	90	125	30	1,413	Great Western	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	752,416	—	3,792,310	1,781,667	3½	100	
Sept. 30 1868	142.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	3,081,213	*	80,495	—	1,610,374	1,757,500	206,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	105½
Oct. 31, 1868	36.0	18.0	20.0	—	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	—	1,182,550	700,000	—	22,441		(Leased to	Pennsylvania.)		133,284	133,284	7	50	112½
Nov. 30, 1868	61.4	14.1	70.3	—	31	29	....	518	Hartford and New Haven	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,923	18,538,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	273,153	851,820	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	2,105,558	*	285,695	123,332	2 000,000	291,000	21,023	101,962	119.8	—	—	—	581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	
Sept. 30, 1868	144.0	—	170.0	—	82	159	36	1,059	Hudson River	16,609 382	2,616,607	19,484	—	13,932,700	6,074,960	1,107	—	150.0	1,870,160	2,626,306	716,263	5,674,215	1,780 896	8	100	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	2,201,675	*	—	—	689,386	1,810,047	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,440	1,312,631	1,463,675	7,817,629	2,414,985	10	100	143
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	—	—	—	—	(Is now operating Terre	Haute, Alton & St. Louis R. R.)			302.5	—	—	—	—	—	—	50	10
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	8,200,134	1,586,339	4,456,485	100,740	6,185,807	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Iron	314,897	*	—	—	132 11	35,000	26,399	—	18.0	23,000	31,778	68,378	64,610	8,944	—	100	
Oct. 31, 1868	11 0	—	2 0	—	2	—	—	—	Ironton	250,000	18,000	300,000	—	400 00	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	
Dec. 31, 1868	116 0	—	16.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	2,598,023	*	15,000	72,030	515,460	1,895,000	143,1 6	137,393	116.0	—	—	—	391,849	212,727	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	87	28	15	521	Jeffersonville, Madison and Ind.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	90
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	2,000,000	—	—	—	1,500,00	500,00	—	—		(Leased to	Chicago and Alton.)			162,927	7	100	
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	1,100,000	—	—	—	300,00	800,00	—	—		(Leased to	Michigan Central.)				8	100	
Oct. 31, 1868	4 6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	892,751	—	—	—	180,210	860,00	—	—	4.6	12,736	179,720	1,008,270	79,023	41,937	—	100	
Dec. 31, 1868	99 0	—	11.0	—	18	12	6	276	Kentucky Central	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	
Dec. 31, 1868	25 0	—	....	16.0	3	5	2	50	Keokuk and St. Paul	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	
Dec. 31, 1868	16 0	—	—	53.0	—	—	—	—	Knoxville and Charleston	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	
Dec. 31, 1868	31 0	—	1 3	56 0	9	1	1	20	Knoxville and Kentucky	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	
Oct. 31, 1868	50.0	—	35.0	—	20	6	3	1,407	Lackawanna and Bloomsburg	3,251,358	621,772	—	—	1,535,00	2,248,000	68,6 6	—	80.0	532,181	—	—	842,567	302 836	—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)....Pa. and Ohio.	4,008,536	986,337			8,047,660	2,500,000											
Jun. 30, 1868	419.8	41.5	126.6	—	185	102	35	3,630	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	282.1	2,400,864	.....	.....	5,003,618	1,819,049	7	100	.....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	619.3	.....	.....	.....	.....	.....	—	109	86½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	110½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—					Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59.	29,006								
Jun. 30, 1868	84.2	—	46.0	—					Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....		(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....		(Op	erated by	L. M. and	Col. & X	enia.)	8	100	.....
Oct. 31, 1868	28.3	3.0	16.6	—					Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Dec. 31, 1868	9.0	—	....	—	2	10	—		Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	2,646,100	807,500	.....	.....		(Leased	to Phila. a	nd Read.)	.....	.....	4	50	81½
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	65.0	—	9.5	—					Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	.....
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	1,109,594	262,519	8,776	241,255		(Leased	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,6 5	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,521,009	2,228,609	919,094	6	100	70½
Oct. 31, 1868	21.0	—	6.0	—	3	—	3		Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	200,000	67,700	1,523	2,152		.....	.....	.....	.....	21,786	6	100	.....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	190,641	.....	.....	600,000	.....	.....	.....		(Leased	to Summi	t Branch.)	.....	63,380	10	50	.....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Dec. 31, 1868	—	—	—	300.0					*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	138
Jun. 30, 1868	34.2	—	7.0	—					McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....		.....	(In p	rogress 66	miles.)	.....	.....	—	100	.....
Oct. 31, 1868	12.5	25.1	38.9	—					Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	851,360	138 055	.....		.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	.....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....		(Leased	to Phila. a	nd Reading	g.)	.....	.....	—	50	.....
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	137½
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	200,000	.....	.....	.....		(Own	ed by Co	ncord.)	.....	.....	.....	—	103	.....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	.....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Jun. 30, 1868	82.6	—	6.1	—					Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....		751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	130.6	—	8.3	—					Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	.....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	313 874	.....	.....	514.376	64,343	—	100	.....
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,394,934	.....	.....	4,716,293	1,081,848	10	100	119
Sept 30, 1868	13.0	—	1.0	—					Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....		2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	.....
Dec. 31, 1868	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	(Oper.	by Erie 5	mos.)	11,263	461	—	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	14,660	3,547	—	100	.....
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....		(Leased	to Phila. a	nd Reading	g.)	7,250,668	3,020,786	14a	100	58½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	.....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,281	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	.....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	.....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	.....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	(9 mos.)	411,714	143,722	—	100	82
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	90½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,639,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	.....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	.....
Dec. 31, 1868	172 5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,555	*	.....	.....	1,157,736	3,464,050	.....	.....		(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	.....
Dec. 31, 1868	57.0	.....	8.4	—	10	11	4	216	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.0	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	.....
Oct. 31, 1868	14.9	—	2.6	—					Newcastle and Beaver Valley.....Penn.	421.007	4,000	.....	.....	266,667	154,500	3,000	.....		(Leased	to Phg F.	Wayne &	Chicago.)	.....	.....	12	100	.....
Oct. 31, 1868	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	10	.....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	.....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	1 7
Nov. 30, 1868	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,560	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,836	419,620	80,210	4	100	.....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	.....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....		.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	145½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	360,246	883,528	62.2	838,173	69,247,430	6,786,230	2,163,875	840,929	10	100	145
Sept. 30, 1868	—	—	—	24.0					New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....		.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		(Leased	to New Y	ork Centr	al.)	60.000	6	100	.....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	225.0	8.9	....	—	24	18	12	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,615	67 653	4,000,000	433.000	147,045	732,835		.....	.....	.....	553,859	25,323	—	100	.....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254 164	108,725	—	100	.....

Dec. 31, 1868	72.0	—	3.0	113.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)																
Dec. 31, 1868	253.3	147.8	....	—	50	29	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	85		
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839		—	67.3	421,267			1,015,394	388,240	5s	50	72½		
Dec. 31, 1868	94.3	2.5	17.0	—	18	19	10	419	Northern	Canada.									96.8		4,758,284	13,598,080	561,370	128,943	—	100			
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,262	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	104		
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100			
Nov. 30, 1868	5.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,263,700	654,000	93,061	475,143	66.4	391,464	7,080,924	10,246,170	684,877	221,975	8	100	106		
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Nova Scotia.)				145.0	279,621		3,345,141	253,994					
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	808,981	301,742	4	100	81		
Dec. 31, 1868	34.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	28½		
Oct. 31, 1868	93.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	84		
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	94		
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72		
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500	—	9.0				147,327	24,479	—	100	....		
Sept. 30, 1 6	28.6	—	3.2	—	—	—	—	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387	—					111,196	56,811	—	100	....		
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,64 ,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	151		
Dec. 31, 186	47.6	—	....	—	15	23	—	151	Panama	New Granada.	5,000,000				7,000,000	1,192,000		—	47.6						24	100	....		
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—		—		(Leased	to Erie.)			53,400	8	100	....		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000		—	—	(Leased	to Erie.)								
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000		—	—	(Leased	to Erie.)			26,500	5	100	....		
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000		—	—	(Leased	to Camden and Amboy.)								
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113		
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000	—	47.0						20	50	225		
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000		—	—	(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	....		
Jun. 30, 1869	80.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000		—							—	100	....		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299	—	82.3				212,892	93,883	—	50	....		
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.		1,336,561	*			21 ,000	800,000	212,500	—	39.0	87,111			156,746	19,424	—	50	....		
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633	—	287.5				2,804,250		—	50	56		
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950		—	24.3	342,775			642,639	295,901	10	50	154		
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	96		
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120	—		—	26.5				995,196	290,585	10	100	115		
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,803,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	103½		
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097			2,338,531	646,465	—	50	....		
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	3,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....		
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,273,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....		
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	—		782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	85		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Pittsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,313	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510	—	109.0	373,501	7,127,219		605,543	214,214	6	100	....		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,880	51.3	258,977			518,592	130,420	6	100	102½		
Mar 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000	—		—	—	(Leased	to Concord.)			24,500	7	100	....		
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—			170,000	200,000		—	—	(Leased	to Eastern.)		77,755	24,737	—	100	....		
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000		—	14.5	50,896			112,572	21,541	—	100	....		
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,043	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	138½		
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.		*						—							—	100	....		
Dec. 31, 1868	75.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,220,300	—	92.3				254,899	30,667	—	100	....		
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000		—		159,744			178,456	26,995	—	50	....		
Sept. 30, 1868	170.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000		—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6	100	93		
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	201	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126.236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,975	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72	—	100	....		
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000		—	—		(Not in operation.)				—	100	....		
Sept. 30, 186	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402	—		—	22.0						—	100	....		
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000		—	12.0		(Under construction.)				—	100	....		
Dec. 31, 1868	141.1	48 6	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	109		
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	—						—	166.3	694,409	4 069,421	11,712,202	993,239		—	100	22		
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000		—			(About $5 0,000 a month.)				—	100	72½		
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000		—	132.0		(Leased to Ind. & St. Louis.)		517,941		—	100	37		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	—			10,000,000	4,000,000		—	120.0				612,000	171,000	—	100	43½		
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000		—	—	(Leased	to Chi. & Alton.)		240,000		—	100	....		
Dec. 31, 1868	73.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030		—	—		(Under construction.)				—	100	....		
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.								—	—		(Under construction.)				—	100	....		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000		—	80.0				209,534	87,404	—	100	....		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	....		
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000		—	—	(Leased	to West Jersey.)			16,533	6	50	....		
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,306	226,900	487	—	—	(Operated	by Boston & L.)		17,500	16,788	—	100	....		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,052	—	100	....		
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*			1,299,150	97,000	14 ,578	—	54.0	152,360			167,518	344	—	50	....		
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—			576,050	—		—	—	(Leased	to Phila. and Reading.)				5	50	....		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						200,000		—							—	100	....		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,839		—	119.3				312,577	12,909	—	100	....		
May 31, 1868	195 0	—	....	40.0	29	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100		—	160.0				218,441		—	100	....		
Oct. 31, 1868	24.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000		—	28.0	178,705			277,763	83,511	5	50	....		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,400	264,000	121,000	—	25.0		265,000	155,000	32,260	11,145	—	100	....		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—			100,000	37,800		—	20.0	(Operated	by Jeff. Mad. and	Louisville.)			—	100	....		
May 31, 188	50.0	—	2 5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000		—	50.0	167,376			289,288	68,334	—	100	....		
Dec. 31, 1868	101 7	6 5	—	—	19	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,002		—	75.0				127,000		—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510	—	109 0	373,510	7,127,219		605,543	214,124	—	100	....		
Dec. 31, 1 68	18.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—			438,300	—		—	—	(Leased	to Central of New Jersey.)				6	100	....		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	260	South Carolina ¶	South Carolina.	7,567,4 4	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000	—		—	—		(In progress.)				—	100	....		
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501.592	*			259,685	150,000	17,614	15,039	22.0	45,312	2,002,440		77,017	15,961	3	100	....		
Sept. 30, 1868	85.0	0.8	2.0	4.0	6	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000	—	—		(Not in full operation.)				—	100	....		
Sept. 30, 1868	123 0	5 h	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,500	—	100	....		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.		—			880,000	—		—	(Under construction.)						—	100	....		
Jan. 31 1868	50.0	—	....	28.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*						—	—				250,000		—	100	....		
Dec. 31, 1868	91.0	—	....	236.0	—	—	—	—	*Southwest Pacific* ¶	Missouri.								—	91.0						—	100	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	66.0	—	.....	—	2	4	2	25	Spartanburg and Union ¶...South Carolina.	.....	*	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	.....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	680,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	.....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	.....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			31,409	31,409	7	100	.....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	287,393	—	.....	.....	287,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15,970	5½	100	.....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	.....	.....	.....	—	—	—	—	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	.....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	398,956	39,727	25,906	45,818	250 7 0		21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	.....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	.....	50	.....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,980	—	50	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	25	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	3,601,740	103,077	6,700,000	10,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	45
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.2	178,342	4,703,755	5,152,044	517,000	244,944	—	100	.....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased to Hudson River.)						100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass.,			(R. R.)	32,000	7	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)						100	.....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	20,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	42
Dec. 31, 1868	100.0	—	.....	.....	.....	.....	.....	.....	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,291	6,752,750	20,251,545	1,910,162	563,668	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased to Vermont Central.)					8	100	102
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	.....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,880,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	59½
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)						100	.....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	.....	140.0	.....	.....	.....	488,407	122,367	—	100	.....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	392,872	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	.....
Dec. 31, 1868	18.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	.....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)						100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						138.0	.....	.....	.....	943,607	266,320	—	—	.....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	Leased to Pennsylvania.)			42,834	6,820	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	.....
Dec. 31, 1868	59.7	—	3.0	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,920	537,378	252,544	10	50	80
Dec. 31, 1868	32.0	—	.....	121.0	.....	.....	.....	.....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)						.....	.....	(Not in operation.)					50	131
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)						.....	.....	(Not in operation.)					100	.....
Dec. 31, 1868	20.8	—	.....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	(Oper. by Boston, Concord and Montreal.)					6	100	.....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	117.0	103,000	.....	.....	.....	.....	—	100	.....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,289	1,195,000	2,000,000	749,297	223,154	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	350,881	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	.....	.....	.....	.....	596,169	.....	—	100	.....
Nov 30, 1867	15.5	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)				13,845	6½	100	.....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	131½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	.....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	1,983,563	2,089,400	—	—	13.0	—	—	—	445,950	362,488	—	50	83
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,000	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	.....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)							8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	—	14	100	116½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	4,099,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	64,000	813,511	.....	.....	161.0	—	—	—	79,247	.....	—	50	.....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	62½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,200,000	1,049,260	120,668	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	—	221,600	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	—	.....	.....	4,797,155	7,782,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	.....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	.....
														800,000	000,000							124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany ..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68				Albany st. Freight (B'ton). Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown ..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City ..... Md.								100	100	17½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea..... Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn)..... N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.) N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City ..... N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb.. N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street ..... N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) ..... N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) ..... Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	104½
Sept. 30,'68	1.76	—	39	Central City (Syracuse)..... N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20			Cincinnati street..... O							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) ..... Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.)..... O.							—	100	100	....
Sept. 30,'68	14.82	236	18	Coney Island (Brooklyn) .. N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.& B.(N.Y.C.) N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ..... N.Y.	42,605	34,815		2,448	8,721	3,442	—			....
Oct. 31, '68	1.63	10	3	Easton and S. Easton ..... Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City) N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.. Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse)..... N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.) N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.) Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.). N.Y.	54,200	42,500	9,000	400	8,653	159	—			....
Oct. 31, '68	34.25	356	61	Germantown (Phila.)..... Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.)..... Pa.	171,712	170,000			117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.). Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	36
Sept. 30,'68				Greenpoint & Wmbg.(Bkn) N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City ..... Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68				Hoboken and Hudson City. N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)..... N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point. N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout..... N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.). Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse..... Mass.	69,416	55,830		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston ..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.00	—	—	Malden and Melrose (Btn). Mass.	60,246		52,600	—	24,472		—			....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston). Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn). Mass.	27,500	21,000	6,500	—		2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley..... Mass.	50,241	50,000		12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)..... N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ..... Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10 9	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston)..... Mass.	522,834	400,000	91,302	38,917	206,640	16,659	—	100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City) N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.) Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark ..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.87	....	....	Passenger (Cin.)..... O.	100,000	100,000					—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton).... Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.). Pa.	446,265	225,000	200,000	21,265	250,557	45 270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby..... Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry. Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham.. Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland ..... Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston)..... Mass.	77,640	71,600	66,454	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.) Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ... N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers..... Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) .... Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.)..... Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.).. Pa.	116,918	130,000		37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City) .N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston)..... Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston ..... Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston).. Mass.	39,344	33,000		1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) ..... Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes..... N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ... N.Y.	31,000	31,000		—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.). Pa.										20
Sept. 30,'68	3.47	32	5	Troy and Albra ..... N.Y.	72,463	44,700		13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg..... N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes..... N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston)..... Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham. N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)... N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) ..... N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken ..... N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia..... Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston... Pa.	92,333	50,000		8,500	13.883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport ..... Pa.	20 867	15,000	5,000	1,127	3.565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).... Mass.	62,152	57,250	—	—	4.200	3,740	4	100	100	....
Nov. 30, '67	4.06	44	—	Worcester ..... Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	p.			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'dh: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	o.& J.	1874	....
Green and Coates (Phila): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue(N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgage	30,200	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage	300,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	187?	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,019,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	69½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	280,000	8	6	....
Cheshire, preferred	2,017,815	7	3	90
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,800,000	...	10	...
Chicago and Northwestern, pref.	18,159,097	7	10s	85
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	43½
Hannibal and St. Joseph, pref.	5,253,836	...	...	109½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Lackawanna and Bloomsburg, pref.	600,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,846,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	18½
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	5,586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	...	8	8
" " 2d pref.	.....	...	7	7
Milwaukee and St. Paul, preferred	9,744,268	7	...	72½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	70½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	64
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,800,000	7	...	....
" " " (E. D.) pref.	1,760,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	817,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	...	6	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	...	6	28
Mariposa Mining, pref.	1,774,400	7	7	19½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 37 —
Pig, American, No. 1		33 —	@ 35 —
Pig, American, No. 2		33 —	@ 33 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 82 50
Bar, Swedes, assorted sizes	(gold)	85 —	@ 97 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes	Less 5 per ct. per lb.	120 —	@130 —
Bar, Refined	" "	80 —	@ 82 50
Bar, Common	" "	77 50	@ 80 —
Scroll	" "	110 —	@145 —
Ovals and Half-round	" "	100 —	@115 —
Band	" "	100 —	@ — —
Horse Shoe	" "	102 50	@ — —
Rods, ⅛@3-16 inch	" "	87 50	@130 —
Hoop	" "	110 —	@150 —
Nail Rod	Less 5 per ct. per lb.	— 7½	@ — 7¾
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 4¾	@ — 5¼
Rails, English	(gold) per ton.	58 —	@ 58 50
Rails, American, at Works in Penna.	c'y.	70 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 16	@ — 20
English Spring	(2d and 1st quality)	— 7	@ — 10
English Blister	(2d and 1st quality)	— 11	@ — 18
English Machinery		— 11½	@ — 14
English German	(2d and 1st quality)	— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— —	@ — 18
American, Spring,	do.	— 9	@ — 12
American Machinery	do.	— —	@ — 12
American German	do.	— 10	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 37½	@ 4 50
Clinch		— —	@ — —
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 23	@ —29
Copper		— 38	@ —22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½	@ — 34
Straits	(gold).	— 32½	@ — —
English	(gold).	— 30½	@ — 31

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 25 @ 8 50	9 75 @ 10 —
I. C. Coke	7 00 @ 7 50	8 52 @ 8 —
Coke Terne	5 75 @ 6 —	6 75 @ 7 25
Charcoal Terne	7 37½ @ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— 14½	@ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19½	@ — 20
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 26	@ — —
Refined, Standard White (in ship'g order).		— 26½	@ — —
Refined, prime White (in shipping order).		— 27½	@ — 30
Refined, S. W. (in merchantable order)...		— 34½	@ — —
Naptha, Refined, (60 @ 63 gravity)		— —	@ — 10
Residuum	per bbl.	4 50	@ 4 62½

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16.
Canton Co.	62½	....	....	61½	61½	....
Central Pacific 6s	94½	94½	94	94	94½	94
Central of N. Jersey	103½	104	103	....	103	103½
Chicago & Alton	113	114	113½	....	....	113
" pref.	114	114½	....	....	....	....
" 1 M.	....	....	103	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	71½	71½	71½	71
" pref.	87	88½	86½	86½	86½	85½
" 1st M.	....	....	....	....	94	94½
" S. F.	....	96	....	....	....	....
" Consol.	....	....	90	91	....	....
Chic., Rock Isl. & Pac.	119½	....	118½	118½	118½	118½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1926	....	97	98	....	....	98
Clev., Col., C. and Ind.	74½	....	....	74½	....	....
Clev. and Pittsburg	....	99	98½	....	....	97½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	74	....	....	75	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	103
Col., Chi., & Ind. C.	20	19½	19½	19½	19½	18½
" 1 M.	84½	83½	83½	84	84	83½
" 2 M.	....	62½	....	....	....	60½
Cumberland Coal pref.	29	28½	28	28	....	....
Del. & Hudson Canal	....	117	116½	....	116½	116½
Del. Lack. & Western	102	102½	....	102½	102½	102½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	109	109	....	108½	108½	108
Erie Railway	....	25½	25	24½	25	24½
" pref.	....	42½	....	....	....	43
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	92½	....	....	....
" 3 M. 7s, 1883	....	....	88½	....	88½	....
" 4 M. 7s, 1880	87	87½	87½	88	87½	88
" 5 M. 7s, 1888	82	....	....	....	....	....
Great Western 2d mort.	79½	....	80	....	79½	80
Hannibal & St. Joseph.	107	....	....	106½	105½	....
" pref.	106½	....	....	....	106½	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	105	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	141	143½	143	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	87½	86½	87½	86½	86½
Lake Shore Div. bonds	....	....	....	....	....	90½
Marietta & Cin. 1st pref.	....	....	19	....	....	18½
" 2d pref.	....	....	8½	....	....	....
Michigan Central	....	120	119½	....	119½	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	101½
" 2 M.	98	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	19½	20½	....	....	....	....
" Tr. 10s ctfs.	48	50	50	....	....	....
Milw. and St. Paul	62½	62½	61½	61½	61½	59½
" pref.	75½	76½	74½	74½	74½	72½
" 1st mort.	....	....	93½	....	....	93½
" 2d mort.	85½	....	....	....	....	....
" 8s.	....	....	....	....	....	104
" 7 3-10s con.	91½	92	....	....	....	....
Missouri 6s	93½	93½	93	93	92½	92
" H. & St. J. iss.	....	....	93	....	93	....
Morris and Essex	90½	90½	91	91	91	90½
" 1st mort.	101½	101½	101½	102	....	....
" 2d mort.	95½	....	95	....	95½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	92	91½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	97½	97½	97½	97½	97½
" certificates	94½	95½	95	95½	95½	94½
N. York and Harlem	143	....	142	....	144	142½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	104
N. Carolina 6s	47½	47½	....	47	47½	....
" new	22	22½	22½	22½	23½	23½
Ohio and Miss.	29½	30	29	29½	29½	28½
" pref.	....	....	70½	....	....	....
" 1st M.	....	....	....	....	....	96½
Pacific Mail S. S. Co.	36½	37½	36½	35½	34½	33½
Panama	....	....	....	154	....	152
Phila. and Reading	96½	97½	96½	97	....	96½
Pitts., Ft. W. & Chi. gtd.	93½	93½	93½	93½	93½	93½
" 1 M.	....	....	106½	....	....	106
" 2 M.	....	....	97½	98	98	....
" 3 M.	....	....	....	95	....	....
Quicksilver Mining Co.	12½	....	....	12	11½	11½
St. L., Alton & T. H.	....	....	37½	37	37	....
" pref.	63½	64	....	....	....	....
" 1 M.	....	95½	....	....	95½	95
" 2 M. pref.	....	....	84	....	....	....
" Income bds	80	....	80	80	....	80
Tennessee 6s	58½	60	60	60½	59	59
" new	48½	50½	50½	49½	50	49½
Tol., Wab. & Western	44½	45½	45	45½	45½	45
" pref.	73	73½	....	73½	73½	....
" 1 M. ex.	93½	....	....	....	....	93
" 2 M.	....	....	85	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	85½	....	85½	85½	85½	85
Virginia 6s, ex-coupon	74	74	71½	69½	71	72½
" now	72½	71	70½	....	70½	70½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅛	106	106⅛	106⅛	....	
U. S. 5s, 10-40s, reg....105½	....	105¾	106⅛	106	....	
U. S. 6s, 1881, reg	114⅜	....	114½	114⅝	114⅜	
U. S. 6s, 1881, coup....114⅜	115	114⅜	115⅛	114⅞	....	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	109⅛	109⅛	109⅛	....	109⅛	
U. S. 6s, 5-20s, c. 1862.109⅜	111	110	111⅛	110⅛	....	
U. S. 6s, 5-20s, reg. '64	109	....	110	108⅜	....	
U. S. 6s, 5-20s, c. 1864.109⅛	110⅛	109⅛	109⅛	109	109⅛	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.109⅛	110⅛	109⅛	109⅛	109⅛	109⅛	
U. S. 6s, 5-20s, r. n. '65.107⅛	109	107⅛	....	....	....	
U. S. 6s, 5-20s, c. n. '65.108⅛	109⅛	108	108⅛	108⅛	108⅛	
U. S. 6s, 5-20s, reg. '67.108⅛	109⅛	108⅛	108⅛	108	....	
U. S. 6s, 5-20s, c. 1867.109⅛	109⅛	109	109⅛	109⅛	109⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110	....	109⅛	....	109⅛	
U. S. 6s, Pac.R.R.issue111⅛	112⅛	112⅛	112⅛	112⅛	112⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	....	....	....	....	....	....
.. preferred .. 34⅜	34⅜	....	....	....	34⅜	
Camden and Amboy...115⅛	115	115	114⅛	114⅛	114	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	95⅛
.. 6s, 1883	....	....	....	....	....	57
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '80....	....	93⅛	93⅛	93⅛	93⅜	
Elmira & Williamsport	....	....	....	....	....	....
.. pref. 40	....	....	....	....	....	....
.. 7s	....	....	....	....	93⅛	....
Lehigh Navigation..... 30⅛	30	31	....	....	31⅛	
.. 6s, 1884 .... 84⅛	84⅛	....	....	....	....	....
.. Gold L..... 90⅛	90	....	....	....	89⅛	90
.. R. R. L	90⅛	....	....	....	90	....
Lehigh Valley R. R..... 54⅛	54⅛	54⅛	54⅞	54⅜	55⅛	
.. 6s new coup 93	....	95	95	....	....	
.. 6s new reg	....	....	....	....	....	97
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51⅛	....	51⅛	51⅛	....	
Morris Canal	....	....	....	....	....	....
.. pref	....	65	....	65	....	
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36⅛	....	36⅛	....	....	
.. 6s, 1880	91	....	....	....	....	....
.. 7s	....	....	....	....	89⅛	89⅛
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	48⅛	48⅛	....	....	....
Pennsylvania R. R..... 57⅛	57⅛	57	56⅛	56⅛	56⅛	
.. 1st M	99	99	99	99	99	
.. 2d M	....	....	....	....	....	90
Penn. State, 6s. 1st series103⅛	....	103⅛	103⅛	....	....	
.. 6s, 2d series	106⅛	106⅛	....	....	....	
.. 6s, 3d series	....	107⅛	....	....	....	
.. 6s, W. L....101⅛	101⅛	....	....	....	....	
Philadelphia City, 6s....100⅛	100	100⅛	....	100⅛	100⅛	
.. new 101⅛	101⅛	101⅛	101⅛	101⅛	101⅛	
Philad., Germ. & Nor... 77	....	....	....	....	....	....
Phila. & Reading 48⅜	48⅜	48⅛	48⅛	48⅛	48⅛	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.. 27⅛	27⅛	27⅛	....	....	27⅛	
.. 6s	....	....	....	....	....	....
.. 7s	87⅛	87	....	87	87	87⅛
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	57⅛	57⅛
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	45	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	38
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	25	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875. 94	....	95	....	95⅛	....	
.. 1886	....	....	....	....	95	
.. 1890	95	13⅛	....	94	....	
.. 1884	....	....	....	....	....	....
Balt and Ohio.....129	....	129	....	....	....	
.. bonds, 1875. 95	....	....	....	....	....	
.. .. 1880.....	....	....	....	....	....	95
.. .. 1885.....	....	....	....	....	....	96⅜
Marietta & Cin. 1st M.. 90	....	90⅛	....	....	91¼	
.. 2d M	70	70	70	70	....	
Northern Central	49	....	49⅛	49⅛	49⅛	
.. bonds, 1885.....	....	....	....	....	90	
.. .. 1900.....	87⅛	....	....	....	89⅛	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R R.... 17⅛	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany 142	141	141	....	....	142⅛	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	146	146	....	146⅛	
Boston and Providence	....	140	....	....	139⅛	
Boston, Hartford & Erie 5⅜	6	6⅛	6⅛	6	5⅞	
.. 7s, new..... 41⅛	42⅛	43	44	43⅛	42⅛	
Cheshire, pref	88	89	88	....	....	90
Concord	....	....	82⅛	83⅛	....	83⅛
Connecticut River	....	....	....	....	....	....
Eastern	....	....	115	115½	....	116⅛
Fitchburg	133	....	132⅛	132	....	133⅛
Manchester & Lawr'ce	....	....	....	....	....	137⅛
Michigan Central	119⅜	119⅜	120⅛	....	....	120
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ 81	80	....	....	80	81	
.. pref	....	....	....	108	107⅜	108
Old Colony & Newport. 94⅜	94⅛	94⅜	....	94⅛	94⅜	
Ph., Wil. & Baltimore.. 52⅜	51⅜	51⅛	....	....	51⅛	
Portl'd, Saco & Ports	102⅛	103	....	102⅛	....	
Union Pacific 6s..... 84⅛	84⅛	84⅛	82⅛	84⅛	84⅛	
" Land Grant 7s 69⅜	70⅛	70⅜	....	71	72	
Vermont & Canada	102	102	....	102	....	
Vermont & Mass	60	....	....	59	....	59⅛
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	66	66⅛	
Middlesex	....	78⅛	....	78	78	
Central Mining Co	....	....	....	....	....	....
Copper Falls	5⅜	....	5⅜	6	6⅛	
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic 3	....	....	....	....	....	
Pittsburg	....	....	....	....	....	....
Quincy 15⅛	18	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Feb. 25.	Feb. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	60 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	29 — 30	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	67 — 69	66 — 68
Do. 2d mort. 8 p. c.	67 — 69	66 — 68
Erie shares 100 dol. all paid	22 — 22½	21 — 21½
Do. sterlg. 6 p. c. convertible bonds	66 — 70	64 — 68
Do. 3d mort. 7 p. c. 1883	65 — 70	65 — 70
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111 —112	110½—111½
Marietta and Cin. R. R. bonds 7 p. c..	74 — 76	74 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	86 — 88
Philadelphia and Erie 1st mort. 1881.	89 — 90	89 — 90
Do. with option to be paid in Phila.	89 — 90	89 — 90

American Railroad Journal.

Saturday, March 19, 1870.

Stock Exchange and Money Market.

Though the city banks have reported, as the result of the week's business, a loss of about 3¼ millions of deposits, nearly ¾ths of a million of legal tender notes, and 2½ millions of specie, the supply of Money available to responsible borrowers nearly all through the week has been more than equal to their requirements, and ease in rates has been the rule, call loans having been quoted at from 4@6; and strictly prime to good discounts at from 7@8½ per cent. per annum. There has been no notable pressure for accommodation from any source. The speculative demand has been urgent. The mercantile inquiry has been somewhat brisker, but not difficult to meet. There has been a very moderate outflow of currency reported. The Government sold a million of Gold, for currency, during the week. It disbursed a little over half a million of coin interest. The customs revenue of the port exceeded 2⅝ millions. The U. S. Sub-Treasury cut down its general balance slightly during the week. It held on Wednesday morning a currency balance of 5¼ millions, against 5¼ millions the preceding Wednesday. The general balance on Wednesday stood at $81,303,476, against $81,693,682, a week earlier.

The specie reserve of the city banks according to the latest return is $33,399,035, against $17,358,671 same time last year. The city bank deposits are now $209,831,225, against $180,484,458 week ending March 13, 1869. The legal tender reserve amounts to $53,302,004, against $49,639,025 same time last year. The circulation now stands at $33,835,739, against $34,690 445 same time last year. The loans are now $268,140,603, against $261,669,695 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $91,336,000 a day, against a daily average of $100,530,417 the preceding week, and $91,917,000 the week ending with Feb. 27, 1870. The current week's exchanges average about 87½ millions a day. The city banks, last week, reported a loss of $2,499,358 of specie, $3,247,116 of deposits, and $763,929 of legal tender notes. They reduced their loans, $403,609, and increased their circulation, $51,797.

National Bank notes to the amount of $279,320 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $321,895,051, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $22,202,102, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,692,949. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,364,350; and for the public deposits, $17,483 500—making a total of $359,847,850. The Treasury Department last week redeemed and destroyed $635,500 of worn and mutilated fractional currency, and issued $329,206 of new.

The U. S. Sub-Treasury receipts, week ending with March 12, were $3,437,435 in coin, (including $2,573,000 from customs duties,) and $3,755,084 in currency; payments, $3,213,672 in coin, (including $502,390 of coin interest,) and $3,433,952 in currency; balance at the close of the week, $80,851,740 (including $74,558,149, of coin, and $5,138,473 of currency,) against $80,494,089 at the close of the preceding week, showing an increase of $357,651. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $574,487 in coin, (including $464,000 from customs,) and $118,193 in currency; payments, $63,807 in coin, (including $59,000 of coin interest,) and $364,185 in currency. On Tuesday, receipts, $487,643 in coin (including $378,000 from customs), and $355,847 in currency; payments, $113,500 in coin (including $103,000 of coin interest) and $357,714 of currency. The balance at the close of business on Tuesday stood at $81,303,476, (including $5,136,606 of currency, and $74,932,291 of coin) against $81,693,682 a week previous; and $84,198,077 on March 1, 1870. The aggregate receipts of the office in February were $38,237,062, including $11,951,925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,-

504,720 of coin certificates, received for customs.

Government revenues have been yielding quite encouragingly, since our last. The excises, during the week yielded about 3⅝ millions; customs at the port of New York, $2,653,720, and at the outports about $870,000 (in coin) more, making the grand total income for the week equal to about $7,501,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 120 millions.

Gold has been moderately active. The main dealings have been on speculative account. Rather more confidence has been manifested by operators for a rise, though the uncertainty in regard to the pending funding, tax, and tariff legislation in Congress has had a disturbing influence on the general movement. Friday was the liveliest day of the week at the Gold Exchange and the price was advanced to 114. The clearances of that day's business were nearly 147½ millions. The range of the price during the week has been from 110½@114, and the closing quotation on Wednesday was 111⅞. The customs demand has been fair; and the export inquiry quite moderate. The Gold Exchange Bank clearances on Wednesday were down to 59⅝ millions, the smallest amount reported since March 3, when the clearances were only 51¾ millions.

The coin interest payments of the Sub-Treasury on Wednesday were $38,829.

The customs demand for Gold last week, averaged $455,170 a day; thus far, this week, it has averaged $421,000 a day, or equal to a weekly aggregate of $2,526,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $431,414, and since Jan. 1 1870, $3,496,795, against $2,236,377 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $91,703,903, against $87,628,769 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 4th, was $1,016,000, against $998,000 same time last year.

The exports of specie, from this port, last week, were $775,685, against $304,228 same week last year; total, since July 1, 1869, $22,603,338, against $28,996,532 same time preceding fiscal year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $502,390, and since July 1, 1869, $66,092,592, against $66,149,377 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to March 4, were $7,648,660, against $6,870,725 same time last year.

From a statement prepared at the National Bureau of Statistics, the aggregate amount of gold produced in the United States from 1848 to 1869, is shown to be $1,071,451,461.

Foreign Exchange has been in liberal supply and more request at reduced figures. Bankers' prime sixty day bills on London closed heavily on Wednesday at 107¾@108, and on Paris to 5.26¼@5.22½; sight bills on London to 108⅜@108⅝, and on Paris to 5.21¼c.@5.20. The offerings of produce bills have been again quite liberal. The week's exports of domestic produce have been to the currency value of $2,586,541, making the total since July 1, 1869, $145,701,640, against $114,309,803 same time preceding fiscal year.

Government securities have been quite sensitive to the fluctuations in gold in the local market, and the variable prospects of the funding bill before Congress, and have been irregular in price, though not offered very freely at the going rates. The inquiry has been on a moderate scale, partly from investment buyers. Government on Wednesday bought in a million of Five-twenties at 106.60@106.75, out of an aggregate offering of nearly 3½ millions.

U. S. sixes of 1881 closed here at 114¾@115; U. S. Five-twenties of 1862, 110@110¼; U. S. Five twenties of 1864 at 108⅞@109; U. S. Five-twenties of 1865 at 109⅜@109⅝; U. S. Five-twenties of 1865, consolidated, 108⅛@108¼; U. S. Five-twenties of 1867, 109@109⅛; U. S. Five-twenties of 1868, 109¼@109½; U. S. Ten-forties at 105⅞@106, ex the March coupon; U. S. Six per cent. currency bonds, 112½@112¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 2.	March 9.	March 16.
Consols	92¾	92⅝	92⅞
U. S. 5-20's of 1862	90⅛	90⅞	90⅞
U. S. 5-20s, 1865	89⅝	90¼	90
" 1867	88⅜	89⅝	89⅞
" 10 40s	86	87¾	87
Erie	21¼	21½	22
Ill. Central	110¼	113¾	117¼
At. and Gt. West	28½	....	....

Central Pacific Sixes closed on Wednesday at Frankfort at 81½.

State Bonds have been in fairly active demand at, however, irregular prices. Railway bonds and mortgages have been in good request, as a rule, including the new Chesapeake and Ohio Loan, which has been quoted at 90 per cent and interest.

Railway and miscellaneous stocks have been somewhat less confidently dealt in at quite variable figures. The market closed pretty fairly on Wednesday, though without notable activity.

There has been less animation in the line of domestic produce, though, in most instances buyers have had any existing advantage as to price. Middling upland cotton closed heavily on Wednesday at 22¼cts. per lb. The stock of cotton now here is given at about 65,000 bales. The receipts at the port this week, have averaged about 2,700 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,221,600 bales, against 1,689,400 bales in 1868–'9; exports, same time 1,326,650 bales, against 915,325 bales same time in 1868–'9; stock on hand at latest dates, 531,600 bales, against 387,450 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 2,353 pkgs., against 4,158 pkgs., same time in 1869. From Boston, 802 pkgs., in 1870, against 3,006 pkgs. same time in 1869.

Foreign goods have been moderately inquired for, but at irregular figures. The week's imports of foreign dry goods were to the specie value of $3,342,213; and of foreign merchandise, $3,823,035, making a total of $7,166,248, against $7,021,605 same week last year. The marketed foreign dry goods have been to the specie value of $2,995,391.

At the Live Stock markets, this week, Beeves continue in limited demand, at from 8@16½c., per lb.; week's receipts, 4,830. Milch cows are very dull, at $40@$100 each, receipts, 110. Veal calves have been in less request at from 8@12½ c. per lb.; receipts, 1,076. Sheep fairly active at from 5½@8½c., per lb.; receipts, 22,051. Swine rule dull and heavy at 9⅛@9¾ c. per lb., all live weight; receipts, 10,519.

Ocean freight have been less active, but, on the whole, compartively steady. For Liverpool we quote flour at 1s. 6d.@1s. 9d by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 4d. by sail, and 4½d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@$\frac{7}{32}$d. by sail, and $\frac{5}{16}$@$\frac{3}{8}$d. by steamer per lb.; and heavy goods 12s. 6d.@30s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 373.

The balance in the Sub-Treasury on Wednesday was $81,990,127 58.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 15th, and since the beginning of the year:

	1869.	1870.
For the week	$2 676,878	$2 586 541
Previously reported	28,901,259	31,020,258
Since Jan. 1	$31,577,637	$33 606,799

The imports for the week ending March 12th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,036,604	$3,843 213
Gen. merchandise	3,985,001	3 823,035
Total for the week	$7,021,605	$7 166,248
Previously reported	48,614,304	49,117,656
Since January 1	$55,635,909	$56,283,904

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific 7s, guar. by Mo., 97; Quincy and Toledo 1st mort., 83; Gt. Western (Ills.) 1st mort. 7s, 1888, 86; Buffalo, New York and Erie 1st mort., 90; Pittsburg, Fort Wayne and Chicago Equipment 8s, 101¼; St Louis and Iron Mt., 1st mort., 88; Toledo, Wabash and Western consol. bonds, 79⅛; Union Pacific Income 10s, 83¼; Central Railroad of New Jersey new bonds, 99; Ohio and Miss. consol. bonds, 84½; Milwaukee and St. Paul 1st mor'. Iowa Div., 90; North Missouri 1st mort., 85; Am. Dock and Imp., 7s, 94½; Toledo, Peoria and Warsaw 1st mort., W. D., 78½; Long Dock bonds, 87½; Detroit, Monroe and Toledo bonds, 92½; New Jersey R. R.,117; Georgia 6s, 85; do., 7s, 93½; South Carolina 6s, 90; do., new, 83; N. Y. State Bounty Loan reg., 109, Louisiana 6s, 74¾; do., 6s, Levee bonds, 74; do; 8s, Levee bonds, 85; Alabama 8s, 98⅛; N. H. and New Haven, 145¼; do., scrip, 143; Chicago and Alton scrip, 109; Western Union Telegraph, 82¼; do., 7s, 89½; Adams' Exp. Co., 61½; U. S. Exp., 49¾; Wells-Fargo Exp., 21; Am. Mer. Union Exp., 88½; Brooklyn 6s, W. L., 93; do., Park Loan, 92; Pennsylvania Coal Co., 217; Consol Gregory gold, 1.75; Central gold, 0.25; Grass Valley gold, 0.25; Rocky Mountain gold, 0.06; Symonds Forks, 0.45; Smith and Parmalee gold, 1.50.

Philadelphia.—Pennsylvania and New York Canal 7s, 91; Junction R. R. 2d mort., 89; Steubenville and Indiana R. R. 6s, 71; West Chester R. R. 8s, 90; Huntington and Broad Top Mountain 1st mort., 85; West Jersey 6s, 90½; Camden and Burlington Co. 6s, 85; Delaware Division Canal, 45; Oil Creek and Allegheny River R. R., 42¼; Harrisburg and Lancaster R. R., 56¼; Morris Canal scrip, 65; Fulton Coal, 4½; N. Y. and Middle Coal Fields, 4.94; Big Mountain Coal, 6⅛; Clinton Coal, ½. The latest quotations are: City 6s, 100¾@101; do., free of tax, 101¾@102; State 5s, coupon, 95@96; do., 6s, W. L., 101¼@102¼; do., 1st series, 103½@104; do., 2d series, 106¼@106½; do., 3d series, 107½@107¾; Reading, 48⅜@48½; do., 7s, 1893, 103@104½; do., mort. 6s, 1880, 90@92; Camden and Amboy, 114@114¼; do., mort. 6s, 1889, 93½@94; do.. 1883, 87@87; do., 1889, 86½@88; Penn. R. R., 56⅜@56½; do., 1st mort., 98¾@99; do., 2d mort., 99⅝@99¼; Little Schuylkill R. R., 40@41; Morris Canal, 30@31; do., pref., 64@66; do., 6s, 80@90; do., scrip 7s, 65@66; Susquehanna Canal, 8@10; do., 6s, 44@46; Schuylkill Nav., 6½@7; do., pref., 14½@16; do., 6s, 1882, 57½@59; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93@93½; do., 5s, 59@62; Lehigh Coal and Navigation, 31@31⅜; do., 6s, 1884, 84@86; do., R. R. Loan, 90@90½; do., Gold Loan, 89@90; North Pennsylvania, 36@37; do., 6s, 90@91; do., Chattle 10s, 111@112; Philadelphia and Erie, 27½@27¾; do., 6s, 90½@92; Minehill, 51⅜@51⅝; Catawissa, 13@20; do., pref., 84¾@35; Lehigh Valley, 55@54¼; do., 6s, 97@98½; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 41@41¾; Thirteenth and Fifteenth, 20@20; Spruce and Pine, 24½@25; Green and Contes, 37@38; Chestnut and Walnut, 43@45; Hestonville, 12¼@12¾; Union, 43@44.

Boston.—Burlington and Missouri River R. R., 8s, 1894, 100; do. 7s, 1893, 85⅞; Fort Wayne, Jackson and Saginaw 1st mort., 8s, 1889, 96; Union Pacific R. R., 42; do. Income 10s., 1874, 84; Vermont Central and Vermont and Canada 8s, 100½; Eastern R. R., 6s, 1874, 97; Vermont Central 1st mort., 1886, 83; do., 2d mort., 1891, 40; Cedar Rapids and Missouri 7s, 1916, 88¼; Connecticut and Passumpsic Rivers 6s, 1876, 95¼; Stanstead, Shefford and Chambly 7s, 1887, 79; Cheshire 6s, 1877, 94¾; do., 1875, 95¼; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75; do. 6s, 1900, 73; Worcester and Nashua R. R., 131¼; Indianapolis and Cincinnati R. R., 10; Boston, Clinton and Fitchburg pref., 67¾; Summit Branch R. R., 22½; Boston, Concord and Montreal pref., 75½; do. 6s, 1889, 94; Boston and Roxbury Mill, 40; Massachusetts 5s, 1894, gold, 99¼; do., 1883, 99½; New Hampshire 6s, 1884, 97½; Maine 6s, 1889, 97¼; Chicago 7s, 1896, 96½; Boston 6s, currency, 101; St. Louis 6s, 1887, 85; do. 1895, 95¼; do. 6s, W. L., 93¾; Bath 6s, 1891, 90; Cambridge 6s, 1899, 99⅜; Quincy, (Ill.,) 6s, 1886, guar., 60; St. Louis Co. 7s, 1885, 95; Cook Co. (Ills.) 7s, 1885, 96¼; Bangor 6s, 1894, R. R. Loan, 87; Portland 6s, R. R. Loan, 92; Brooklyn 6s, 1902, 92½; Hancock Mining Co., 1; Hanover, 27c.; Humboldt, 25c.

Baltimore.—Western Maryland R. R. bonds, guar. by Washington Co., 80; do., 2d mort., pref., 60; Central Ohio R. R., 23¼; Parkersburg R.R., 23¼; Orange, Alexandria and Manassas 7s, 74; Pittsburg and Connellsville R. R. bonds, 90; Virginia 6s, old, reg., 55½; do., 1867, 62; do., 1866, 66; do., new, coupon, 71; Maryland coupon 6s, 1870, 95; do., Defense Loan, 102; Memphis City 6s, 51½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@91; Balt. and Ohio, 128@129; do., 6s, 1875, 95@—; do., 1880, 95@95½; do., 1885, 96½@97½; Northern Central, 49@49¼; do., 6s, 1885, 90@90; do., 1900, 88¾@89⅛; do., 6s, 1900, gold, 95@96; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 93½@97; do., 2d mort., 92½@93; do., 3d mort. 1885, 85@—; Marietta and Cincinnati 7s, 1892, 90@90¼; do., 2d mort., 69¾@70; Central Ohio, 23¼@24; do., 1st mort., 81¾@83; Western Md. 6s, 1890, 71@80; do., guar., by Baltimore City, 89@89; do., 2d mort., guar., 85@—; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., 80@81; Richmond and Danville bonds, 75@76; Orange and Alexandria 1st mort., 6s, 84½@—; do., 2d mort., 6s, 73½@74½; do, 3d mort., 8s, 82½@83; do., 4th mort., 8s, 68@70; Orange, Alexandria and Manassas 7s, 72½@75; Virginia and Tennessee 8s, 80@85; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70@—; Baltimore 6s, 1875, 96½@98; do., 1886, 94¼@—; do., 1890, 94¼@95, do., 1893, 93@—; do., 5s, 1838-'70, 70@80; Memphis City 6s, 51¼@51½; Maryland Defense Loan, 1883, 101½@102; City Passenger R. R., 17@18; George's Creek Coal, 61@66; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

Railroad Project in Dakota.

A letter from Yankton, Dakota Territory, says a great railroad scheme has just been started there by prominent Eastern capitalists, looking to the early construction of a north and south trunk road, some four hundred miles in length, running through Central Dakota and Nebraska, and connecting the Union and Northern Pacific roads, by which means it is claimed that the vast future trade of the northern mountains will be diverted from the Northern Pacific and carried southward by way of Yankton down to the Union Pacific; thence by way of Omaha to Chicago, instead of passing over the Northern Pacific, via St. Paul to Lake Superior. The movers in the project are Union Pacific parties, who have already filed articles of incorporation with the Governor of the Territory. It is called the Dakota Central Railroad Company. Stock books were opened Feb. 28, and over three millions subscribed in one day.

☞ The agreement entered into on the 1st of February, 1870, between the Columbus, Chicago and Indiana Central Railway Co., the Pittsburg, Cincinnati and St. Louis Railway Co., and the Pennsylvania Railroad Co., was ratified by the stockholders of the former company, at a meeting held for that purpose at Columbus, Ohio, on the 10th inst.

☞ The officers of the Northern Pacific Railroad Company, recently elected are as follows: J. Gregory Smith, of St. Albans, Vt., President; R. D. Rice, of Augusta, Me., Vice President; A. H. Barney, Treasurer; Samuel Wilkeson, Secretary.

The International Coal and Railway Company, of Nova Scotia.

The great value of the rich coal deposits of the British North American Provinces, and the importance to the people of the Atlantic States of developing and utilizing the cheap and abundant supply of fuel now practically useless, has already led to two important results: *first*, an effort to secure a repeal of all duties on imported coal; *second*, the construction of the International Coal Railroad, by an American Company incorporated by the government of Nova Scotia. Whatever success may attend the anti-tariff movement, it is certain that the last named enterprise, already begun will be carried out without unnecessary delay. The proposed railroad, starting at Sidney Harbor—the safest and most commodious harbor on the Atlantic coast, at a point convenient, safe and desirable in all weather, will run a distance of twelve miles to connect with the Bridgeport Coal Areas of the International Company. These areas, according to the estimates of Professor Lesley, contain the practically inexhaustible quantity of 65,000,000 tons of superior gas and furnace coal. When completed, the railroad will be worked by a force sufficient to carry to the loading pier, at Cape Breton, no less a quantity than 2,500 tons daily. The port from which shipments will be made is accessible from April to December, inclusive, those months being the limits of the season during which a profitable trade in coal can be conducted in that latitude.

The enterprise thus briefly described is one of international importance, inasmuch as it will enable the capitalists who have undertaken it to meet the constant and increasing demand for coal throughout New England and the Northern border States, with a cheap and abundant supply from the hitherto undeveloped mines of the British Provinces. A few years ago the coal trade of Nova Scotia appeared to be rapidly increasing, and a ready market was found in this country for the product of her mines, which, for purposes of gas manufacture, is superior to any other American or foreign coals; but the traffic, mutually advantageous and profitable, was interrupted by the abrogation of the Reciprocity Treaty and the imposition of a high tariff on imported coal by this government. There are now strong indications that this tariff, practically prohibitory in its operation, will be materially reduced, if not entirely removed. As a revenue measure the present tariff is of but little consequence, and Congress cannot long resist the earnest and persistent demands of the people of New York and the Eastern States for its repeal. Throughout the entire area of these vast and wealthy Northern and Northeastern sections there are no deposits of available coal of any kind, and the necessarily high price of the fuel obtained from the distant coal fields of Pennsylvania is a a heavy tax on our manufacturing industries and on the comfort of a large proportion, at least, of the population. The natural source of supply for this section is Nova Scotia. Coal from that Province may be delivered at our doors, so to speak, by the same vessels that receive their cargoes at the mines. East of the Alleghanies, at least, there is no gas producing coal that can compare with that of the Cape Breton mines, and the greater part of this de-

scription of coal for the supply of the cities of the Atlantic coast is now transported by rail not less than three miles, transhipped to coasting vessels at the seaboard and thence distributed to the various cities and towns where it is consumed. There is but one way in which the consumer can be relieved of the heavy burdens thus imposed by the necessarily great cost of transportation, and that is by the free introduction of foreign coal, in competition with the native product, for the supply of those sections of the country remote from the fields of production.

The coal trade of the United States may be said to have begun in 1820, and the amount of coal forwarded to market that year was 385 tons. From that time to the present there has been a rapidly increasing demand, and the amount of coal placed in the market since 1820 shows an average annual increase of 434,557 tons. During this period the population of the country has increased from nine millions to nearly forty millions, and although the facilities for transportation by both land and water routes have proportionately increased throughout the country, a cheaper and more readily accessible supply of fuel than is now obtainable from the coal fields within our own territory is essential to the maintenance of many of our principal manufacturing industries and the general prosperity of the country. Another important consideration is found in the fact that our railroads must, sooner or later, depend solely upon coal for fuel, owing to the scarcity of wood and the high price of all kinds available for use in locomotives. For this purpose alone the consumption is already very gerat, and each year it becomes greater. Cheap coal is, therefore, essential to economy in the operation of our roads, and for this we must look to the source above mentioned. Cape Breton is favorably situated for the shipment of her coal to the United States, and the importance of the International Coal road, thus practically considered, is at once apparent. The property of the company, from which its supplies will be drawn, consists principally in valuable mining lands. The chief coal areas are situated on or near the sea coast, from twelve to fourteen miles east of Sidney Harbor, and embrace four square miles of territory in one tract. They are held under leases direct from the Government, extending through a period of sixty years. The royalty demanded by the Government is only 10 cents per ton for all coals actually shipped, not exceeding 250,000 tons per annum, and on all coals over this amount 5 cents per ton. Upon these areas are five workable seams underlying nearly the whole property. One of them was worked for several years before the company came into possession, and since that time the facilities for working have been greatly extended and improved. Under the direction of an able and energetic board of officers and directors, the enterprise promises to prove a complete and profitable success; and, while utilizing the hitherto undeveloped mineral resources of Nova Scotia, its more important work will be to supply the great and increasing demand for cheap fuel throughout the Northern and Eastern States.

☞ A bill increasing the capital stock of the Morris and Essex Railroad to fifteen millions, has passed the New Jersey Legislature.

Journal of Railroad Law.

THE CONSIGNOR OF PROPERTY IN TRANSITU MAY CHANGE ITS DESTINATION—WHEN CONSIGNEE MAY ENFORCE LIEN FOR GENERAL BALANCE AGAINST CONSIGNOR.

The facts in the late case of Strahorn *vs.* The Union Stock Yard and Transit Company (43 Ill., p. 424) are fully and clearly stated in the following opinion by

WALKER CH. J.—This was an action of trover, brought by appellants in the Superior Court of Chicago, appellees, for the recovery of a car load of hogs. On the trial it appeared in evidence, that appellants, in September, 1866, wrote a letter to M. V. Butler, at Iowa City, in which they authorize him to draw on them for $500, and for the balance when he gets stock to the railroad; but would not like him to hold it more than a week at a time. On the back of the letter they indorsed the following:

"First National Bank, Iowa City: We will honor all drafts drawn on us by M. V. Butler.

R. STRAHORN & Co."

Butler gave this letter of credit of Hubbard, the cashier of the bank, and it seems that an arrangement was made by which Butler could, in purchasing hogs, check on the bank to pay for hogs purchased, and then draw upon Strahorn & Co. to cover such advances. Hubbard testifies that Butler never drew in advance of purchases, but made his checks on the bank for his purchases and afterward drew upon Strahorn & Co. to cover such advances.

The business continued in this manner until the 30th of January, 1867, when the last draft was drawn by Butler on appellants. This draft was for $1,000, at three days after sight, and was delivered to Hubbard, the cashier, and lacked something of balancing his account with the bank.

It seems, that between that date and the third of February, the bank advanced $1,295.75 to Butler, and he had, in the mean time, made deposits sufficient to cover the balance against him on the 30th of January, 1867, and to reduce the balance due the bank to $800.

On the 3d day of February, Hubbard received a letter from appellants, that they would accept no more drafts drawn by Butler. Hubbard thereupon saw Butler at the depot, and learned that the hogs had just been shipped to appellants. He insisted that Butler should secure the bank for the money it had advanced to purchase this car load of hogs. Butler thereupon sold the hogs to Hubbard for $1,074.80, being the amount paid for the hogs, and the sums still due the farmers of whom they were purchased, which the bank agreed to, and did afterward pay. The railroad agent at Iowa City was notified of the sale, and Butler gave up the freight receipt and the railroad company gave to Hubbard a new one, and he directed that the hogs be delivered to Conger & Co., on his account. Butler gave the agent at Iowa City an order to the agent at Chicago, notifying him that he had sold the hogs to Hubbard, and directed him to deliver them on their arrival to R. P. & M. Conger for Hubbard. The order was immediately sent to the agent at Chicago, and he was directed to change the name on the way-bill from Strahorn to Conger & Co.

The hogs arrived at Chicago on Sunday, the the 4th of February, and were delivered to appellees. The way-bill named Strahorn & Co. consignee for account of M. V. Butler, with a line erased, and these words written in: "Consignee Conger & Co., account of W. H. Hubbard." The Stock was unloaded at the yards and placed in a pen, and fed over Sunday by the order of Strahorn's agent, but the freight was not paid, and an actual delivery was not made to them.

The letter of the agent at Iowa City was received by the agent at Chicago, who sent it to the agent of the railroad company, who had unloaded the hogs and delivered them to the stock company. On Monday morning, the 5th, the stock-yard agent informed the division agent of the yard, that the consignment had been changed from Strahorn & Co. to Conger & Co., and that he must change it on the books, which he did, and Strahorn & Co. were informed of the change and that they must not sell the hogs. The hogs remained in the actual possession of the stock yard company until they were sold. They made no actual delivery to either consignee.

On Tuesday the 6th, the railroad agent who delivered the hogs to the stock-yard, proposed to both consignees, that the hogs be sold, and the money held by the railroad company until it should be decided which of them was entitled to receive it, to which they both agreed. The freight, sixty-four dollars, and the stock-yard charges, eight dollars for corn, and keeping the hogs, were paid by the railroad agent. A demand was made, and a refusal to deliver the hogs, and appellants sued to recover for a conversion. The cause was tried by the Court by consent, and the issues were found for defendants. A motion for a new trial was entered, which the Court overruled, and rendered judgment according to the finding, to reverse which this appeal was prosecuted.

It is insisted, that inasmuch as Butler was indebted to appellants on a general balance, and as he shipped to them this carload of hogs, appellants thereby acquired such a lien on the property, as placed it out of the power of Butler to sell the property to the bank, to pay their debt against him. There seems to be no question raised as to the *bona fides* of either of these debts. Appellant's claim was for a balance due on money advanced to pay for previous shipments, while the debt to the bank was for the very money paid on the purchase of these hogs. Had Butler the power, while the property was *in transitu*, to change its destination, and to have it delivered to a different consignee? In the case of Winne *vs.* Hammond 37 Ill. 99, it was held that a factor has a lien for a general balance on the property of his principal, in his actual possession, and that such possession was notice of his lien to creditors and purchasers.

In the case of Lewis *vs.* Galena & C. U. R. R. 40 Ill. 281, the questions were very similar to those presented by this record. It was there said, "the question then is, has the consignee of the property which he has put in the possession of a common carrier to be carried and delivered to a designated consignee, a right to change the destination before is is delivered, and can the carrier refuse to obey the consignor's orders to that effect? The principle may be broadly stated, that a consignor of goods has the right to direct a change in their destination, and that the carrier

is bound to obey such directions." In that case, as in this, the consignor was indebted to the consignee on a general balance. The Court say, "It is in vain to pretend that Campbell & Woodruff had any lien or claim on this grain; it was never in their possession, symbolically, by bill of lading, or actually, by delivery, before the notice was given to the railroad company by the consignors, that they had made advances upon it." Appellants, in this case, had not acquired possession of the hogs, any more than had the consignees of the grain, in that case. In both the bill of lading and contract for the freight described the consignee. The carrier had, in each case, received the actual possession of the property to be transported, and in the same manner, in each case, the destination was changed by the order of the consignor.

No material difference is perceived in the two cases, and that must govern this. The judgment of the Court below is affirmed.

Judgment affirmed.

From the Louisville Courier-Journal.

Bridge over the Ohio River at Louisville.

To-day, February 18, 1870, the completion of the great bridge over the Ohio river at this point, one of the most stupendous enterprises of the nineteenth century, will be officially announced, and the structure opened as a public highway. In magnitude and importance the event is second to none in the history of Louisville, and it is meet that it should be celebrated in an appropriate manner. The completion of this great work forms the first and only connecting link between the great railway systems of the north and south, securing to the people of both sections the most direct and favorable line of communication, thus insuring more intimate commercial relations and increased prosperity. By this bridge three great and distinct systems of railways are directly connected. First, as Louisville is almost directly on the line between Pensacola or Mobile and Chicago, this bridge completes the direct north and south all-rail route. Second, it furnishes the missing link in the connection between Memphis, New Orleans, and points in the lower Mississippi Valley and in Texas, and New York, Boston, Washington, Baltimore, and the principal cities in the Northeastern States, forming a continuous and unbroken line between the Southwest and Northeast. Thirdly, it forms the last link in the chain of roads connecting Savannah, Charleston, Wilmington, Norfolk, and the principal cities in the Southeast, with St. Louis, Quincy, Burlington, Rock Island, and the lines starting from points on the upper Mississippi river and penetrating the far West to the Pacific, making Louisville the central point on the line of unbroken rail route between the Southwest and Northwest. And it also connects us more closely with the thriving cities of New Albany and Jeffersonville, materially adding to the prosperity of all.

* * * * *

The location may be described as follows: The track connecting the Louisville and Nashville railroad with the bridge leaves the yard of the depot, north of the engine house near Tenth-street, and entering Maple street follows that street to Fourteenth, thence down Fourteenth to Portland Avenue, and thence to High street on a prolongation of the line of Fourteenth street, and thence curving to the right crosses the river at right angles to the direction of the current, striking the Indiana shore at a point 1,500 feet below Smith & Smyser's mill. From there the line continues in the same direction which it crosses the river until it strikes the dirt road between New Albany and Jeffersonville. Thence curving to the right, it enters Ninth street, Jeffersonville, and continues along that street to the depot of the Jeffersonville, Madison and Indianapolis railroad. The total length of the bridge proper is 5,299 feet. The grade of the track at the approach on the Kentucky side corresponds with that of High street at the point of crossing that street. From this point it ascends at the rate of 76 feet per mile, striking the first span at an elevation of 63 feet above low water mark, and continues at the same rate of ascent until pier No. 13, on the south side of the middle channel, 2,500 feet from High street and 2,196 from the face of the southern abutment, is reached. Here the grade has an elevation above low water mark of 95 feet. From this point the grade is level for 2,243 feet, until pier No. 21, on the north side of the Indiana channel, is reached. In this channel the elevation above low water mark is 101½ feet (low water mark in this channel being 6½ feet lower than in the middle channel.) From here the grade descends at the rate of 76 feet per mile, reaching the northern abutment at a distance of 790 feet from pier No. 21 at an elevation of 35 feet above the natural surface of the earth. The grade of the Indiana approach continues at the same rate of descent, reaching the surface of the earth 2,500 feet from the northern abutment. The superstructure of the approach consists of an earth embankment.

The superstructure of the bridge is placed below the grade of the track except over the Kentucky and Indiana channels. The lowest part of the superstructure over the middle channel is 90 feet above low water mark, and over the Indiana channel 96½ feet above low-water mark.

* * * * *

The length of each span, counting from the Kentucky to the Indiana shore, and the entire length of superstructure, including abutments, are shown in the following table. The length of spans are from center to center of the piers:

	Feet.
Kentucky abutment	35
Two spans of 50 feet	100
1 pivot draw over canal	261
4 spans of 149 6-10 feet	398 4-10
2 spans of 180 feet	360
2 spans of 210 feet	420
2 spans of 227 feet	454
1 span of 370 feet	370
6 spans of 245½ feet	1473
1 span of 400 feet	400
3 spans of 180 feet	540
1 span of 149 6-10 feet	149 6-40
1 span of 100 feet	100
Indiana abutment	35
Total	5299

* * * * *

The masonry consists of two abutments and twenty-seven piers, comprising, in the aggregate, 80,500 cubic yards of limestone work, which for beauty and excellence, both of material and workmanship, is unsurpassed.

The piers vary in length from 60 to 105 feet, and are laid in hydraulic cement manufactured in this vicinity. The piers all rest upon the solid rock bed of the river.

* * * * *

The superstructure, except the portions spanning the channels, is placed below the grade of the road. The below grade, or deck portion, is what is known as Fink's Suspension Truss. The spans over the channels are of a plan especially arranged for this bridge. The entire superstructure is of iron, except the flooring, and consists of twenty-seven spans, varying in length from 50 to 400 feet. The channel spans, 370 and 400 feet, are the longest ever built on the American continent. In the suspension trusses all parts are of wrought iron except the chords and post shoes, which are of cast iron. In the long spans the chords and brace shoes are of cast iron, all other posts being of wrought iron. The Phœnix wrought iron columns have been used exclusively for posts and braces throughout the bridge.

* * * * *

The bridge, when entirely finished, will have footwalks four feet wide on each side, with hand-railings. It has a single line of track, and is so arranged that, if desirable, the space of twenty feet six inches between the footwalks may be floored and used for the accommodation of carriages when not occupied for railroad purposes. The superstructure is proportioned for a maximum moveable load of 2,240 pounds per lineal foot, which can only be brought upon it by a train of engines coupled together. Seven times this maximum load is calculated to be the weight necessary to break it down. In all ordinary railroad work the load that it will be called upon to sustain is at most two-thirds of this maximum, so that even more than seven fold is provided to prevent accident.

The total number of pounds of wrought and cast iron used in the construction is 8,723,000, and for the rail-posts, flooring and hand-railing, 639,000 feet of timber (board measure) were used.

* * * * *

In the fall of 1867 the plans for the superstructure were commenced by the engineers of the company, and in March, 1868, the contract for the entire work was awarded to the Louisville Bridge and Iron Company. They were to furnish the iron ready for erection at a price per pound from drawings furnished by the engineers of the bridge who undertook its erection. Great credit is due the Bridge and Iron Company for the promptness and fidelity with which they executed this great contract. Everything has been done to make it a work of unsurpassable mechanical excellence. All of the iron material used, except the wrought iron columns, was manufactured here and in New Albany. The Ohio Falls Nail Works, New Albany, furnished all the wrought iron proper.

* * * * *

The entire superstructure was erected, under the supervision of the engineers, by Mr. Henry Bolla. To his energy, experience and judgment the successful accomplishment of the work is in a great measure due. Mr. Henry Thatcher, in addition to his duties as assistant engineer, had special charge of the instrumental work, and performed his various duties with credit to himself and to the satisfaction to all concerned. Mr. Albert V. Guch rendered very valuable aid as assistant engineer. To Mr. Albert Fink, chief engineer, and to Mr. F. W. Vaughan, principal assistant engineer, who has had direct supervision of the work in all its various details from its commencement, for the skill, energy and ability, is due the great meed of praise for this great achievement.

☞ All the cars, equipments, patents and contracts heretofore belonging to the Central and Southern Transporting Companies, have been transferred to the Pullman Palace Car Co. By this arrangement the Pullman Company acquire the right to run their cars over 6,000 miles of additional railway, as well as the entire ownership of all sleeping car patents the right of which has heretofore been in litigation between the Central and Pullman Companies.

West Virginia Railroad Legislation.

Among the acts passed by the Legislature of West Virginia at the session just closed were the following: To incorporate the Shenandoah Valley Railroad Company; confirming and amending the charter of the Chesapeake and Ohio Railroad Company; to authorize an extension of the Alexandria, Loudoun and Hampshire Railroad to the Ohio river; for the extension of the Pittsburg, Virginia and Charleston, S. C., railroad across West Virginia; to authorize the extension of the Shenandoah Valley Railroad through Jefferson county; to charter the Northern and Southern West Virginia Railroad Company; to amend the charter of the Guyandotte Valley Railroad Company; to amend the charter of the Martinsburg and Potomac Railroad Company; to incorporate the Pennsylvania and West Virginia Railroad Company; to enable the Hampshire and Baltimore Coal Company to build railroads from its mines and connect with other railroads.

☞ A contract for the construction of a railroad from Yedo to Osaka, Japan, 300 miles in length, has been concluded by Mr. H N. Gay. He represents capitalists who have intrusted him with money to be lent to the Japanese Government for the construction of reproductive public works, and he advances one million sterling for the construction of the above road. The road is to be built by English engineers, and will be the property of the Government.

☞ The first section of a railroad in Finland intended to put St. Petersburg into communication with Helsingfors has just been opened for traffic. The section extends to Wyborg, and has a development of 120 verstes. Another section from Wyborg to Rikkimaki will be completed in September; the length of this second section will be 227 verstes.

☞ The following subsidies were paid by the Dominion of Canada to railways in New Brunswick during the year ending June 30, 1869:

Western Extension	$550,000
Eastern "	186,000
Fredericton Branch	125,000
Woodstock "	44,800
Total,	$704,800

☞ We learn from Somerset, Penn., that the Keystone Coal Company has agreed to subscribe $75,000 towards building a branch road from the Pittsburg and Connellsville Railroad to their mines in Elklick township.

☞ The Western Division of the Chesapeake and Ohio Railroad, extending to Gauley Bridge, has been let to contract in Charleston. An army of contractors were on hand, and the bidding must have been very spirited.

☞ The Cobourg *Star* learns that operations on the Cobourg, Peterborough and Marmora Railway, as well as the Marmora iron mines, are to be commenced at once.

☞ The amount expended on the St. John and Shediac Railway on construction account during the fiscal year ending June 30, 1869, was $30,496 89.

☞ The city debt of Memphis amounts to $4,422,462 47. Its available assets are $745,911 28.

☞ The officers of the Memphis and Little Rock Railroad for the present year are Mr. R. C. Brinkley, president, Jas. L. Meigs, chief engineer, Col. B. D. Williams, superintendent and general agent, John W. Goodwin, secretary and treasurer.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

D. J. WELLS,
Milwaukee, Wis.

NOTICE IS HEREBY GIVEN, IN PURSUANCE of law, that a meeting of the Stockholders of the Beach Pneumatic Transit Company, for the purpose of increasing the capital stock of said company to ten millions of dollars, will be held at the office of the company No. 260 Broadway in the city of New York, on Saturday the ninth day of April, one thousand eight hundred and seventy, at one o'clock in the afternoon.

A. E. BEACH, JOSEPH DIXON,
H. T. CASWELL, M. S. BEACH, } TRUSTEES.
F. H. BETTS,
NEW YORK, *March 12th*, 1870.

LARGE PEREMPTORY SALE.

Very Valuable Machinery.

RICHARD NORRIS & SON'S
LOCOMOTIVE WORKS,
17th Street between Pennsylvania Avenue and Spring Garden Street.,
PHILADELPHIA, PENN.

THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams —graduated to weigh 10 Tons each with weight complete —the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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CHEAP PAINTING.—1/2 COST LEAD { 100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y. No. 150 North 4th St., Philada. or 75 Maiden Lane, N. Y.

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THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

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Supt. Portland Locomotive Works,
PORTLAND, MAINE.

PACIFIC MAIL STEAMSHIP COMPANY.
SPECIAL NOTICE.

In consequence of loss of connecting Pacific steamer there will be no departure of this Company's line on 5th March. All now freight received prior to the 5th inst. will be forwarded as fast per *Henry Chauncey*, 21st.

F. R. BABY, Agent.

DERING'S PERMANENTLY ELASTIC RAILWAY FASTENINGS.
American Patent No. 92,021
Issued June 29th, 1869.

Splice-plates, Chairs, and Spikes constructed under said patent, and licenses to manufacture and use the same may be had of

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STEEL STAMPS, NAME PUNCHES,
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For Railroads, Machinists, Engineers, &c.
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RAILROAD IRON.
4,000 TONS 50 LBS. ERIE PATTERN, BEST Chawshays make. Now in yard and for sale by
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IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
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10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by
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Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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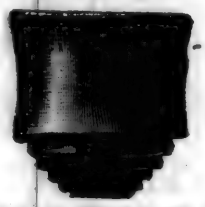
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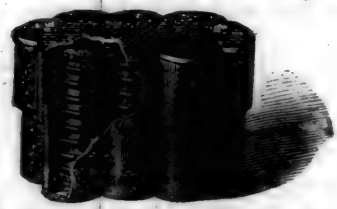
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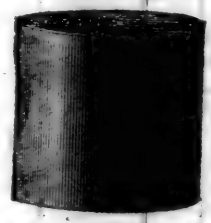
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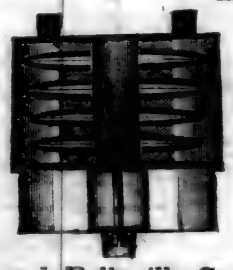
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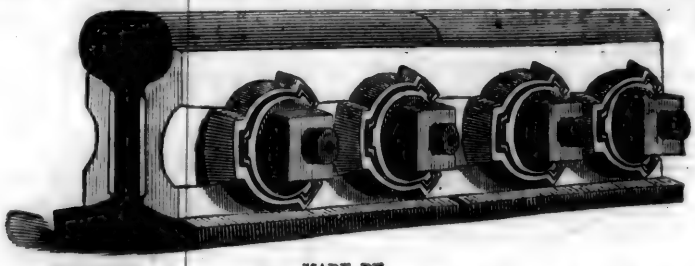
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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, March 26, 1870.

Baltimore Bridge Company.

This enterprising Company, amongst its other large works, has recently erected on the New York and Oswego Midland Railroad, across the gorge of Lyon Brook, near the town of Norwich, Chenango county, New York, the most extensive Wrought Iron Viaduct yet constructed in this country. It is 820 feet in length and 155 feet from the bed of the stream to the rails. The bents of this high trestle-work are placed 30 feet apart from centre to centre, upon stone pedestals.

The bent legs are composed of tiers of Phœnix Wrought Iron Columns, standing in cast-iron shoes and connected by cast-iron joints, until grade is reached, where they are capped with a cast-iron head, prepared to receive the superstructure, which sustains the track.

This superstructure is in spans of 30 feet each, reaching from bent to bent of the trestle.

The chords of the superstructure are of wood, and the longitudinal struts stretching from joint to joint are also of wood. These are of wood to avoid the evils arising from expansion and contraction in so long a structure.

All else is of iron, including the cross-strutting and rod-bracing longitudinally, and across which binds the whole structure together.

In the centre of this trestlework swings a wrought iron channel span of 100 feet, 155 feet in the air, on the Fink Suspension principle.

The whole structure, at a little distance, looks like a vast cobweb, and on December 24th, when opened for the passage of the first trains, three thousand people assembled to witness the event. As the engine reached the channel-span and rested a moment over the gorge, the excitement was intense, and as she proceeded on her way unharmed, the crowd dispersed, with a sigh of intense relief at the safe passage of the great bridge.

In addition to this Viaduct, the Baltimore Bridge Company has constructed within the past year seven other Wrought Iron Viaducts—six on the short line from Cincinnati to Louisville, and one on the Nashville and Chattanooga, varying from 300 feet to 750 in length, and from 40 feet to 105 feet in height.

These Viaducts have been Patented by the Baltimore Bridge Company, and must become very much used, from their admirable adaptation to the economical crossing of deep valleys or long flats when masonry and embanking is very expensive, if at all possible.

The celebrated High Bridge, on the South Side railroad, Virginia, is about to be rebuilt in wrought iron by this Company, thus placing a substantial and permanent structure in the place of the present wooden bridge.

This structure will consist of 21 spans of 112 feet each, at a height of from 110 to 120 feet above the valley. The style of truss to be used in this bridge will be the Fink Suspension.

As the present brick piers only come within 23 feet of grade, the elevation will be made up with strong wrought iron piers, springing from the summit of the brick work.

This will, when finished, make one of the finest wrought iron viaducts in the country from its great height and length, which is nearly one-half mile. The erection of this bridge will make the South Side railroad, forming as it does the central link in the chain of roads from Norfolk to Bristol, one of the safest and most delightful routes from the seaboard to the Southwest.

It will also enhance the value of the first preferred mortgage eight per cent. bonds of the Company, which, even at the present price of gold, make most attractive investment, and as safe as attractive, from the fact that the present able administration is enhancing every day the value of the property by ballasting the line thoroughly with stone, laying new track out and out, putting up permanent wrought iron structures in place of the old wooden ones, and supplying the ever-increasing traffic of their great through line with new rolling stock and first-class equipments.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending September 30, 1868 and 1869:

MAIN STEM, INCLUDING THE WINCHESTER AND POTOMAC AND WASHINGTON CO. BRANCHES.

Earnings:	1868.	1869.
From passengers	$1,451,513 60	$1,246,919 48
Tonnage	6,107,130 91	7,477,996 26
Total	$7,558,644 51	$8,724,915 74
Working expenses:		
Transportation exp.	$1,317,388 82	$1,505,218 85
General expenses	70,054 73	61,213 84
Losses by accidents	17,827 08	54,862 82
Repairs of railway	1,261,513 63	1,514,479 26
" locomotives	606,753 11	665,742 87
" burden cars	423,089 68	556,088 92
" pass. cars	104,695 50	117,257 40
" stationary machinery	147,237 86	125,478 11
" depots	265,406 85	363,651 48
" water stat'ns	45,829 77	54,320 70
" bridges	348,235 45	279,495 96
" telegraph	11,454 95	9,491 96
Fuel, preparing, etc.	281,223 93	285,598 34
Cleaning engines and cars	79,913 37	82,944 12
Pumping water	15,848 99	14,169 69
Watching cuts, tunnels and bridges	54,682 10	58,739 85
Contingent expenses of machinery department	9,292 91	7,352 84
Total	$5,054,448 73	$5,756,106 46
Net earnings	$2,504,195 78	$2,968,809 28

It is shown that the earnings, in comparison with the fiscal year 1868, have increased $1,166,271 23, and the working expenses have increased $701,657 73—making a comparative increase in net profits of $464,613 50. Compared with the fiscal year 1867, the increase of earnings being $1,282,231 64, and the increase of working expenses $1,379,840 60, the decrease of net profits amounted to $97,608 96.

The ratio of expenses to earnings was in 1867, 58.79, in 1868, 66.86, and in 1869, 65.97.

During the fiscal year 1868–'9, the sinking fund

for the redemption of the city loan increased to $1,201,438 82—showing a gain of $61,784 42.

Dividends of 4 per cent. each upon the capital stock were paid on the 23d of October, 1867 and 1868, and the 30th of April 1868 and 1869. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1868, show reductions by payments on account of the loans stated as follows:

On N. W. Va. second mortgage bonds, endorsed by the B. & O. R. R. Co...	$7,500 00
On N. W. Va. third mortgage bonds, endorsed by the B. & O. R. R. Co...	9,000 00
	$16,500 00

The balance of cash in the Treasury, Sept. 30, 1869, was $64,125 54, after deducting $121,215 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1869.

Statement of profit and loss for the years ending September 30:

	1868.	1869.
Balance from previous year	$18,790,797 81	$19,310,662 08
Net earnings	2,504,195 78	2,968,809 28
Dividends upon Washington Br. stock owned by the Co	101,980 00	102,340 00
Increment from the sinking funds	71,738 97	61,784 42
House rents	14,109 52	15,060 90
	$21,491,822 08	$22,458,606 68
Dividends on stock	$1,050,948 00	$2,051,888 00
Interest and taxes	673,375 44	699,229 13
Ground rents	25,108 06	24,472 18
Central Ohio Division	410,128 50	202,843 06
Rent of Winchester & Potomac R.R.	21,600 00	27,000 00
Rent of Washington County Railroad (18 months)	.....	91,998 30
Balance	19,310,662 08	20,361,676 01
	$21,491,822 08	$22,458,606 68

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1868.	1869.
Stock	$13,142,100 00	$13,143,000 00
Stock scrip not funded	9,862 00	8,962 00
Preferred stock	3,000,000 00	3,000,000 00
Preferred stock—second series	89,800 00	115,900 00
Loan redeemable in 1867	880 30	.....
Loan of 1875	863,250 00	863,250 00
" 1880	579,500 00	579,500 00
" 1885	1,710,500 00	1,710,500 00
City loan	5,000,000 00	5,000,000 00
*N. W. Va. R.R. 2d mort. bonds	466,000 00	458,500 00
*N. W. Va. R.R. 3d mort. bonds	149,000 00	140,000 00
Unclaimed dues	48,130 09	50,610 67
Wash. Br. road	155,782 76	377,660 64
Outstanding accounts, etc	.....	305,983 65
Profit and loss	19,310,662 08	20,361,676 01
Total	$44,725,417 23	$46,115,542 97

* Bonds of N. W. Va. R. R. guaranteed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1868.	1869.
Cost of road	$18,715,885 81	$18,715,885 81
" second track	3,782,877 27	3,705,755 16
" rolli'g power	5,026,460 96	5,026,460 96
" real estate	1,669,383 64	1,704,677 24
Property	$29,144,557 68	$29,212,729 17
Central Ohio 1st mort. bonds	1,530,246 67	1,530,246 67
Stock of Central Ohio R. R. Co	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Co	310,102 72	310,102 72
Pref. stock Parkersburg Br. R.R.Co.	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. Co	1,272,416 35	1,558,855 70
Stock of Washington Branch	1,021,800 00	1,025,000 00
Winchester & Strasburg R. R. Co	.....	162,603 47
Washington Co. R. R. Co	762,624 93	778,624 93
Metropolitan Br.	142,836 49	479,709 37
Stocks and bonds including municipal and R. R. corporations	1,396,145 36	1,489,968 09
S.F. $5,000,000 loan	1,139,704 40	1,201,438 82
S. F. ground rents	101,191 66	101,191 66
Ohio River Bridges	364,511 29	647,745 06
Outstanding acc'ts, etc	322,289 56	.....
Uncoll'ted revenue	478,543 98	675,565 43
Materials on hand	527,644 74	822,128 52
Balance after paying interest on bonds due Oct. 1	105,293 63	64,125 54
Total	$44,725,417 23	$46,115,542 97

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1868.	1869.
Passengers	$203,110 93	$329,797 22
Tonnage	80,147 56	86,126 83
Total	$382,258 49	$415,924 05
Expenses:		
Repairs of road	$98,858 44	$124,825 06
" depots	8,000 00	9,285 71
" water stations	1,561 58	849 34
" bridges	2,203 57	273 09
Pumping water	1,971 00	3,182 60
Total	$104,594 91	$138,415 80
Net earnings	$277,663 58	$277,508 25

The earnings of 1868–'69 show an increase, as compared with the previous year, of $33,665 56; the expenditures charged are $33,820 89 more—making a decreased gain of $155 33.

A dividend of five per cent. was paid on the 16th of October, 1867 and 1868, and a similar dividend on the 16th of April 1868 and 1869.

Statement of profit and loss for the years ending September 30:

	1868.	1869.
Balance from prev. yr.	$314,183 80	$335,782 76
Net earnings	277,663 58	277,508 25
Total	$591,847 38	$613,241 01
Dividends on stock	$165,000 00	$165,000 00
State tax on pass. and internal revenue tax.	90,428 52	85,330 37
On account of annuity.	686 10	1,000 00
Payments for use of lands in Washington.	.....	4,250 00
Balance carried to next year	335,782 76	357,660 64
Total	$591,847 38	$613,241 01

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1868.	1869.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	20,000 00	20,000 00
Profit and loss	335,782 76	357,660 64
	$2,005,782 76	$2,027,660 64
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co	355,782 76	377,660 64
	$2,005,782 76	$2,027,660 64

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1868.	1869.
Passengers	$98,728 68	$101,145 34
Tonnage	432,586 08	434,887 91
Total	$531,314 76	$536,033 25
Expenses:		
Transportation	$130,631 47	$123,611 64
Repairs of road	278,763 01	389,263 59
" water stations	5,338 46	5,687 83
" telegraph	1,886 94	1,053 86
" stationary machinery	4,213 94	3,126 64
" locomotives	75,467 14	58,453 05
" burden cars	37,365 23	21,350 21
" passenger cars	9,376 11	6,737 98
" bridges	8,622 83	28,941 64
" depots	24,880 60	15,188 18
Pumping water	8,257 08	3,223 28
Losses by accidents, etc.	1,785 01	1,572 36
Fuel, preparing, etc	31,282 95	33,789 71
General expenses	2,455 25	1,363 02
Cleaning engines & cars	4,958 07	5,520 21
Contingent expenses	683 78	727 24
Total	$621,067 87	$694,605 34
Deficit	$89,753 11	$158,572 09

The aggregate earnings of the Main Stem, (including the Winchester and Potomac and Washington County Branches,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
Main Stem	$7,558,644 51	$8,724,915 74
Washington Branch.	382,258 49	415,924 05
Parkersburg Branch.	531,314 76	536,033 25
Totals	$8,472,217 76	$9,676,873 04

The aggregate expenses of operating and repairs were as follows:

	1868.	1869.
Main Stem	$5,054,448 73	$5,756,106 46
Washington Branch.	104,594 91	138,415 80
Parkersburg Branch.	621,067 87	694,605 84
Totals	$5,780,111 51	$6,589,127 60

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1868.	1869.
Main Stem	$2,504,195 78	$2,968,809 28
Washington Branch.	277,663 58	277,508 25
Parkersburg Branch.	*89,753 11	*158,572 09
Totals	$2,692,106 25	$3,087,745 44

* Deficit.

Showing an aggregate net increase compared with the preceding year of $395,639 19.

The following table gives the receipts of the last nine years—those for 1861, 1862, 1863, 1864, 1865, 1866, 1867 and 1868, being inserted as a measure for comparison:

Main Stem—

	Passengers.	Tonnage.	Total.
1861...	$889,159 05	$2,424,266 65	$3,211,425 70
1862...	1,769,497 13	2,712,361 85	4,481,858 98
1863...	2,332,806 37	4,177,138 69	6,509,945 06
1864...	3,250,307 42	5,327,384 83	8,577,692 25
1865...	3,997,642 28	6,099,063 91	10,096,706 19
1866...	1,634,787 36	6,067,441 71	7,702,229 07
1867...	1,670,874 79	5,771,809 31	7,442,684 10
1868...	1,451,513 60	6,107,130 91	7,558,644 51
1869...	1,246,919 48	7,477,996 26	8,724,915 74

Washington Branch—

1861...	$327,897 03	$110,260 66	$438,139 69
1862...	444,262 30	234,154 37	778,416 67
1863...	500,117 08	203,006 51	703,123 59
1864...	688,643 92	175,836 87	864,480 79
1865...	747,582 06	168,704 61	916,286 67
1866...	373,098 26	87,662 70	460,760 96
1867...	317,735 36	74,103 89	391,839 25
1868...	302,110 93	80,147 56	382,258 49
1869...	329,797 22	86,126 83	415,924 05

Parkersburg Branch—

1861...	$134,386 14	$216,145 59	$350,531 73
1862...	125,780 09	238,242 10	364,022 19
1863...	147,874 97	298,345 89	446,220 86
1864...	236,814 99	459,888 00	696,702 99
1865...	322,314 81	436,568 05	758,882 86
1866...	174,278 50	361,156 30	535,434 80
1867...	127,423 12	378,462 60	505,885 72
1868...	98,728 68	432,586 08	531,314 76
1869...	101,145 34	434,887 91	536,033 25

Aggregate—

1861..	$1,849,424 22	$2,650,672 90	$4,000,097 12
1862..	2,339,539 52	3,284,758 32	5 624,297 84
1863..	1,980,798 42	4,678,491 09	7,659,289 51
1864..	4,175,766 33	5,963,109 70	10,138,876 03
1865..	5,067,539 15	6,704,336 57	11,771,875 72
1866..	2,182,164 12	5,516,260 71	8,698,424 83
1867..	2,116,033 27	6,224,375 80	8,340,409 07
1868..	1,852,353 21	6,619,864 55	8,472,217 76
1869..	1,677,862 04	7,999,011 00	9,676,873 04

The locomotive equipment at the close of the fiscal year 1868 consisted of 299 engines; to which there were added in 1869, 16—making a total of 315; of these, 55 were passenger, and 260 tonnage; 268 were 1st class, 38 2d class, and 9 3d class.

The number of cars in service at the close of the fiscal year 1868 was 4,712; to which there were added in 1869, 626—making the total at the close of that year, 5,338; of which 149 were passenger, 136 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 7 officers', and 5,044 tonnage, stock and coal cars.

The mileage of engines in 1868 and 1869 was as follows:

	1868.	1869.
Main Stem	5,589,394	6,640,721
Washington Branch	412,074	418,895
Parkersburg Branch	679,358	691,644
Total	6,680,826	7,751,260

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1868 to 808,690 tons, was in 1869, 199,873 tons—showing a decrease of 108,817 tons.

The aggregate quantity of coal transported on the main stem in 1868 was 766,011 tons; and in 1869, 1,857,990 tons—showing an increase of 591,979 tons.

The tonnage of live stock in 1868 was 53,598; and in 1869, 51,702—decrease, 1,896.

The quantity of lumber brought to Baltimore in 1868, was 86,007 tons; and in 1869, 82,002 tons—decrease, 4,005 tons.

The quantity of flour brought to Baltimore in 1868, was 752,789 barrels; in 1869, 630,049 barrels—a decrease of 122,750 barrels.

On the 27th of November, 1867, an agreement was made with the Winchester and Potomac Railroad Company, by which the management of that road and its property was transferred to this company under a lease which embraces provisions that cause it to be of a permanent character. This road connects at Harper's Ferry with the Main Stem, and furnishes the first link in a great chain of improvements through the Valley of Virginia.

On the 1st of December, 1867, the Washington County Railroad, extending from Weverton, on the Main Stem, through Washington County, to Hagerstown, 24 miles, was opened for business. The subscription and advances to that road by this company to the close of the fiscal year 1869, amounted to $778,624 93.

On the 15th of April, 1868, the Camden Cut-off was completed. This improvement extends from the vicinity of Jackson's Bridge, by nearly a straight line, 1 2-5 mile, crossing Gwynn's Falls, to a point within 1¼ mile of Camden station.

On the 18th of February, 1869, an agreement was made between the Sandusky, Mansfield and Newark Railroad Company, as reorganized, and the Central Ohio Railroad Company, as reorganized, for the lease of the former by the latter road, under the guarantee of the Baltimore and Ohio Railroad Company. Under this contract the working and management of the Sandusky, Mansfield and Newark Railroad was transferred to the Baltimore and Ohio Railroad Company on the 1st of July last. This line, now known as the Lake Erie Division of the Baltimore and Ohio Railroad, is 116 miles in length, namely, from Newark, on the Central Ohio Division, to the city of Sandusky, on Lake Erie. It extends through five of the richest and most important counties in the State of Ohio, viz: Licking, Knox, Richland, Huron and Erie. It passes through a number of cities and centres of manufacturing and commercial enterprise. Its terminus, the city of Sandusky, possesses one of the best harbors on the Lakes, which is readily susceptible of such improvement as to furnish great facilities for an extensive commerce. The direct line under the control of the Baltimore and Ohio Company, from Sandusky to Baltimore, is 595 miles in length, over which loaded cars are transported without break of bulk.

☞ The Baltimore *Sun* says that the new Virginia bonds of 1866 carry 24 per cent. back interest; those of 1867 carry 18 per cent., and the old coupon bonds carry 9 per cent. The State has about one million dollars which could be made applicable to interest, and may, by a pending law, order part of the back due to be paid in cash; the remainder will undoubtedly be included in the new issue, so that the whole dues will be acknowledged.

☞ It is stated that the Vermont Central Railroad Company have leased the St. Lawrence and Ottawa Railway, which runs from Prescott to Ottawa.

☞ Work on the extension of the Portland and Rochester (Me.) road is rapidly prosecuted. Large gangs of men are at work between Alfred and Lebanon.

☞ The Hecla Mining Company have declared a dividend of $5 per share, payable April 15.

New York Arcade Railway.

REPORT OF A BOARD OF ENGINEERS.

The undersigned have been requested to consider the question of a sub-way under Broadway, in the city of New York, with the view of relieving that street from its present interruptions, and of affording a more convenient and speedy transit for passengers and for merchandise, without injury to the property upon the line of the street, or diversion of the established classes of business thereon.

The New York Arcade Railway Company have laid before us their plans for accomplishing these purposes, and we have had under consideration other plans which have, from time to time, been proposed for the same objects.

It is considered unnecessary, at this time, to compare the relative advantages of these several plans, and we therefore for the present will confine ourselves to the consideration of the necessities of the case, and how far the plans of the Arcade Company meet them.

It is apparent that what is demanded is:

1. To convey passengers between that portion of the city which is devoted to business, and that occupied by residences, with speed, comfort, and convenience.

2. To convey merchandise along the main channels to trade and distribution, with despatch, cheapness and convenience.

3. To accommodate the existing business along this avenue, and preserve the street to its original purpose; and

4. To secure the above-mentioned objects with the least possible temporary obstruction of the travel and trade passing through the street, and of the business now transacted thereon.

This street is now used for the transportation of what may be termed local and through passengers and merchandise. That which requires the slowest movement controls the speed of that which demands the fastest transit. The transportation of merchandise now so completely gorges not only the main artery, but also the crossing streets, as frequently to render all progress, for a time, impracticable. Hence, a plan which will systematize the travel will of itself afford a certain degree of relief; and one which not only accomplishes this object, but also duplicates Broadway, will much more than double its present capacity.

A sub-way which will permit of a rapid movement for the through travel, and a slower but still rapid movement of the local travel, will not only accommodate these two classes of travel, but will remove from the upper surface of Broadway so large a number of vehicles as to leave it free for carriages moving rapidly, and carts moving slowly, without impeding, as now, the progress of both.

The object aimed at should be, not to turn travel from Broadway, but to accommodate it in its most accustomed and natural channel. Any plan which tends to such diversion is not only injurious to the property along Broadway, but also to the public, exactly in proportion to its success.

It is worth remembering that it now costs almost as much to convey freight from Thirtieth street, where it is left by steam, to the business portions of the city, as it does from Albany to New York; and to convey it across the city, as it does to Liverpool.

By this sub railway, the cost of movement along its route, connecting, as it will, with the steam railways entering New York, will be very nearly in proportion to its distance, and not, as

now, by a change of conveyance, more than ten-fold as expensive.

The following, among other incidental advantages, will be obtained by means of the sub-way, namely:

A convenient vault for placing the water and gas pipes and the sewers, where they may be examined, repaired or relaid, without disturbing any portion of the street, sub-way or convenient use of any of the buildings.

The surface of the upper street, no longer liable to be disturbed by breaking up the pavement to reach these pipes and sewers, will remain intact for years, and thus save large sums to the city and render Broadway the most perject carriage road in the world.

The most valuable story in any of the buildings is the one level with the sidewalk. By this subway a story almost as valuable will be added to each building.

This sub-way will be well lighted and well ventilated without any sacrifice to the upper street.

The general plan of construction we understand to be: The excavation of a sub-way street, with sidewalks for foot passengers, at a general level of twelve feet below the grade of the present sidewalks, and between those sidewalks a central roadway some three feet lower, in which are to be placed four railway tracks, the two middle ones designed for fast-moving trains by steam power, stopping at intervals of perhaps a mile, and two exterior tracks, designed for local or shorter travel and connecting with the fast trains; the upper street to be supported on columns and girders, with arches between, and completed with a road-bed and pavement of the most approved construction.

An area or space of six feet width, adjacent to the buildings, to be left for ventilation and light; and a portion of the sidewalks made of glass, increasing the light to the subway, so that it will, in this respect, be far better lighted than the basement stories now on the street. The existing vaults may be rebuilt under the lower sidewalks.

The sewers to be carried through the space between the two middle tracks, and the water and gas-pipes between the other tracks. The water and gas-pipes may be suspended over the sidewalks, as is done in the sewers of Paris.

The motive power is assumed to be steam; and to avoid the exhalation of the gases of combustion, the locomotives may take their supplies of steam at certain localities, where it will be generated in stationary boilers. For the same reason, the exhaust steam should not be discharged into the tunnel, but should be condensed in cold water tanks attached to the locomotive.

It is alleged that compressed air, of the same pressure of the steam, might with advantage be substituted for the latter, the exhaust of which into the tunnel would be unobjectionable. This kind of power has been successfully applied for many years at Mont Cenis and Hoosac tunnels; but further examination would be required before it should be determined upon as a substitute for steam power.

The plan of working, as arranged, contemplates no interruption to the travel along the street, nor to the accustomed occupancy of the buildings thereon.

A series of parallel bridges are proposed to be used, which will allow a vehicle to stand opposite each building, and yet allow four other vehicles (two on each side of the street) to pass each other; similar bridges along the sidewalks, allowing the foot passengers to pass freely. These bridges to be elevated four feet above the level of the street, with sloping approaches at each end, to be removed at midnight, panel by panel, as the work progresses. Side steps to each building giving access thereto.

The surplus materials taken out of the street, and new materials required, are all proposed to be removed through the completed subway, without in any case using the street therefor.

The engineers of the company estimate that the average rate of progress of the work will be a lineal yard each day for each place of working And to finish the whole road, or any section of the work, in two years, would require three places of working on each mile, and in that proportion for any desired rate of progress. There are places where the presence of rock or water will not permit of a progress of a lineal yard per day; and in such cases more frequent working places must be provided. It is proposed to excavate the rock by quarrying and not by blasting.

The foundations of the buiidings erected during the last twenty years are below the proposed level of the excavations. Where it becomes necessary to excavate below the foundations of any of the older buildings, it can be done without danger or injury, by the exercise of the same care as is now practiced in extending the foundation of one building deeper than that of the adjacant ones.

The method proposed for executing the work will prevent interruption to the supply of water and gas, and to the discharge of the sewage.

The new pipes and sewers will be placed in their proper positions in the subway, and the connections to be made, provided with shut-off cocks, with all of the adjacent buildings. Meanwhile, the present system of pipes to be maintained, first by supporting them from the temporary bridge, and subsequently from the subway girders. As frequently as may be desired, temporary connections may be made with the existing pipes, and the water and gas turned from the old to the new system in less than an hour.

We have to some extent examined the details of construction, and are satisfied that they have generally been well designed to meet the necessities of the case. There will no doubt be found many modifications improving the plan, and perhaps lessening the cost of the work.

The engineers of the company have laid before us their estimates for this, varying from $1,600,000 to $2,000,000 per mile. All of the important items of cost are of easy determination, and the highest of these sums would in general be sufficient to cover the cost.

The most obvious difficulty in the construction of the road is in the crossing of Canal street. The method which most readily suggests itself is one which would greatly enhance the value of all the property affected; that is, to raise the grade of Broadway, Canal, and the adjacent streets. This plan, however, is not likely to be adopted, and the engineers of the company have proposed to carry the sub-way across Canal street by a water-tight iron caisson.

A portion of the sewage which comes down from the east side of Broadway will require to be transported across Broadway; but much the largest portion may be intercepted and conveyed under the sub-way, where its bottom grade is sufficiently high to allow the under-passage of the sewer.

The plans, as thus developed, seem to have been arranged to meet all the objections which would naturally occur in a careful examination of the project.

A *resume* of the foregoing statements, and discussion of the subject, shows that a sub-arcade railway will accomplish the objects desired, namely:

1. It provides a pleasant, rapid transit for through passengers between the lower and upper ends of the island, and slower but still speedy movement for the local passengers.

2. It provides a cheap and convenient channel for the conveyance of freight between the termini of the steam railways and a large portion of the business houses in the city.

3. It classifies the travel and trade, and removes from the present street so many of its vehicles, as to render it more useful and pleasant for carriages.

4. It furnishes an arcade avenue, and promenade, convenient for pedestrians at all times, in warm, cold, or stormy weather.

5. The sub-way will be well ventilated and lighted, so that its use will be pleasant and healthy.

6. It can be constructed without interruption either to the travel on the street or the convenient use of the buildings adjacent, and without occupying the street for the hauling of the materials required from or to the work; and it can be built without endangering any of the structures along the street, and with arrangements for a better location of the water and gas pipes and sewers, and without any interruption of the present connections.

7. The route selected is determined by the topography of the island.

8. It in no case occupies or injures any private property, but in nearly all cases greatly enhances the value of property along its route.

9. There are no difficulties attending the construction of the work which cannot be overcome with engineering skill, and at a comparatively moderate cost.

Finally, it meets a necessity in the most complete and unobjectionable manner.

GEORGE B. MCCLELLAN, JULIUS W. ADAMS,
WILLIAM J. MCALPINE, SYLVESTER SWEET,
EGBERT L. VIELE, I. F. QUINBY,
JOHN B. JARVIS.

New York, Feb. 26, 1870.

Journal of Railroad Law.

EXPRESS COMPANIES—MEASURE OF DAMAGES FOR CONVERSION OF NOTES—LIABILITY OF BAILEE FOR ROBBERY OF GOODS.

The facts of the recent case of The American Express Company *vs.* Parsons, (44 Ill. p. 312,) are as follows:

William A. Baldwin testified that he took the note to the company for Parsons, and took their receipt, which is this:

"American Express Co., Chicago, Jan. 23, 1860.

"Received from J. B. Parsons, the following note for collection: Daniel McNair, Galveston, Texas, $545. Proceeds of collection will be returned in funds current where collections are made, and no paper protested unless we have special instructions to do so.

"For the proprietors,

COOPER."

The court gave this instruction for the plaintiff.

"The court instructs the jury that if they believe from the evidence that the plaintiff gave to the defendants, and the defendants received from the plaintiff, the promissory note in question for collection, for a compensation or reward therefor to be paid by plaintiff to defendants, and that the defendants, or other persons to whom they intrusted it for collection, lost it by carelessness, then the plaintiff is entitled to recover the value of the note; and that the value, in the absence of evidence to the contrary, is the amount of the note; and that, if the plaintiff is entitled to recover the value of the note, she is also entitled to interest on that value, from the time the note became due to the date of the verdict; and that if the jury believe, from the evidence, that the defendants, or those to whom they intrusted it, lost it, and it is not shown under what circumstances it was lost, it is presumed that it was by carelessness."

The court refused this instruction for the defendant.

"If the jury find for the plaintiff under the first count, the proper measure of damages is not necessarily the amount of the note in question; and that if the maker of the note has been all the time, and still is, responsible, good and solvent, the damages should be only such actual damage as the plaintiff's intestate sustained under the circumstances of the case, which may be nominal only."

The jury found a verdict for plaintiff for $768.

The following is the opinion of the court delivered by

WALKER, CH. J.—That appellants are liable for damages in this case, is not, nor can be, contested. But it is urged that the court below adopted in the instruction given, a wrong measure for such damages. It informs the jury that "if the company lost the note by carelessness, that the plaintiff is entitled to recover the value of the note, and that the value, in the absence of evidence to the contrary, is the amount of the note." There seems to be no question that the note was lost, and the jury were warranted by the evidence in finding that it was through the carelessness of the other company with which they had arrangements to make such collections. The law seems to be well settled, that in an action of trover for the conversion of a note, the amount expressed in it is, *prima facie*, the measure of damages, and devolves upon the defendant to prove that it was different. So then if a recovery had in this case been under a count in trover, this was the true measure of the damages.

But if the finding was under the count in case, for the negligence in losing the note, the question arises whether a different rule should prevail. In all actions for wrongs, unaccompanied with circumstances which authorize a jury to give punitive damages, the true measure is the amount of damages the plaintiff really sustained; and in an action of case like the present this would no doubt be the rule. But when appellee proved the loss of the note through negligence, *prima facie* the sum due on the note would be the actual loss which he sustained. In case, as in trover, the note is lost to the owner, and his injury by the loss would be the same. Whether lost by negligence, or delivered to a wrong person, can make no difference as to the injury sustained. In this case he has lost his note, and it is by the negligence of the bailee. It is conceded that appellee's action at law is gone, but it is contended that his remedy in equity is complete. Even if this were granted, would it follow that appellee was bound to resort to it? He has by the negligence of appellant been deprived of the evidence of the debt, and the evidence shows that the maker of the note was solvent, and had the company presented the note it would probably have been paid.

If a bailee was robbed of goods through his negligence, it would not be an answer to an action on the case to say that the owner could pursue the thief, and recover his property by an action of replevin, and could only recover the expense of the replevin suit. Yet in that case the ownership would not be changed, and he could recover as effectually as appellee can in this case. Appellants undertook to collect the money, and it was their duty to have used the usual means by themselves or their agents to do so, or answer in damages for loss occasioned by their negligence.

Notwithstanding the sum of money due on the note, with interest, is *prima facie* the measure of damages, the defendants may prove, by any legitimate evidence, that the damage was in fact less. If they had in this case shown that the maker was insolvent, or that there was any legal defense to the note, or any other state of facts by which his loss was reduced, it would have lessened the damages to what the real loss was shown to have been.

In this case the appellants gave no such evidence to the jury. It then follows that if their instructions on this question did present correct abstract legal propositions, no injury has resulted by their refusal, or by giving appellee's instructions.

It is not error to refuse to give instructions which contain correct legal propositions, if there is not evidence upon which to base them. We have, however, been referred by appellant to the case of Hamilton *vs.* Cunningham, 2 Brockenbrough, 350, as an authority in this case. We have examined and carefully considered it, and fail to see that it militates against the views here expressed. The facts of the two cases are different. In that, the bills of exchange were remitted and received as a payment, or the means of payment, of an existing indebtedness, and the question was, as to which should sustain the loss, the debtor or the creditors. The creditors having failed to give notice of the protest of the notes received in payment of the bills, and having given credit to the debtor, the creditors were held to be liable for the loss. That case was decided on the principles of commercial law. In this case the note was received by an agent to collect for a compensation, and through their carelessness the note was lost, and they are *prima facie* liable for the face of the note. By its loss the holder is deprived of the evidence of his debt, and he should not be required to be at the trouble and expense of supplying it; that should fall upon the party whose wrong has produced the injury.

If a recovery of the debt may yet be had, it is but reasonable for appellants to take the hazard, incur the expense and suffer the inconvenience. They have the proof in their power, and the court will, upon indemnifying appellee, permit appellants to proceed in her name for its collection. Their negligence has produced the difficulty, and they should suffer the inconvenience and consequent loss. They have no right to shift it to others who have in no way contributed to the injury. By appellee suing and recovering the principal and damages in this case, appellants thereby become invested with the right to look to the maker for the means of indemnifying themselves for money when paid in this action.

It is again urged that the court erred by instructing the jury, that if it appeared that the note was lost by the defendants, or those to whom it was intrusted, and it is not shown under what circumstances it was lost, it is presumed that it was lost by carelessness.

When a party is intrusted with property, and is unable to account for it only by proving that it has been lost, and can show no circumstances attending its loss, if not a legal presumption of carelessness, it is of that strong character that the court would be inclined to reverse a judgment for giving such an instruction, even if it were not a legal conclusion. It is so strong that such an instruction could not mislead a jury by informing them that it created a legal presumption. We can imagine no answer that could be urged against its forcible character.

The statements of the facts produce convictions of carelessness to every mind.

The judgment of the Court below must be affirmed.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of February, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$14,205,473	$13,739,351
Do. for warehousing	8,548,655	9,334,667
Free goods	1,190,397	757,588
Specie and bullion	1,882,755	1,536,442
Total entered at port	$25,827,280	$25,367,998
Withdrawn fr. wareh'use	9,880,388	9,981,615

The foreign imports at New York for the two months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$25,904,228	$25,710,122
Do. for warehousing	17,927,374	19,457,144
Free goods	2,434,174	1,865,809
Specie and bullion	2,104,033	3,060,298
Total entered at port	$48,369,809	$50,093,373
Withdrawn fr. wareh'use	18,387,018	18,655,853

The foreign imports at New York for eight months of the fiscal year were:

	1869.	1870.
Six months ending		
Jan 1	$123,552,971	$134,708,154
January	22,542,529	24,725,375
February	25,827,280	25,367,998
Total for 8 months	$171,922,780	$184,801,527

The duties received at New York for eight months ending with February, were:

	1869.	1870.
Six months ending		
Jan. 1	$57,845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
8 months	$79,458,486 86	$83,143,235 80

The exports from New York to foreign ports in the month of February, were:

	1869.	1870.
Domestic produce	$10,507,041	$11,180,695
Foreign mdse. free	4,941	46,162
Do. dutiable	312,830	713,289
Specie and bullion	3,232,083	2,194,256
Total exports	$14,056,895	$14,134,402
Do. exclusive of specie	10,824,812	11,940,146

The exports from New York to foreign ports for two months from January 1, were:

	1869.	1870.
Domestic produce	$28,179,865	$28,018,846
Foreign free goods	12,906	109,785
Do. dutiable	785,058	1,709,681
Specie and bullion	6,446,463	4,877,648
Total exports	$30,424,292	$29,710,960
Do. exclusive of specie	23,977,829	24,833,812

Exports (exclusive of specie) from New York to foreign ports for eight months ending with February:

	1869.	1870.
Six months ending		
Jan. 1	$80,651,068	$109,954,573
January	13,153,017	12,893,166
February	10,824,812	11,940,146
Total produce	$104,628,897	$134,787,885
Add specie	28,184,462	21,534,203
Total exports	$132,813,359	$156,322,088

☞ We learn that since New York capitalists became interested in the Chesapeake and Ohio Railroad, in Virginia, all the floating debt of the company—over one million of dollars—has been paid off, and a sufficient amount of State bonds (about $600,000) to cancel the State's interest in the Blue Ridge division have been purchased.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...50	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,982	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger ...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec'69 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,926	J & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,900	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J & D.	Dec.'69 3
Do. pref.....100	400,000	J & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref.100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68½2
" Street.....	---- ----	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	Nov.'69 5
Concord & Porte., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passum'p Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,645	---- ----	---- ----
Delaware*.....50	594,280	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Feb.'70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,937,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,400	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	1,290,087	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Aug'69 3½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	---- ----	---- ----
" pref.....100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X.(Joint*..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	---- ----	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July'69 5
Millville and Glassboro' 50	406,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,100	---- ----	---- ----	---- ----
" " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,263	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,044,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck 100	1,426,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,528	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	---- ----	---- ----
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,798,900	F.M.A.N	Nov. '69 2
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 5
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A.J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 10	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '68
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore.....100	259,685	---- ----	Jul. 68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana..100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.). 50	---- ----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	634,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 100	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,468,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan.'70 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 100	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	---- ----	J & J.	Jan.'70 4
Lackawanna Coal..... ——	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'69 5
Roaring Brook Coal..... ——	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	---- ----	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	---- ----	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	296,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3 6	410,000	5,611,589
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,413	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,067	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,381	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400.941	423.474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,521 716
1870	362,800	398,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,663	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	658,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	766,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,7?7
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	781,283	755,404	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	258,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,248	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,8??
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,694	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,296,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,883	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	388,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	458,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452.429	399,300	365,117	308,502	437,600	521,328	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	850,593*	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	369,228	321,203	333,508	436,412	565,715	458,191	423,398	522,682	1,024.045	1,037,464	556,917	468,880	6 617,646
1869	454.590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	388,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	850,348	372,618	412,553	284.319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459.319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	276,220	292,803	324,044	298.027	254,896	2,915,543
1870	196,787	218,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,870	250,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,798	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,368	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,838	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,600	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	206,750	189,351	160,085	2,006,265
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	103,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3 717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,490	3,809,353
1868	278,719	266,137	257,800	286,825	260,520	293,344	283,833	484,200	450,203	429,808	323,270	399,430	4,013,208
1869	284,192	266,137	242,706	311,833	312,529	348,891	310,800	450,246	470,720	422,308	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	625,560	617,535	758,467	857,382	837,368	716,529	5,709,183
1870	588,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114¼
" " " ..... coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	108¾
(5-20s)....coupon		6	" "	1882	109
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	108¾
(5-20s)....coupon		6	" "	1884	108¾
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	108¾
(5-20s)....coupon		6	" "	1884	108¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	108¾
(5-20s)....coupon		6	" "	1885	109
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	107¼
(5-20s)....coupon		6	" "	1886	107¼
" " 3d series (5-20s)...registered	379,591,800	6	" "	1887	107¼
(5-20s)....coupon		6	" "	1887	108¾
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	109
(5-20s)....coupon		6	" "	1888	109
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105
(10-40s)....coupon		5	" "	1904	105¾
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	113
Certificates of Mar. 2, 1867, and July 25, 1868..	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	nil.	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	98¼
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	117
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99¼
" — " Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99¼
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	94
" — " " (" ").	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	97
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100¼
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,332,925	5	Jan. & July.	1866	98
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'00	77½
" — " " (Charity Hospital).....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	78
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	91
" — " " (Funding).....	494,800	6	Various.	'86-'88	72
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'60-'74	....
" — " "	171,000	6	Various.	'75-'78	97¾
" —War Loan of 1861.....	800,000	6	"	1871	98¾
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97¾
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'90-'95	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	6	" "	1890	....
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101¾
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	....
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	110
" — " "	125,000	5	April & Oct.	1878	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'73	....
" — " " "	720,000	6	" "	'74-'75	....
" — " " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63..	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	97¾
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98¾
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	92½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
" — "	5,726,800	6	" "	1873	110
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109¾
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	48½
" — " (new).....	3,059,045	6	" "	'92-'98	23½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	99
" — " (").....	4,095,309	6	" "	1881	100
" — " (").....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	Due.	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	96
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
" — " " "	7,909,600	6	" "	1877	105
" — " " "	9,273,050	6	" "	1882	107½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	101½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	6	April & Oct.	1883	98½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99½
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	97
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	90
" —Funding Bonds	1,282,971	6	" "	'70-'90	82½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	50½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98¾
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	71½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	70½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7-3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	.....	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	95
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	701,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Sterling Loans	2,051,620	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	36¾
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	....
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £337,250	1,632,290	6*	Jan. & July.	London.	1890	....
Sterling Loan, sk'g fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87
Loan for $2,500,000	867,000	6	May & Nov.	" "	1880	87½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1880	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	85
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	90
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'89	94½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	94½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	860,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$300,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	86
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	151,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	185,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	800,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	734,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70-'75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,380	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	108
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1880	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	103½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	86½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	114
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1883	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	86½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	800,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95¾
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000		6*		Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1860	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	33
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)		8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	100
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	95½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	360,000	10	April & Oct.	"	1867	105
2d Mortgage	276,500	7	— & —	"	18—	90
North Shore, L. I.:						
1st Mortgage	110,300	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	94½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1878	92
3d Mortgage (B. & O. R. R. Co.)	140,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sky fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	86
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	88
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	8	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,300,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1898	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	98
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,300,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'80–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	75½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7½	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	160,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1876	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	95
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	666,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	$38,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	900,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1889	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	600,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	628,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	88
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1878	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1903	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 264 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	52
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	388,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	94½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1900	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	7	Jan. & July.	"	1896	98
Western (Boston and Albany):						
Sterling Loans, £399,000	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	708,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	90
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	676,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	60
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	98
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	831,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		Δ				
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1905	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,608,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	83½
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	67,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	486,500	6	April & Oct.	Jersey City.	1876	99
2d Mortgage	302,750	6	" "	"	1876	79
Boat Loan	232,087	6	" "	"	1885	72
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	93
2d Mortgage	3,980,670	6	Jan. & July.	"	1883	56
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	760,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000		Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Tons Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177		100	....
Jun. 30, 1869	70.0			23.0					Alabama and Chattanooga....New York.									70.0							100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857			1,861,393	2,602,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0		12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	3,042,793	*			2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	6.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*							68.0	120,113	67,700	49,327	185,226	75,426	—	100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				201,000	195,000			—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	90
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166		505.7	.....	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000		3,691,200	1,981,581	170,130		285.0	.....	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	641	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,009,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	129
Sept. 30, 1868	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	22½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	151,811	56,342	314,603	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,896	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	.....	.....	.....	.....	.....	42,000	7	100	83
Sept. 30, 1868	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,340	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.....Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	144½
Nov. 30, 1869	42.9	....	6.7	—	3	12	6	132	Boston, Clinton and Fitchburg.....Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	146,239	3,203,639	1,998,561	218,787	35,024	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	34
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	583	Boston and Lowell.....Mass.	2,469,956	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18 587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	278,629	102,051	4,471,274	.....	217,487	1,000,420	146 1	992,000	51,244,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142
Sept. 30, 1868	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	2,288,000	580,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,481,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	460,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron.....Canada.	3,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,360	*	.....	.....	428,473	.....	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,655	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	115½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	.....	.....	.....	1,109,406	920,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,419	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	66
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased to West Jersey.)			.....	.....	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,600	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0					Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	11,131,000	*	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	.....	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,394	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,001	—	100	....
Dec. 31, 1868	100.0	—	....	—					Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	90	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	18	9	7	99	Charlotte and S. Carolina...N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—					Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—					Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	239,089	2,085,925	791,500	.....	109,493	53.6	495,525	4,733,511	15 891,755	713,526	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	420,000	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	64
Dec. 31 1868	248.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	964,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	112
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,886	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—					Chicago, Iowa and Nebraska.....Iowa.	4,859,900	.....	.....	.....	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,342	4,881,189	10	100	71
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	102½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lease	ces	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—					Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—					Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	580,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	19	11	6	259	Cincinnati and Zanesville.....Ohio.	2,069,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,677	355,954	17,679	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74
Dec. 31, 1868	67.5	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased to	At. & Gt. Weste	rn.)			8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	100	100
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	688.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)			100	174
									Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	ami.)		8	50	
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,696	403,574	421,629	826,684	346,495	10	50	83½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*			595,587	874,500			27.0	45,081	40,999	23,704	74,706	27,642		100	
Mar. 31, 1868	27.0	—	2 24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(L	eased to	Concord.)			7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,200	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	$,923,930	6,780,348	649,196	202,840	10	100	140
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	
Oct. 31, 1868	6.8	—	96.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823	—	100	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,287	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000				3,000,000	2,000,000				(Under cons	truction.)					100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497		100	
Mar. 31, 1868	141.4	—	16.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	168,420	17,479	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.		100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	
Dec. 31, 1868	84.5	28.0	6.3	—	98	15	8	3,784	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		258.4	2,064,967	191,888	2,128,512	3,743,107	1,784,648	13	50	163
Oct. 31, 1868	118.0	—	....	—	19	10	10	376	Des Moines Valley	Iowa.	1,820,000				1,820,000	2,892,000			168.0							100	
Dec. 31, 1868	162.0	—	10.0	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,936,548	*			2,547,360	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Dec. 31, 1868	189.0	—	18.5	—	3	3	3	86	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Mar. 31, 1868	28.5	—	1.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4s	100	108
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217			100	
Dec. 31, 1868	66.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In	progress.)					100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progress.)			100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,806				124,800	140,000	2,000			(Leased	to Pennsy	lvania.)				50	
Oct. 31, 1868	17.5	—	0.8	—	—	—	—	—	Eastern	Massachusetts.	5,784,862	847,314	654,386	382,402	4,087,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,676,288	529,914	8	100	116
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern Shore	Maryland.	650,000				280,000	570,000				(Leased	to Phila.,	Wil. & Balt.				100	
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading.)			6	50	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033		50	80
Oct. 31, 1868	36.0	—	0.8	—	14	8	5	125	East Tennessee and Georgia	Tenn. & G.	3,530,494	*	40,410	255,124	1,319,996	2,385,770	141,389		140.8				512,864	60,969		100	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.								(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709		100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky	Tenn.									Evan	sville, H	enderson	& Nashv.)	82,923	8,095		100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	68	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central.)		25,000	5	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Central.)		165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,248	14,376,872	3,244,583		100	25
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,182	62,103		90.6	400,545	147,041	434,005	636,916	246,369		50	
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	80	European and North American	Maine.																100	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,463	63,460	166,758	35,072		100	
Jun. 30, 1868	108.0	—	13.5	—	14	10	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920		100	
Aug. 30, 1868	109.0	23.0	10.3	—	16	11	5	200	Evansville, Henderson and Nashville	Ky.									64.0							100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,089		21,750	208	160,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815		100	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Co	nnellsville	.)	7.6	50	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,426	306,374	3,640,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	133½
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578		100	
Dec. 31, 1868	73.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*			3,000,000				154.0							100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*							12.5							100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.									60.0							100	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In progress.)						100	
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N. J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361		100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.						575,000			52.0							100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,406,820	306,897	4,156,000	389,500	194,688	1,130,529	283.0	657,607			1,003,724	491,889	6½	100	100
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0							100	
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0							100	
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	Grand Trunk	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572		100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia	N. Carolina.	3,061,213	*	80,496		1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055		100	
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.					7,600,000	9,760,000			271 0				2,184,167			100	107
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased	to Penney	lvania.)	133,284	133,284	7	50	112½
Oct. 31, 1868	36 0	18 0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	648,219	14	100	232
Nov. 30, 1868	61.4	14.1	70.3	—	31	29	....	518	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,286	456,449	361,606		2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688		100	
Jan. 31, 1868	123.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,096	123,382	2 000,000	291,000	121,023	101,962	119.8				581,983	211,545		100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135 0				897,617	528,297		100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria	Texas									50.0							100	
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Hudson River	New York.	16,669 892	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,898	8	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,805	219,211	80,051		50	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	140½
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.				(Le new	operating	Terre	Haute,	Alton &	St. Lo	us R. R.)							
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807			302.5							50	10
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250						100	
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.																100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*			132.411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944		100	
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	800,000		400,000	150,000			11.0			129,013	37,322	2,107		50	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727		100	
Dec. 31, 1868	116 0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,965		100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	821	Joliet and Chicago	Illinois	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	90
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100	
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,967		100	
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.						1,159,000			99.0							100	
Dec. 31, 1868	99 0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	760,000	*			250,000	500,000			25 0	(Owned	by Chicago	Burlington	& Quincy.)			100	
Dec. 31, 1868	25 0	—	....	18.0	3	5	2	80	Knoxville and Charleston	Tennessee.									16.0							100	
Dec. 31, 1868	18 0	—	—	53.0	—	—	—	8	Knoxville and Kentucky	Tennessee.									31 0							100	
Dec. 31, 1868	31 0	—	1 8	94.0	2	1	1	96	Lackawanna and Bloomsburg	Penn.	3,231,358	521,712			1,336,000	2,248,090	68,6 6		80.0	532,161			842,567	302,838		50	
Oct. 31, 1868	80.0	—	36.0	—	20	6	3	1,497																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	.....	.....	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	58	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.9	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	100½
Nov. 30, 1869	4.5	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59.	29,006	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,606	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	81½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1868	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,056	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,6.5	200,000	67,700	1,623	2,162	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	—	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	625,000	.....	.....	.....	.....	351,360	138,055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	278	Maine Central †.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	133
Mar. 31, 1868	19.0	—	....	—	—	—	—	....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	982,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,007	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	62.6	—	6.1	—	—	—	—	—	Memphis, Clarksev. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	99.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	561,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,782	595.5	2,667,191	65,165,897	126,931,971	5,024,106	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 6	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	50½
Oct. 31, 1868	24.5	68.3	42.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,300,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,848	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.6	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	44.6	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	10	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	3,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	90½
Nov. 30, 1869	14.5	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,639,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	648	Nashville and Chattanooga †..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	178.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	3.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,.55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,162	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,096	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	225,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	- and B.)	18,294	—	50	....
Nov. 30, 1869	83.8	16.2	6.0	—	14	15	5	193	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies†)	.....	10	100	116½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	8,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	559,493	—	100	84
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	30.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	4,093,425	1,882,000	642,107	.....	80.2	137,696	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	207	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....Penn.	245,000	*	.....	.....	200,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,568	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	.....	.....	.....	197,900	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	31	40	723	New York and Harlem.....New York.	11,396,196	1,702,855	.....	.....	7,000,000	5,066,325	34,500	.....	132.9	746,220	29,632,027	15,852,587	2,756,232	983,545	8	100	141½
Mar. 31, 1869	62.3	—	63.8	—	37	38	24	450	New York and New Haven.N.Y. & Conn.	6,148,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,065	4,906,461	240,628	61,130	—	100	80
May 31, 1869	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	.....	.....	.....	.....	533,869	25,323	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern †.....South Carolina.	2,148,131	*	26,175	23,701	1,068,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	North Louisiana and Texas	La.				(In progress.)																100	
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,296,961	301,779			100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,468,839			67.3	421,267			1 015,394	388,240	5	50	72½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943		100	
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	45	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,537	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.6	....	—	24	16	5	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	120½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692		100	
Nov. 30, 1868	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,465,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	107
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994				
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	83½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427		100	29
Oct. 31, 1868	90.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185		50	83
Nov. 31, 1868	130.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,146	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957		100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		18,612	289,550	380,000	26,500		9.0				147,327	24,479		100	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,190	56,811		100	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,360,471	269,031	91,161	8	100	83½
Feb. 29, 1868	283.0	—	....	—	52	48	26	706	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338		100	29
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100	140
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			63,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)					100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000					(Leased to Camden and Amboy.)					100	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883		50	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		39.0	87,111			156,746	12,424		50	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,348	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		287.5				2,804,250			50	84½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	156
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,801,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	90½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5				995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	6	50	104
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis. Pa. & W. Va.	Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,338,531	646,465		50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065		50	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., J. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,313		100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,560	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	51.3	258,977			518,592	130,420	6	100	102½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concord.)			24,500	7	100	
Mar. 31, 1868	25.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern.)		77,755	24,737		100	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541		100	
Nov. 30, 1868	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,553,297	475,576		49,772	2,000,000		56,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																100	
Dec. 31, 1868	7.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390		92.3				254,899	30,667		100	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	210,883	11,791		506,848	1,080,000				159,744			178,456	32,988		50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	644	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,576			3,000,000	1,500,000			175.0	555,737	15,356,890	28,253,882	1,514,870	506,610	6	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,398	6,123,789	574,026	219,091		100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,230	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742		100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72		100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in operation.)					100	
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)					100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	....	—	39	31	12	789	Rutland	Vermont.	6,500,000	*							166.3	694,409	4 069,421	11,712,202	993,239			100	22
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000					(About $5	0,000 a month.)				100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)	517,941			100	38
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000			120.0				612.000	171,000		100	43½
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. & Alton.)		240,000			100	
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.											(Under construction.)					100	
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.					2,000,000	1,000,030					(Under construction.)					100	
May 31, 1868	80.0	—	....	—	—	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*							80.0				209,534	87,404		100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415		100	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West Jersey.)			16,533	6	50	
Nov. 30, 1867	16.9	—	3.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1½	100	
Dec. 31, 1868	116.3	—	16.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,918	106,052		100	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	96	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	145,578		54.0	162,800			167,518	344		50	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania	576,050				576,050					(Leased	to Phila. and Reading.)				5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000										100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909		100	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441			100	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	173,705			277,763	83,511	6	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145		100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,683				100,000	37,800			20.0	(Operated by Jeff.	Mad. and	Louisville.)				100	
May 31, 186	50.0	—	2.5	—	19	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334		100	
Dec. 31, 1868	101	6.6	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000			100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	6	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central of New Jersey.)		1,294,962	590,706		100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,408	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431						100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000						(In progress.)					100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513		100	
Sept. 30, 186	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in full operation.)					100	
Sept. 30, 1868	123.0	1.0	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,600		100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under construction.)							100	
Jun 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											260,000			100	
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	....	91.0	....	....	....	....	....	....	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	23	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....								68.0								
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	358,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,708,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	60.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a part	of the	Rondout	and Os	wego Li	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 7 0	.....	21,181	33,414	11.1	64,100	2,262,375	839,842	229,868	23,184	8	100	....
Dec. 31, 1868	—	—	—	105.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....		3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	.....	.....	73.0	459,274	.....	.....	.....	.....	—	50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	148,488	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	957,278	111.0	.....	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	25	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	45
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	517,000	244,944	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Lease	d to Vt.	& Mass.,	.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Penney	lvania.)	R. R.)	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	45½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	8	100	102
May 31, 1868	117.0	2.0	25.0	—	95	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	par	....
Nov. 30, 1869	99.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	80
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,900	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,462,852	461,649	.....	113.5	.....	7,261,382	15,554,017	883,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,069,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.& W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	22 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,341,441	1,880,650	356,247	150,716	—	50	131
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	286,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	8	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,398	364,219	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Penney	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	28.0	—	....	63.0	1	—	1	4	Whitehall and Plattsburg ¶....New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee	950,000	*	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	51,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	83
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	116
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	.....	.....	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	.....	.....	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	64
Oct. 31, 1868	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,155	7,762,720	536,411	.....	108.3	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,028,310	149,296	.....	45.0	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,901	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	8.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	17½
Sept. 30,'68	23.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,007	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	201	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	55	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	104
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,000	5,000	—	18,645	4,997	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	42	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	312,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,280	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	87	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,000	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City).N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	80	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,063	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.90	....	....	Schuylkill River (Phila.)....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City).N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	20
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	—	—	—	—	—	—	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,987	250,000	100,000	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	81,095	154,582	Loss.	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	103
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20,867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,573	75 900	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E'Bdw. & Battery: 1st Mortgage	780,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	6	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	80,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85½
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N.	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M.& N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	69½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	89½
Chicago and Alton, pref.	2,425,400	7	10	112½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	3,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	4,536,910	7	7	45
Hannibal and St. Joseph, pref.	5,253,836	...	...	106½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	18½
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	686,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.	3,500,000	7	7	71
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,950	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	28
Mariposa Mining, pref.	5,774,400	7	7	17½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 37 —
Pig, American, No. 1		33 —	@ 35 —
Pig, American, No. 2		32 —	@ 33 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@ 97 50
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	115 —	@125 —
Bar, Refined	" "	77 50	@ — —
Bar, Common	" "	72 50	@ — —
Scroll	" "	87 50	@115 —
Ovals and Half-round	" "	95 —	@110 —
Band	" "	95 —	@ — —
Horse Shoe	" "	95 —	@ — —
Rods, ⅛@3-16 inch	" "	85 —	@120 —
Hoop	" "	105 —	@145 —
Nail Rod	Less 5 per ct. per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 6½
Rails, English	(gold) per ton.	58 —	@ 58 50
Rails, American, at Works in Penna.	c'y.	76 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @ — 20
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 13
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 12
American Machinery do.		— — @ — 12
American German do.		— 10 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½; 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb.	4 37½@ 4 50
Clinch		— — @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —20
Copper		— 38 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½@ — 34
Straits	(gold).	— 32½@ — —
English	(gold).	— — @ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal . . . per box.	8 25 @ 8 50	9 75 @ 10 —
I. C. Coke	7 00 @ 7 50	8 52 @ 9 —
Coke Terne	5 75 @ 6 —	6 75 @ 7 —
Charcoal Terne	7 37½@ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 14 @ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 19 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 25 @ — —
Refined, Standard White (in ship'g order)		— 26½@ — —
Refined, prime White (in shipping order)		— 27 @ — 30
Refined, S. W. (in merchantable order)		— 33 @ — 34
Naptha, Refined, (60 @ 63 gravity)		— — @ — 10½
Residuum	per bbl.	4 50 @ 4 62½

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 8 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C?	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)		10 — @10 50
20 by 28 to 24 by 30 (4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)		22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)		23 — @17 —
30 by 50 to 33 by 52 (3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)		28 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)		30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)		36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Canton Co.	61	61½	62	62	62½	65
Central Pacific 6s	94	93½	93½	93½	93½	93½
Central of N. Jersey	103½	103	102½	102½	104	103½
Chicago & Alton	....	....	111½	....	....	112
" pref.	....	....	112	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	149	....	147	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	70½	70½	71½	71½	72½	73½
" pref.	84½	82½	82½	82½	85½	84½
" 1st M.	94	94	94½	....	94	94
" S. F.	....	....	....	....	....	....
" Consol.	91	....	....	....	....	91½
Chic., Rock Isl. & Pac.	118½	....	118½	119½	122	121½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1396	....	97½	98	98	98	....
Clev., Col., C. and Ind.	74½	....	74	74	74	....
Clev. and Pittsburg	....	97½	97½	99	99½	100
" 2 M.	....	....	....	....	....	....
" 3 M.	....	92	....	....	92	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	17	17½	17½	18½
" 1 M.	83½	83½	83½	83½	84	83½
" 2 M.	....	....	....	60½	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	116½	....	116½	....	....
Del. Lack. & Western	102½	....	....	103	102½	103
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	107½	107½	....	....	....
Erie Railway	26½	....	....	24½	25	25½
" pref.	43½	43	43½	....	....	44
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1870	93	....	....	....	....	....
" 3 M. 7s, 1883	....	88½	....	....	88	....
" 4 M. 7s, 1880	....	....	88	....	....	87
" 5 M. 7s, 1888	....	....	....	83	....	....
Great Western 2d mort.	....	....	80½	....	....	....
Hannibal & St. Joseph	....	....	107½	....	....	106½
" pref.	106½	....	105½	....	....	107
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	103	....	105
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	114	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	85½	87	87½	87½	....
Lake Shore Div. bonds	90½	....	....	91½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119	....	119	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '90	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	102	....	....	....	....
" 2 M.	96½	....	96½	96½	97	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	19½	....	18½	18	....	18
" Tr. 10s ctfs.	....	....	....	....	....	48
Milw. and St. Paul	58	58½	58½	59½	61	60½
" pref.	72½	72½	72½	73½	75	74½
" 1st mort.	91½	93½	....	93	....	....
" 2d mort.	85	....	....	....	....	....
" 8s	104	....	103½	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	91½	....	....	92½	92½	92½
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	90½	91	90½	....	90½	90½
" 1st mort.	102½	....	....	....	....	101½
" 2d mort.	....	....	95½	....	....	95½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	103	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	91	91
" 6s, S.F. 1887	....	....	....	....	90½	....
N. Y. Cen. & Hud. Riv.	97½	97	96½	93s	....	93½
" certificates	95½	94½	93½	91s	90½	90½
N. York and Harlem	....	142	143½	144	....	141½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	47	....	46	....	....	....
" new	22½	23	23	23½	23½	....
Ohio and Miss.	28½	28½	28½	28½	29½	29½
" pref.	....	....	....	....	71	71
" 1st M.	....	....	....	96½	....	....
Pacific Mail S. S. Co.	33½	33½	33½	33½	33½	33½
Panama	150	150	150	....	140	140
Phila. and Reading	96½	96½	96½	96½	96½	....
Pitts., Ft. W. & Chi. gtd.	93½	94	94½	95	93	93½
" 1 M.	....	....	....	....	....	....
" 2 M.	98	....	97½	97½	....	....
" 3 M.	....	....	....	....	95	....
Quicksilver Mining Co.	11	10½	10½	10½	10	9½
St. L., Alton & T. H.	....	35	36	36	36	38
" pref.	....	....	....	....	....	65
" 1 M.	95	....	....	....	....	....
" 2 M. pref.	....	84	84	....	83½	83½
" Income bds.	80	....	....	....	....	....
Tennessee 6s	58½	....	58	58	....	59½
" new	49½	49½	49½	49½	50½	50½
Tol., Wab. & Western	....	....	....	45½	45½	45½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	95	98
" 2 M.	....	....	85	....	....	84½
" Equipment	....	....	....	....	76½	....
Union Pacific 1st mort.	85½	....	....	85½	85½	85½
Virginia 6s, ex-coupon	74½	74½	....	73½	74	74
" now	....	70½	73	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105¾	....	....	....	105½	105½
U. S. 5s, 10-40s, reg	105½	105½	....	105	....	....
U. S. 6s, 1881, reg	114¾	....	....	114½	114	....
U. S. 6s, 1881, coup	114¾	114½	....	114¾	....	114½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	108¾	....	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, c. 1862	110½	109¾	....	110½	110	110
U. S. 6s, 5-20s, reg. '64	....	109	....	....	108¾	....
U. S. 6s, 5-20s, c. 1864	109½	109	....	109	108¾	108¾
U. S. 6s, 5-20s, reg. '65	108¾	108¾	....	....	....	108¾
U. S. 6s, 5-20s, c. 1865	....	109½	109¾	109¾	109	....
U. S. 6s, 5-20s, r. n. '65	108	....	108	108¼	107¾	107¾
U. S. 6s, 5-20s, c. n. '65	108¼	107¾	107¾	107¾	107¾	107¾
U. S. 6s, 5-20s, reg. '67	....	....	108	108	108	107¾
U. S. 6s, 5-20s, c. 1867	109½	108¾	109½	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '68	109	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109½	....	109¼	....	....	....
U. S. 6s, Pac. R. R. issue	112¼	112¾	....	....	....	112¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	114	114	114½	115	115	115½
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	87½	87½
" mort. 6s, '89	....	93½	93¾	93½	94	93¾
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	95½
Lehigh Navigation	30¾	....	31	31½	31½	32
" 6s, 1884	....	85	....	....	85	....
" Gold L	89½	....	89½	89	86¾	89
" R. R. L	90½	90½	....	90½	....	90
Lehigh Valley R. R.	55½	55	54¾	54¾	54¼	54¼
" 6s new coup	95½	....	....	....	95¾	95¾
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R. R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51½	51½	51½	....	51½	51½
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	90	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	49	49	48½	....
Pennsylvania R. R.	56¼	56¾	56¼	56¼	56¼	56¼
" 1st M	....	....	98	98	....	98
" 2d M	99	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	103½	....	103½	....
" 6s, 2d series	106½	....	106½	....	....	105
" 6s, 3d series	107½	....	....	....	....	....
" 6s, W. L	....	....	101½	....	....	....
Philadelphia City, 6s	100¾	100¾	100¾	100¼	....	100¼
" new	101½	101½	102	102	102	102
Philad., Germ. & Nor	77	77	78	....	....	....
Phila. & Reading	48¾	48¾	48½	47¾	48½	48¾
" 7s, 1893	....	....	....	....	....	104½
Philadelphia and Erie	28	....	....	27	27½	27¾
" 6s	....	....	....	92	92	....
" 7s	87½	....	87½	....	87½	87½
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	58	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	41¾	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	96¼	....	....	....	96¼	96¼
" 1886	....	....	....	....	....	....
" 1890	94¼	94¼	94¼	....	94¼	94¼
" 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1876	....	....	....	....	....	....
" " 1880	95¾	....	....	....	....	....
" " 1885	96¾	97	....	96¼	96	....
Marietta & Cin. 1st M	90¼	....	90¼	90¼	....	....
" 2d M	70	....	70¼	....	....	71¼
Northern Central	49	....	....	49	....	49
" bonds, 1885	....	....	....	....	....	....
" " 1900	89¼	89	89¼	89¼	....	....
N. W. Va. 1st mort	....	....	....	....	95	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	144¾	144¾	144¾	144¾	144¾	144¾
Boston and Lowell	....	....	....	....	....	137
Boston and Maine	146	146½	146	146½	....	146½
Boston and Providence	....	....	142½	142	142	142
Boston, Hartford & Erie	....	5¼	5	4¾	4¾	3¾
" 7s, new	....	42	41¾	41¾	40	36¾
Cheshire, pref	89¾	89¾	....	....	....	89¾
Concord	83¾	....	....	....	....	83¾
Connecticut River	....	....	....	....	....	....
Eastern	116¼	....	116¼	....	....	116
Fitchburg	133	....	133	132¾	....	....
Manchester & Lawr'ce	....	....	133	....	....	....
Michigan Central	119¾	....	119¾	119¾	119	119¾
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	82	....	84	84	....	83¾
" pref	....	....	....	....	110	110
Old Colony & Newport	95	94¾	94¾	....	95	95
Ph., Wil. & Baltimore	51¾	....	....	51¾	....	52
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	44	45	45¼	....	....	45¼
" 6s	84¾	84¼	84¼	84¼	84¾	84¼
" Land Grant 7s	73	73¾	74	74	74	73¾
" Income 10s	85	84¼	85	85	....	84¼
Vermont & Canada	....	....	....	....	....	102
Vermont & Mass	59¾	....	....	60	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	104	....	104
Metropolitan ..	66¾	....	....	....	....	66¾
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	5¾	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	8¼	....	2¼	....	3	
Pittsburg ..	....	....	....	....	....	....
Quincy ..	17	....	17	17	....	

London Stock Exchange.

	Closing Prices. Feb. 25.	Mar. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	60 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	29 — 30	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	67 — 69	68 — 70
Do. 2d mort. 8 p. c	67 — 69	68 — 70
Erie shares 100 dol. all paid	22 — 22½	21 — 21½
Do. sterig. 6 p. c. convertible bonds	66 — 70	66 — 68
Do. 3d mort. 7 p. c. 1883	65 — 70	68 — 72
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111 —112	110 —111
Marietta and Cin. R. R. bonds 7 p. c.	74 — 76	77 — 80
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	83 — 89
Philadelphia and Erie 1st mort. 1881	89 — 90	89 — 91
Do. with option to be paid in Phila.	89 — 90	89 — 91

American Railroad Journal.

Saturday, March 26, 1870.

Stock Exchange and Money Market.

Money has been in fair supply all through the week, and rates have been unusually steady at 4@6 per cent. on call, and 7@9 per cent. per annum, in the discount form. Some time advances have been made to prominent street dealers in Stocks and Gold on the basis of 6 per cent. per annum. The demand for accommodation has been only moderately active from all sources. The city banks, in their last weekly return, showed a further loss of over a million in the deposit item, 1⅜ millions of specie, and half a million of legal tender notes. They added nearly 1⅞ millions to their loan and discount averages; and reduced their circulation slightly. Their deposits are now under 209 millions, against 214¾ millions six weeks since. There legal tender reserve is down to 52¾ millions, against 58 millions Feb. 5. Their specie board is 32 millions, against 40½ millions on Jan. 29. The loan average is up to 270 millions against 253½ millions at the opening of the year. The U. S. Sub-Treasury coin balance on Wednesday morning was 76¾ millions, against about 75 millions the preceding Wednesday; and the currency balance 4¼ millions, against 5⅛ millions a week earlier. The cash balance of the U. S. Sub-Treasury at Boston, on the 19th inst., was $2,690,537, against $2 553,697 on the 12th inst. Included in the cash balance there, last Saturday, was coin to the amount of $2,036,407. The customs revenue of Boston last week, was $308,867.

The specie reserve of the city banks according to the latest return is $32,014,747, against $15,213,306 same time last year. The city bank deposits are now $208,816,823, against $183,504,999 week ending March 20. 1869. The legal tender reserve amounts to $52,774,420, against $50,774,874 same time last year. The circulation now stands at $33,699,563, against $24,741,310 same time last year. The loans are now $270,003,682, against $263,098,302 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $87,518,258 a day, against a daily average of $91,336,000 the preceding week, and $100,530,417 the week ending with Mar. 6, 1870. The current week's exchanges average about 87¾ millions a day. The city banks, last week, reported a loss of $1,384,388 of specie, $1,014,402 of deposits, and $527,584 of legal tender notes. They increased their loans, $1,863,079; and reduced their circulation, $136,176.

National Bank notes to the amount of $179,640 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,074,691, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $22,458,907, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,615,784. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,863,650; and for the public deposits, $17,253 500—making a total of $359,617,150. The Treasury Department last week redeemed and destroyed $522,400 of worn and mutilated fractional currency, and issued $859,093 of new.

The U. S. Sub-Treasury receipts, week ending with March 19, were $3,537,990 in coin, (including $2,631,237 from customs duties,) and $3,159,794 in currency; payments, $2,066,324 in coin, (including $346,099 of coin interest,) and $3,852,911 in currency; balance at the close of the week, $81,653,246 (including $76,029,815, of coin, and $4,445,357 of currency,) against $80,851,740 at the close of the preceding week, showing an increase of $801,506. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $477,954 in coin, (including $469,000 from customs,) and $287,782 in currency; payments, $43,787 in coin, (including $32,201 of coin interest,) and $433,462 in currency. On Tuesday, receipts, $332,848 in coin (including $320,991 from customs), and $220,997 in currency; payments, $57,203 in coin (including $44,500 of coin interest) and $248,517 of currency. The balance at the close of business on Tuesday stood at $81,059,987, (including $4,227,156 of currency, and $76,789,726 of coin,) against $81,803,476 a week previous; and $81,-

693,682 on March 8, 1870. The aggregate receipts of the office in February were $38,287,062, including $11,951,925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,486,237 of coin certificates, received for customs.

Government revenues show a satisfactory yield for the season. The excises, during the week yielded about 3¾ millions; customs at the port of New York, $2,631,237, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,667,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 123⅛ millions.

Gold has been unusually steady, since our last, the extremes of the week having been 111¾@112¾, and the closing quotation on Wednesday 112⅛, against 111⅞ the preceding week. The speculative dealings have been on a restricted scale, the investment demand having been much less confident. The reports of the varying fortunes of the funding bill before Congress operated rather against an active movement. The customs drain has been under half a million a day. The export call has been light. Last week, the specie exports were only $310,491; while the imports of foreign specie were $343,210. The specie exports from this port, since Jan. 1, have been $6,257,271; while the specie imports have been $3,840,005. On Wednesday, Government marketed a million of Gold at from 112 20 to 112 35. The aggregate of the bids was $5,173,000.

The customs revenue of the port on Wednesday was $314,000.

The coin interest payments of the Sub-Treasury on Wednesday were $68,488.

The customs demand for Gold last week, averaged $448,170 a day; thus far, this week, it has averaged $395,000 a day, or equal to a weekly aggregate of $2,370,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $343,210; and since Jan. 1 1870, $3,840,005, against $2,411,767 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $94,404,035, against $90,729,931 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 11th, was $1,892,116, against $1,393,462 same time last year.

The exports of specie, from this port, last week, were $310,491, against $181,332 same week last year; total, since July 1, 1869, $22,913,829, against $29,177,864 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $346,099, and since July 1, 1869, $66,438,391, against $66,529,793 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to March 11, were $8,008,570, against $7,721,288 same time last year.

Foreign Exchange has been quoted firmer, on an improved demand, and a lighter offering of strictly prime banker's bills. Bankers' prime sixty day bills on London closed more firmly on Wednesday at 108⅛@108¼, and on Paris to 5.25@5.22½; sight bills on London to 108¾@109⅛, and on Paris to 5.20¾c.@5.20. The offerings of produce bills have been more extensive. The week's exports of domestic produce have been to the currency value of $4,219,526, making the total since July 1, 1869, $149,921,166, against $116,749,223 same time preceding fiscal year.

Dealings in Government securities have been on a reduced scale, and although bonds have not been offered with freedom, prices have yielded a fraction owing mainly to the prevailing dullness in the open market. There has been some investment call for the later coin-bearing bonds, and the currency sixes; but there has been no disposition to purchase freely on speculative account, pending final Congressional action on the funding bill. Registered bonds have been more sought after than usual of late.

U. S. sixes of 1881 closed here at 114@114¼; U. S. Five-twenties of 1862, 110@110⅛; U. S. Five-twenties of 1864 at 108⅝@108¾; U. S. Five-twenties of 1865 at 108⅞@109; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Five-twenties of 1868, 108¾@109; U. S. Ten-forties at 105¼@105½, ex the March coupon; U. S. Six per cent. currency bonds, 112¾@113.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 9.	March 16.	March 23.
Consols	92⅝	92⅞	93⅛
U.S. 5-20's of 1862	90⅞	90⅞	90⅜
U. S. 5-20s, 1865	90¼	90	89½
" 1867	89⅝	89⅞	89⅛
" 10-40s	87¾	87	86½
Erie	21½	22	21½
Ill. Central	113¾	117¼	115¼
At. and Gt. West	....	....	29

Central Pacific Sixes closed on Wednesday at Frankfort at 81¼.

State bonds have been in more general request, and steadier in price. Railway bonds have been more sought after and have been held with firmness. The new Chesapeake and Ohio Loan has been in better demand, under the continued ease in Money, and the bonds have been steadily gaining in favor with buyers for permanent investment. The Legislature of West Virginia has authorized investments in the Loan, by savings banks, trust companies, &c., as a thoroughly reliable security.

A more buoyant speculation has been reported in Railway and miscellaneous share property, the dealings in which have been on an enlarged scale.

There has been a moderate movement in most kinds of domestic produce at yielding prices. Middling upland cotton, which opened stronger, closed heavily on Wednesday at 22¾cts. per lb. The stock of cotton now here is given at about 60,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,265,250 bales, against 1,721,650 bales in 1868–'9; exports, same time 1,417,900 bales, against 929,450 bales same time in 1868–'9; stock on hand at latest dates, 1,417,900 bales, against 394,700 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 2,741 pkgs., against 6,085 pkgs., same time in 1869. From Boston, 819 pkgs., in 1870, against 3,023 pkgs. same time in 1869.

In foreign goods, there has been less animation apparent, though buyers, in most instances, have had any existing advantage as to price. The week's imports of foreign dry goods were to the specie value of $1,729,483; and of foreign merchandise, $3,199, 469, making a total of $4,928,952, against $6,246,407 same week last year.

At the Live Stock markets, this week, Beeves have been in more demand, at from 10@17c., per lb.; week's receipts, 4,914. Milch cows rule very dull, at $40@$100 each, receipts, 175. Veal calves have been in more request at from 8@12½c. per lb.; receipts, 1,046. Sheep in fair demand at from 5½@9¼c.; lambs at 20@24 c. per lb.; receipts, 14,204. Swine quiet at 10@10⅜ c. per lb., all live weight; receipts, 9,526.

Ocean freights have been dull and heavy. For Liverpool we quote flour at 1s. 3d.@1s. 6d by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 3½d. by sail, and 3½@4d. by steamer, per bushel; cotton at 3/16d.@3/32d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 417.

The balance in the Sub-Treasury on Wednesday was $82,404,321 73.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 22nd, and since the beginning of the year:

	1869.	1870.
For the week	$2 440,120	$4,219,526
Previously reported	31,577,637	33,606,799
Since Jan. 1	$34,017,757	$37,826,325

The imports for the week ending March 19th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,619,046	$1,739,483
Gen. merchandise	3,627,861	2,199,469
Total for the week	$6,246,407	$4.928,952
Previously reported	56,635,909	56,288,904
Since January 1	$61,882,316	$61,212,856

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 87; do., 7s, 94; Alabama 5s, 85; Louisiana 6s, 77¼; do., 6s, Levee bonds, 78; do., 8s, Levee bonds, 91; do., 6s, new 72; Virginia 6s, reg., 59; N. Y. State 7s, Bounty Loan coupon, 109½; do., 6s, 1873, 106; Illinois coupon bonds, 1879, 100⅛; South Carolina 6s, 90; do., 6s, new, 82¼; Brooklyn 6s, W. L., 93½; do., P. L., 92; N. Y. City 7s, 1876, 103, Toledo, Wabash and Western consol. bonds, 79; Ohio and Miss. consol. bonds, 85; St. Louis and Iron Mt., 43⅛; do., 1st mort., 87¾; Morris and Essex const. bonds, 87½; N. Y. and New Haven, 146; do., 6s, 100; North Missouri 1st mort., 87⅛; Am. Dock and Imp., 7s, 94½; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Pittsburg, Fort Wayne and Chicago Equipment 8s, 101½; Quincy and Toledo 1st mort., 83; New Jersey R. R., 116½; Norwich and Worcester R.R., 108; Brunswick City Land, 8⅛; Adams' Exp. Co., 61; U. S. Exp., 47⅜; Am. Mer. Union Exp., 87¼; Wells-Fargo Exp., 20; Western Union Telegraph, 33¼; do., 7s, 90; Pennsylvania Coal Co., 217; Black

Hawk gold, 0.60; Central gold, 0.25; Consol Gregory gold, 2.00; Grass Valley gold, 0.24; La Crosse gold, 0.12; Quartz Hill gold, 0.54; Smith and Parmalee gold, 1.45.

Philadelphia.—Camden and Atlantic R. R. 2d mort., 85; Huntingdon and Broad Top Mountain 1st mort., 86½; Harrisburg and Lancaster 6s, 91; West Jersey 7s, 96; do., 6s, 91; Pennsylvania and New York Canal 7s, 91½; West Chester R. R. 8s, 90; Lehigh Nav. conv. loan, 77; Oil Creek and Allegheny River R. R., 41½; East Pennsylvania R.R., 40; New Jersey 6s, free, 102; Pennsylvania coupon 5s, 96; Ocean oil, ⅛. The latest quotations are: City 6s, 100½@101; do., free of tax, 101¾@101¾; State 5s, coupon, 95@96; do., 6s, W. L., 101¾@102¼; do., 1st series, 103@103⅛; do., 2d series, 105@106; do., 3d series, 107@108; Reading, 48⅛@48¼; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 90@92; Camden and Amboy, 116½@116¾; do., mort. 6s, 1889, 93¾@94; do.. 1883, 87@87; do., 1889, 87@88; Penn. R. R., 56½@56⅝; do., 1st mort., 98@98; do., 2d mort., 98⅜@98¾; Little Schuylkill R. R., 40⅛@41; Morris Canal, 30@31; do., pref., 64@66; do., 6s, 80@85; do., scrip 7s, 65@66; Susquehanna Canal, 8@10; do., 6s, 44@46; Schuylkill Nav., 6½@7; do., pref., 14½@16; do., 6s, 1882, 58@58; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93@93½; do., 5s, 59@62; Lehigh Coal and Navigation, 31¾@32; do., 6s, 1884, 83½@86; do., R. R. Loan, 90@90½; do., Gold Loan, 88¾@89; North Pennsylvania, 37@37; do., 6s, 90@90; do., Chattle 10s, 111@112; Philadelphia and Erie, 27½@27⅝; do., 6s, 90@92; Minehill, 51⅜@51⅝; Catawissa, 13@20; do., pref., 84⅜@84¾; Lehigh Valley, 54⅞@55; do., 6s, 97@98; do., 6s, reg., 96@97; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 41@42; Thirteenth and Fifteenth, 20¼@22; Spruce and Pine, 22@25; Green and Coates, 36@40; Chestnut and Walnut, 42@44; Hestonville, 12¼@12¾; Union, 42@44.

Boston.—Vermont Central 1st mort., 1886, 82; do., 2d mort., 1891, 41; Chicago and Southwestern 7s, gold, guar., 97; Eastern R. R., 6s, 1874; 97; do., 1885, 93¼; Western R. R. 6s, 1875, 96; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75; Burlington and Missouri River R. R., 8s, 1894, 100; Leavenworth, Lawrence and Galveston R. R., 10s, 1899, 96⅛; Chicago, Iowa and Nebraska 2d mort. 7s, 95¼; do. 3d mort., 89¾; Middlesex horse R. R., 6s, 1884, 83; Vermont Central and Vermont and Canada 8s, 100¾; Old Colony and Newport 7s, 1877, 102¼; Cedar Rapids and Missouri 7s, 1916, 88½; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 93⅝; Missouri River, Fort Scott and Gulf R. R. 10s, 1899, 100½; Rutland and Burlington 1st mort., 192; Ogdensburg and Lake Champlain Equipment 8s, 102⅛; New York and Oswego Midland 7s, 100; Norwich and Worcester R. R., 107; Connecticut and Passumpsic Rivers pref., 85⅝; do. 6s, 1876, 94; Indianapolis and Cincinnati R. R., 10; Worcester and Nashua R. R., 130½; Lynn and Boston Horse R. R., 20; Boston Water Power Co., 17⅛; Cary Imp., 6⅝; Massachusetts 6s, 5-20s, currency, 100⅜; do., 5s, 1894, gold, 97¾; do. 1883, 99¼; do. 8872, 110; New Hampshire 6s, 1872, 97¾; Boston 5s, 1883, gold, 100; do., 1885, 99¾; do., 1887, 99⅞; Cambridge 6s, 1887, 98¾; Brooklyn 6s, 1902, 93⅛; Albany 6s, 1896, 95¼; Cincinnati 7 3-10s, 5-20s, 104; Chicago 7s, sewerage, 96¼; do., Tunnel, 96¼; Municipal, 97⅛; do., River Imp., 96½; Cook Co., Ills., 7s, 96; Bangor 6s, 1894, R. R. Loan, 87; Charlestown 5s, 1877, 91; Portland 6s, 1887, 92; do., 1876, 94½; St. Louis 6s, 1874, R. R. Loan, 93; Allouez Mining Co., 1; Dana, 25c.

Baltimore.—Orange, Alexandria and Manassas 7s, 1882, 76; Western Maryland 1st mort., 75; do., 2d mort., pref., 60; Orange and Alexandria 8s, 4th mort., 75; do., 2d mort., 74½; Northern Central 6s, gold, 1900, 97; Richmond and Danville bonds, 75½; Central Ohio R. R., 23½; Virginia 6s, old, reg., 57½; do., 6s, 1867, 61½; Maryland Defense Loan, 101⅝. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@91½; Balt. and Ohio, 140@142½; do., 6s, 1875, 95@—; do., 1880, 95@95½; do., 1885, 96@97; Northern Central, 48½@49; do., 6s, 1885, 90¼@91½; do., 1900, 89½@90; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 93@96; do., 2d mort., 92@93; do., 3d mort. 1885, 85@—; Marietta and Cincinnati 7s, 1892, 90@91; do., 2d mort., 71½@72; Central Ohio, 23½@25; do., 1st mort., 82@83½; Western Md. 6s, 1890, 74@80; do., guar., by Baltimore City, 89@89; do., 2d mort., guar., 85@—; do., 6s, pref., 60@68; do., 6s, guar., by Washington Co., 80@80; Richmond and Danville bonds, 75@76; Orange and Alexandria 1st mort., 6s, 84@86; do., 2d mort., 6s, 75@76; do, 3d mort., 8s, 83@83; do., 4th mort., 8s, 73@75; Orange, Alexandria and Manassas 7s, 73¾@75⅞; Virginia and Tennessee 8s, 80@85; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70@—; Baltimore 6s, 1875, 95⅛@96½; do., 1886, 94@94; do., 1890, 94¾@95; do., 1893, 93@—; do., 5s, 1838-'70, 73@80; Memphis City 6s, 51@51½; Maryland Defense Loan, 1883, 100@101½; City Passenger R. R., 17½@17¾; George's Creek Coal, 62@65; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ By act of the General Assembly of Maryland, the Baltimore and Ohio Railroad Company have been released from the further payment of the capitation tax on the Washington Branch Railroad, amounting to one-fifth of the gross receipts from passengers, provided that all arrearages due to the State by virtue of the act of 1832, chapter 175, up to the passage of the act for release, shall be settled and paid up to the entire satisfaction of the Assembly.

☞ A quarterly dividend of $3 on each share of full stock, and $1 50 on each share of scrip stock, free of Government tax, standing on the books the 22d inst., has been declared by the Hartford and New Haven Railroad Company, payable on the 1st of April at the Union National Bank.

☞ The East Boston Land Company has declared a dividend of $2 per share, payable April 5 to stockholders of record April 1. The amount of the dividend (on 20,000 shares) is $40,000. This is the first dividend made for several years.

☞ The first fifty miles of the Brunswick and and Albany Railroad in Georgia are completed, which entitle the road to State aid.

☞ The charter of the Metropolitan Branch of the Baltimore and Ohio Railroad, which would have expired on the 21st inst., has been extended to the 21st of March, 1873.

Chesapeake and Ohio Railroad.

At a meeting of the directors of this company, held in New York last week, contracts were awarded for all the principal work on the extension to the Ohio river at rates more favorable by twenty to twenty-five per cent. than the engineer's previous estimates. The following parties were awarded contracts: C. R. Mason, Dunham & Bendinger, Robert Harvey, Kelley & McMahon, McMahon & Son, McMahon, Green & McMahon, C. L. DeHane, W. R. Johnson, Jr., H. Cady, B. A. Warthen, L. B. Vaughn, McMinn, Burke & Co., J. M. Keesee & Co., J. Kinsley, Haskins & Cavanagh, Myers & Donaghy, Hubbard & McCurdy, Falloon & Carrier, A. H. Wilson, J. J. & F. Powers & Co., Kerr & Myers, C. Snyder & Co., W. W. Gates, Bibb & Tablee, Lee & Huston.

Finances of Virginia.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

Of the many subjects demanding wise, cautious, and comprehensive legislation from the general assembly, none can exceed in gravity and importance the financial condition of the commonwealth. The magnitude of the public debt; the character, condition and ultimate disposition of the assets and securities held by the State; the prompt restoration of our credit and the mode of accomplishing it; the sources of our revenue and the ability of the people to respond to taxation in an amount sufficient to meet the current expenses of the government and the maturing interest upon the State debt; are all subjects demanding profound consideration and the most mature deliberation and action on your part.

The Legislature which convened in 1866, several months after the close of the war, finding it impossible in the then impoverished condition of the State to provide for the payment of the matured interest upon the public debt, by an act passed March 2d, 1866, authorized the funding of such interest in new bonds of like character and bearing the same rate of interest as the old bonds, to be dated on the 1st day of January, 1866, and running not less than ten nor more than thirty-four years; but it was expressly provided that no interest should be paid upon the bonds thus authorized to be issued until the 1st day of July, 1867; and it was further provided by the same act that all unfunded and matured interest on old bonds, on the 1st day of January, 1867, might then and thereafter be, in like manner, funded in like bonds, but dated on that day, and drawing interest from that date.

Under this act a large proportion of the then matured interest has been funded. On the 21st day of March, 1867, the General Assembly passed an act providing for the payment, on the 1st day of July, 1867, and on the 1st day of January, 1868, of two per centum of interest upon the principal of the public debt of the State, excluding therefrom the bonds given for interest under the first above-mentioned act, "that being (in the language of the act) the interest which this State feels obliged to pay until there is a settlement of accounts between this State and West Virginia.' Soon after the enactment of this law the State passed under military control by virtue of the laws of Congress, and its affairs were administered by military authority from that time until the restoration of the State to representation in the Federal Congress, on the 26th day of January last. From the adjournment of the General Assembly, in 1867, to the assembling of your honorable bodies on the 8th day of February last, the State has been without any law-making power save the arbitrary will of the military commanders. Fortunately, those military commanders have been honorable men, who, according to their judgment, as far as practicable administered the law as they found it, collecting and disbursing the

public revenues in accordance with existing statutes. These facts are here stated in vindication of the honor and good faith of our people, and for the purpose of explaining to the creditors of the State the reason why our credit has remained to this time in a condition of dishonor. Our people have not had the control and management of their own affairs. Under the law of March, 1867, two per centum of interest was paid on the 1st days of January and July, 1868. But the increased expenses incident to the peculiar condition of affairs, and the administration of the government by military authority, together with the expenses of the constitutional convention of 1867-'8, and the partial, though perhaps not culpable, failure to collect all of the public revenues, prevented the payment thereafter of the interest, as provided by the laws of 1867. However, the two per centum due January 1st 1868, on the sterling bonds was paid, together with one per centum on the dollar bonds, and subsequently, in August, 1869, one per centum more was paid on the latter bonds. This comprises all the interest which has been paid since the war, leaving unpaid one per centum per annum on all of the old six per centum bonds, and one-half of one per centum per annum on the five per centum dollar and sterling bonds to January 1st, 1869, and five and six per centum per annum respectively since that date, together with the interest upon the funded interest bonds, dated respectively Jan. 1st, 1866-7, as well as the interest on the unfunded interest due on old bonds at the latter date. The old and recognized debts or liabilities of the State, direct and contingent, correctly stated, are as follows:

6 per cent. registered bonds		$21,865,578 40
5 per cent. registered bonds		63,000 00
6 per cent. coupon bonds		11,108,000 00
5 per cent sterling bonds reduced to dollars		1,865,000 00
Bonds guaranteed by the State		
Chesapeake & Ohio Canal Co.		500,000 00
Va. Central Railroad Co		100,000 00
Richmond & Danville R. R. Co		200,000 00
City of Wheeling		366,000 00
Alex. Canal Co. and city of Alexandria		15,000 00
City of Petersburg		323,500 00
Total		$36,406,078 40
From this sum, however, may be deducted the following items, which are either owned by the State, or upon which the liabilities on the part of the State is not recognized, or is so remote as practically to amount to nothing, viz:		
Bonds held by State on account of sinking fund	$1,729,315 46	
Bonds held by State on account of literary fund	248,000 00	
Coupons lost at sea in steamer Arctic.	145,000 00	
Guaranteed bonds of Chesapeake and Ohio R. R. Co	500,000 00	
City of Petersburg	323,500 00	
Va. Central R. R. Co.	100,000 00	
Richmond & Danville R. R. Co	200,000 00	
City of Wheeling	366,000 00	
Alexandria city and Canal Co	15,000 00	
		6,626,815 46
Which reduces the old funded debt of the State to		$32,779,262 94

Which has been recognized as legal and valid, and the interest upon which has been funded and paid, to the extent above stated, under the laws of 1866 and 1877.

The new funded debt of the State, under the act of March 2, 1866, is as follows, viz:

Coupon bonds dated January 1st, 1866		$1,534,000 00
Registered bonds dated Jan. 1st, 1866		1,899,768 51
Coupon Bonds, dated January 1st, 1867		1,938,000 00
Registered Bonds, dated Jan. 1st, 1867		1,326 074 40
Sterling Bonds reduced to dollars		466,250 00
		$7,164,092 91
To which should be added the unfunded interest on old bonds, due January 1st., 1867 and not yet funded, but fundable in bonds of that date, at the option of the owner, amounting in all to the sum of		720,880 65
		$7,884,973 56

The recognized liabilities of the State, as they on the 1st day of January, 1870, may be stated as follows:

Old funded debt		$32,799,262 94
New funded debt and to be funded		7,884,973 56
Interest due and unpaid on old funded debt		3,384,776 33
Interest due and unpaid on new funded debt		1,611,335 17
		$45,660,348 00
To this sum should be added the amount of bonds of the James River and Kanawha Company assumed by the State and authorized to be converted into bonds, but not yet funded		112,430 00
Total State debt Jan. 1st., 1870		$45,872,778 00

The State is also annually liable for $5,800 *perpetually*, being 6 per cent. interest on $95,000 of old James river company stock.

The assets and securities owned by the State on the first day of January, 1870, is as follows:

Balance in treasury		$567,891 89
Alexandria, Loudoun & Hampshire Railroad Company bonds		50,862 40
Blue Ridge Railroad, owned by the State, (cost)		1,744,728 23
Chesapeake and Ohio Railroad Company:		
6 per cent bonds	$58,500 00	
Interest on the same.	17,550 00	
Common stock	2,013,987 50	
7 per cent loan	210,000 00	
Interest on the same.	66,150 00	
Amount due from use of Blue Ridge Railroad, under act of March 5th, 1849	117,947 24	
		2,484,184 74
Norfolk and Petersburg Railroad Company:		
7 per cent. loan, secured by mortgage	$136,591 64	
Interest due on same	4,780 18	
6 per cent. preferred stock	382,500 00	
Common stock	817,470 00	
		1,341,341 82
Orange and Alexandria Railroad:		
7 per cent loan secured by mortgage	$249,962 27	
Interest due on same	26,245 62	
Preferred stock	210,000 00	
Common stock	664,000 00	
		1,150,207 89
Richmond and Danville Railroad Company:		
7 per cent. loan secured by mortgage	$600,000 00	
Interest on same	58,987 02	
Common stock	1,188,598 50	
		1,847,585 52
Richmond and Petersburg Railroad Company:		
Common stock		385,600 00
Richmond, Fredericksburg & Potomac Railroad Company:		
Common stock		275,200 00
Richmond and York River Railroad Company:		
Preferred stock	$200,000 00	
Common stock	290,999 52	
		490,999 52
Southside Railroad Company:		
7 per cent. loan secured by mortgage	$800 000 00	
Interest due on same	280.000 00	
Common stock	803,500 00	
		1,883,500 00
Virginia & Kentucky Railroad Company:		
Common stock		103,448 69
Virginia & Tennessee Railroad Company:		
Loan	$1,000.000 00	
Interest on same	455,000 00	
Preferred stock	582,500 00	
Common stock.	1,717 500 00	
		3,755,000 00
Marietta & Cincinnati Railroad Company,		
First-class preferred stock	$166,600 00	
Second-class preferred stock	35,850 00	
First and second-class preferred scrip	161 91	
		202,611 91
James River & Kanawha Canal Company:		
Common stock		10,400.000 00
Other navigation Companies		1,192,616 30
Interest in sundry plank-roads, turn-pikes and bridge companies		4,761,564 49
Claims against Chesapeake & Ohio Canal Company, about		900,000 00
Claims against Selden, Withers & Co		436,000 00

Of these various stocks, bonds and claims, some are worth about par, some are much below par, but constantly improving in value, while others are worthless.

Considering them in the order above named, it is probably safe to say that the bonds of the Alexandria, Loudoun and Hampshire railroad company are good, and that the full amount, $50,862,-40 will be paid. These bonds were given by the company in payment for stock held by the state, and sold to the company at $5 per share, and are secured by mortgage upon its franchise and real and personal property. There are three bonds of $16,594 13 each, and due respectively on the 7th day of April, in the years 1872, 1874, and 1877; and the terms of sale of the stock by the State, as well as the prosperous condition of the company, justify the confident expectation that they will be promptly paid at maturity.

The Blue Ridge railroad was built by the State at a cost of $1,744,728 23. By an act of the General Assembly, passed March 1st, 1867, the Chesapeake and Ohio railroad company was authorized to purchase the interest of the State in this work, "by the surrender of State bonds to an amount equal to the value of said road at the time of purchase under the contract with the Virginia Central railroad company, said amount to be ascertained by the commissioners of the Covington and Ohio railroad." The Chesapeake and Ohio railroad company have not yet completed the purchase of this interest, nor is it authoritatively known by the Board of Public Works that said commissioners have ascertained the amount which is to be paid by the same, although it is believed that the amount will be from one-third to one-half of the amount of said interest.

The Chesapeake and Ohio Railroad Company was formed by the consolidation of the Virginia Central and the Covington and Ohio Railroad Companies, under the law above mentioned, and succeeds to all the rights and liabilities of each of those companies. By the terms of said law, said company has "the right, at any time within two years of its organization, to purchase the stock held by the State in said company at the date of

the purchase, by transferring to the Board of Public Works, bonds of the State for an amount equal to the stock proposed to be purchased, and also to pay any debt which it may owe the State at the date of the payment, on account of loans made to any of the companies which may have consolidated, by surrendering to the Board of Public Works State bonds for an amount equal to the debt proposed to be paid."

The consolidation above referred to was perfected August 15, 1868, and by the terms of the above quoted law, the right of said company to purchase the stock or pay the debts which the State holds in and against the same, will expire on the 15th day of August, 1870. The debt due the State by this company for loans and interest on the same, and for the use of the Blue Ridge railroad, amounting to $460,147 24, is perfectly good, and will be paid. It is also hoped that this company will redeem the stock owned by the State therein, amounting to $2,013,987 50, as provided by the law above quoted. This company has been recently reorganized, and now numbers in its board of directors some of the ablest and wealthiest financiers, as well as some of the most experienced, energetic and competent railroad men in the country. The unfinished portion of the road is being put under contract, and the whole work, it is said, will be rapidly pushed to an early completion to the Ohio river. When completed, it will undoubtedly prove to be one of the most profitable and valuable public improvements of the country, and of immense commercial and pecuniary advantage to our State. It must soon become one of the great arteries through which will be poured the vast and increasing commerce of the Ohio and Mississippi valleys and the northwest to our own city and seaboard, as well as to cities and communities to the north of us. The interest of the State in this company, if not purchased by it, will, it is confidently believed, at no distant day rise to par in value; provided always, that the undertakings and representations of those now controlling this improvement are fully and promptly executed.

The Norfolk and Petersburg railroad company's bonds, held by the State and secured by a first mortgage upon its property, are worth nearly par. No dividends have been paid upon either the preferred or common stock since the war, but if the road continues to prosper and increase in its business and capabilities as it has for the past four years the stock will soon be as valuable as any railroad stock in the State.

The bonds of the Orange and Alexandria railroad company are also secured by first mortgage on the company's property, and rate much higher in the market than our state bonds. The Manassas Gap railroad has been transferred to this company, under an act of the General Assembly, passed February 14th, 1867, and the corporate name of the company changed to the Orange, Alexandria and Manassas railroad company; and in that transfer the State surrendered or donated to this company its interest in the original Manassas Gap railroad. The road from Manassas Junction has been rebuilt and extended to Harrisonburg, so that it now commands the business of a very large, wealthy and growing section of the State. No dividends have been paid upon either the preferred or common stock since the war, not is it safe to anticipate a resumption of payment of dividends for some years to come, although the business of the company is constantly improving and the stock daily increasing in value.

The Richmond and Danville railroad company's loans, amounting, with interest, to $658,987 02, are well secured, and may be reckoned among the solvent and best assets held by the State. This road has rapidly recuperated since the war, and with its large increasing business, ought to be able, in a few years, to resume the payment of dividends upon its common stock.

In the Richmond and Petersburgh railroad company, the interest of the State consists only of common stock, not now dividend-paying, but with the general increase of prosperity and business, it ought in a few years to be nearly or quite at par.

The stock of the Richmond, Fredericksburg and Potomac railroad company rates higher than any other railroad stock in the State, and will doubtless soon become dividend paying.

The Richmond and York River railroad company's preferred and common stock, held by the State, will not, for some time to come, prove a source of revenue to the State.

The State owns $800,000 of the seven per cent. mortgage bonds of the Southside railroad company, and on the 1st of January, 1870, the accrued and unpaid interest thereon amounted to $280,000. These bonds were originally secured by a first mortgage upon the property of the company, but the Legislature, by an act passed January 18th, 1866, authorized the company to issue and dispose of its bonds to an amount equal to an amount not exceeding the balance due upon a loan made to the company by the State under an act of the General Assembly passed February, 1853 (the same loan above mentioned), to be secured by a mortgage upon the property of the company, "the full force and effect of such mortgage to the State first above mentioned being hereby suspended, and the claims thereof are hereby postponed until the bonds issued under the mortgage herein authorized to be given in its place and stead, as aforesaid, shall have been paid." (See acts of Assembly, 1865-'6, pages 337-8.) The company by authority of this act, but notwithstanding the subrogation of this mortgage to the lien of the State, the claim of the State, amounting, with interest, January 1st, 1870, to $1,080,000, is considered a solvent asset, and it is believed the company will soon be able to resume the payment of interest thereon. The common stock, under the impulse of prosperity and the increasing business of the company, is constantly appreciating, and if the wise policy which now controls the management of this road shall continue, it will one day, not many years in the future, become a dividend paying stock.

The stock held by the State of the Virginia and Kentucky railroad company, amounting to $103,438 69, is at present valueless. Work upon this road will probably be soon resumed, and when completed this stock may become valuable.

The Virginia and Tennessee Railroad is one of the most valuable and important public improvements in the State. The volume of business has annually increased since the war, and if its success in the future shall continue to increase in the same ratio as it has during the past four years, within the next five years it will be able to pay a dividend upon its common stock. Its preferred, and even common stock, will, in four or five years, rate at or near par. A loan made by the State to this company, of $1,000,000, is claimed by the company to have been paid during the war, but this claim is disputed by the State and can only be settled by the courts. As soon as our courts are organized a statement of the facts can probably be agreed upon by the State and the company, and the case be submitted to and decided by the proper tribunal. If judgment shall be given in favor of the State it will be paid by the company. The claim and interest amounted, on the 1st of January, 1870, to $1,455,000.

The stock of the Marietta and Cincinnati Railroad Company was obtained by the State from Selden, Withers & Co. It is improving in value but not worth par.

The interest in the James River and Kanawha Canal Company owned by the State, amounting to $10,400,000, is of no considerable marketable value. The State and private stockholders in this company could well afford, if authorized, to surrender gratuitously all its and their interests to any persons or corporation who would undertake, under suitable guarantees, to complete that important improvement. The interest of the "other navigation companies" is of no particular value.

The interest of the State in the various plank road and turnpike companies, amounting to $2,183,318 72, is comparatively worthless.

The claim of the State against the Chesapeake and Ohio Canal Company, being for interest paid on account of the bonds of that company guaranteed by the State, is in process of settlement; and the agents of the State who have the matter in charge, are confident that the State will soon realize therefrom, less expenses, nearly or quite the sum of $600,000.

From the claim against Seldon, Withers & Co., it is believed the State will realize about the sum of $150,000.

Relative to the claims against the State of West Virginia, for her proportion of the public debt, three commissioners have been appointed by this State, and provision has been made for the appointment of a like number by West Virginia, to adjust the same. It is hoped that an early settlement will be reached. Any discussion of the merits or amount of this claim would be out of place in this paper. It may not be improper to remark, however, that it would seem from the language of the act of March 21, 1867, that our general assembly were of the opinion that West Virginia ought to assume and pay one-third of the public debt.

From this brief review of the assets and securities held by the State, it will be observed that $2,612,776 87 are considered of equal or greater value than State bonds at present quotation, consisting of the following items, viz:

Bonds Alexandria, Loudoun and Hampshire Railroad Company	$50,862 40
Bonds Chesapeake and Ohio Railroad Company, with interest, and inclusive use of Blue Ridge Railroad	460,147 24
Bonds of Norfolk and Petersburg Railroad Company, with interest	141,371 82
Bonds Orange, Alexandria and Manassas Railroad Company, with interest	276,207 89
Bonds Richmond and Danville Railroad Company, with interest	658,987 02
Stock Richmond, Fredericksburg, and Potomac Railroad Company	275,200 00
Amount to be realized from claim *vs.* Chesapeake and Ohio Canal Company, less expenses, and claim *vs.* Seldon, Withers & Co	750,000 00
	$2,612,776 87

[The balance in the treasury is not included among these items, for the reason that a portion of it will necessarily be used to meet the current expenses of the government, and the disposition of the remainder is at the discretion of the General Assembly.] It will also be observed that of the assets, $10,048,267 91, it is hoped in a few years will be equal in value to State bonds, and will be available for the redemption of the State debt as follows:

Stock Chesapeake and Ohio Railroad Company	$2,013,987 50
Stock Norfolk and Petersburg Railroad Company	1,199,970 00
Stock Orange, Alexandria and Manassas Railroad Company	874,000 00
Stock Richmond and Danville Railroad Company	1,188,598 50
Stock Richmond and Petersburg Railroad Company	385,600 00
Stock South Side Railroad Co	803,500 00
Stock Virginia and Tennessee Railroad Company	2,300,000 00
Stock Marietta ane Cincinnati Railroad Company	202,611 91
Bonds South Side Railroad Company, including interest	1,080,000 91
	$10,048,267 91

Deducting the amount of solvent assets which are immediately available for the redemption of the State debt, viz: $2,612,776 87, together with those which it is hoped and believed will become available for that purpose in a few years, viz: $10,048,267 91, from the gross amount of assets first above mentioned, leaves a balance of $21,-

302,238 62, which is now, and probably never will become, of much value to the State. But in addition to this large amount, the State has lost, abandoned, or surrendered and released the following large sums, viz:

Subscription paid to Covington and Ohio Railroad Company	$3,206,461 83
Subscription paid to Fredericksburg and Gordonsville Railroad Co	168,299 00
Subscription paid to City Point Railroad Company	110,000 00
Subscription paid to Blue Ridge Railroad Company say	1,100,000 00
Subscription paid to Manassas Gap Railroad Company	2,280,000 00
Subscription paid to Portsmouth and Roanoke Railroad Company	406,650 00
Subscription to Roanoke Valley Railroad Company	807,402 00
Subscription to Winchester and Potomac Railroad Company	270,000 00
Subscription to Alexandria, Loudoun and Hampshire Railroad Co	1,717,248 00
Subscription to Navigation and other Companies	298,032 05
Loss by Seldon, Withers & Co., and Chesapeake and Ohio Canal Co.	580,000 00
	$9,739,092 00

Which, added to the amount above stated as comparatively valueless, makes the enormous sum of $31,041,326 50, or nearly the amount of the old State debt.

McKay Iron and Locomotive Works.

The McKay Iron and Locomotive Works, Jersey City, N. J., have commenced operations, and are now building five new locomotives for the New Jersey Southern Railroad. These machines are all made in duplicates, and are of the neatest pattern. Mr. McKay has built a great many locomotives in Boston, and he now has the best place to do business near New York. He is one of the most enterprising men in the country. His machines are equal to those of any other maker. We wish the company abundant success. They have entire new tools, of the latest patterns made by L. W. Pond of Worcester. The shops are well arranged, and Mr. McKay has all his patterns and drawings, and small tools, from his old works in Boston, which are of great value to the new concern. Mr. McKay has built 40 locomotives for the Central Pacific Railroad, 17 for the Chicago and Northwestern, 1 for the Central Railroad of Iowa, and many others. Mr. McKay's experience as a mechanic is not surpassed by any other mechanic in the country, and we are confident that his new enterprise in New Jersey will be a success. We append the following letter from Mr. Gilman, President of the Central Railroad of Iowa, which will give the character of the machine:

CENTRAL RAILROAD OF IOWA.
Marshalltown, Iowa, March 14, 1870.

N. McKAY, ESQ.,
Jersey City, N. J.

MY DEAR SIR—Riding upon the Locomotive "Thos. Kensett" last night with Mr. Vodder, our M. M. he remarked that she had been out for 7 months without going into the shops for repairs, and would pull a bigger load than any 15+22 inch cylinder engine on our road. The "K." is 14+22. I write you this as in justice I believe it due you.

Very truly yours,
C. C. GILMAN, Pres't.

Illinois Central Railroad.

The statement of this Company for the month ending February 28, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,748.98 for	$49,884 87
Acres Int. Fund Lands sold	80.00 for	1,170 40
Acres Free Lands sold	..... for	.....
Total sales during month of Feb., 1870	4,828.98 for	$51,055 27
To which add Town Lot Sales		190 00
Total of all	4,828.98 for	$51,245 27
Cash collected in February, 1870		$157,571 20

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258½ Miles.	Total. 965½ Miles.
Freight	$375,159 00	$62,370 00	$437,529 00
Passengers	118,837 57	23,649 45	142,487 02
Mails	6,875 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Total Feb., '70	$574,371 57	$89,019 45	$663,391 02
Total actual earn'gs, Feb. 1869	$461,698 64	$62,994 84	$524,693 48

☞ Another railroad is to be built in New Jersey the coming summer. The proposed road is to run from Tuckerton to Manchester, thence to Vincentown, Pemberton, Merchantville and Camden.

McKay Iron and Locomotive WORKS,
MANUFACTURER OF
LOCOMOTIVE ENGINES,
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NAILS, BANDS, HOOPS & RODS,
BORDEN MINING COMPANY'S
CUMBERLAND COALS.

RAILROAD SPIKES.
10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by
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RAILROAD IRON.
4,000 TONS 50 LBS. ERIE PATTERN, BEST Clawshays make. Now in yard and for sale by
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4t49 **New York.**

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Iron Commission Merchant,
And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
512 Walnut Street,
PHILADELPHIA.
RAILROAD CROSS TIES.

FOR SALE.
A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to
D. L. WELLS,
Milwaukee, Wis.

NOTICE IS HEREBY GIVEN, IN PURSUANCE of law, that a meeting of the Stockholders of the Beach Pneumatic Transit Company, for the purpose of increasing the capital stock of said company to ten millions of dollars, will be held at the office of the company No. 260 Broadway in the city of New York, on Saturday the ninth day of April, one thousand eight hundred and seventy, at one o'clock in the afternoon.

A. E. BEACH, JOSEPH DIXON,
H. T. CASWELL, M. S. BEACH,
F. H. BETTS, } TRUSTEES.
NEW YORK, *March 12th*, 1870.

LARGE PEREMPTORY SALE.
Very Valuable Machinery.
RICHARD NORRIS & SON'S
LOCOMOTIVE WORKS,
17th Street between Pennsylvania Avenue and Spring Garden Street,
PHILADELPHIA, PENN.'
THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 26 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Sellet's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 10 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Fines; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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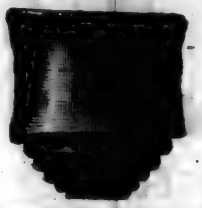
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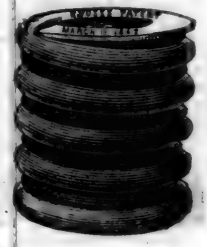
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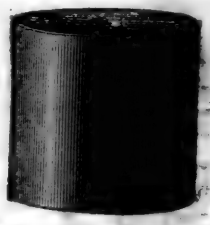
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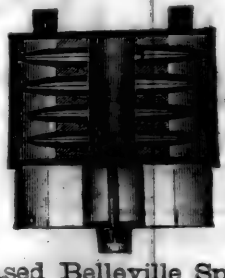
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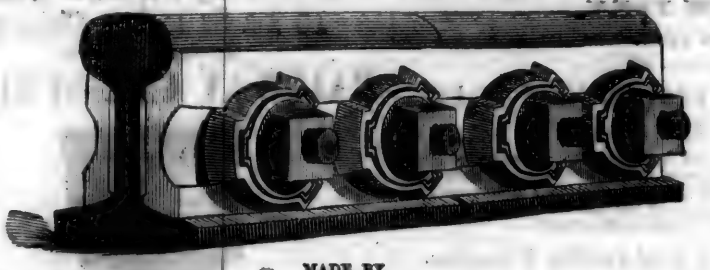
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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 2, 1870.

Chesapeake and Ohio Railroad.

THE CHESAPEAKE AND OHIO RAILROAD will unite the harbors of the Atlantic coast with the inland navigation of the West, by a short, constant and economical line. The greater part of it is already in active operation, and a force of 7,000 men is engaged on the construction of the remainder.

When completed from the deep waters of the James River to the confluence of the Big Sandy with the Ohio, it will afford the shortest, cheapest and most reliable route for the products of the West and Southwest to the seaboard, and the quickest for passenger travel to and from the national capital. Connecting and tributary lines of railroad are projected and constructing in Ohio and Kentucky, which will give ready transit to and from the great railroad centres of the Mississippi Valley and the Pacific Railroads.

Inexhaustible deposits of iron ore and free-burning coal are found along the line of the road, which must contribute an important local traffic, in addition to that already drawn from the rich agricultural regions adjacent.

The Loan intrusted to our hands is one of the most important ever negotiated in this country; it is based upon a mortgage covering four hundred and thirty-seven miles of main line, equipment, &c., for which there is ample *present* security in completed road and work done.

The Bonds we offer have assurances of prominence and activity in the money markets of the world.

It is of great importance to purchasers of railroad securities to secure those which shall be widely known and actively dealt in and have a ready market hereafter.

For Trustees of Estates, Widows, Orphans, Clergymen, Farmers, and prudent investors generally, who desire to invest money securely, at a reasonable rate of interest, and avoid paying the premium on Government Bonds, the loan of the CHESAPEAKE AND OHIO RAILROAD COMPANY affords the desired channel for investment, and has been selected by us with special reference to this extensive want.

The Loan is in Bonds of $100, $500 and $1,000, Coupon or Registered. They have thirty years to run. Interest six per cent., payable May 1 and November 1. Principal and interest payable in Gold in the city of New York.

Price, 90 and accrued interest.

Bonds delivered at all points free of express charges.

FISK & HATCH,
Bankers, &c., 5 Nassau street.

Electric Signal Apparatus for Railroads.

The following article, which we copy from the *Journal of the Telegraph*, is from the pen of GEORGE B. PRESCOTT, Esq., Electrician Western Union Telegraph Company, and author of the "History, Theory and Practice of the Electric Telegraph:"

One of the earliest and most important applications of electro-magnetism was made in connection with the operation of railroads. On some roads the movement of trains is entirely regulated by telegraphic signals. The conditions under which trains or engines are allowed to move are, that every train leaving or passing a station is signalled out to the next station, and must not go on till the out signal is taken. Its arrival is signalled back to the last station, and no second train is allowed to follow until the first has arrived; for no two trains are permitted to be on the same length of railway between two signal stations at the same time. A train is considered in when within the protection of the semaphore signals of the station, and the telegraph permission for a second train to follow refers only to the open line, as far as the previous train is concerned, and extends only to the distant signals of the station. On approaching the station, the train is subservient to the visible signals.

The most ingenious and reliable apparatus for railway signals which I have ever seen are those in operation on the New York and New Haven Railroad, invented by Mr. THOMAS S. HALL, of Stamford, Conn., consisting of a series of automatic electro-magnetic signals for switches, draw-bridges and road crossings. The signals are both sonorous and visual, a red disc being displayed, and a bell rung, whenever a switch is displaced, a draw-bridge opened, or a train approaches a road crossing. The apparatus for raising the signals and ringing the bells, is the same in principle for every application, the difference in the various devices consisting in the method for operating the signals. The movement of a switch causes a circuit to be closed which rings a bell and exhibits a red signal until the switch is replaced. The removal of the bolt which permits the opening of a draw-bridge, causes a bell to ring and a danger signal to be exhibited until the draw-bridge is closed. The road crossing signals are operated by the pressure of the car wheels upon a lever attached to the rail, which closes an electric circuit and holds it closed until the train passes the crossing and the wheels press upon another lever, which opens the circuit, when the danger signal drops and the bell stops ringing. These signals are admirably adapted for the use upon single track railroads for perventing collisions, and upon both single and double track roads for preventing trains from running into each other from behind. They can very readily be arranged for signalling the position of every train upon the entire length of a road so as to render it impossible—unless the engineer should wilfully disregard the signals—for any two trains to collide, or for one train to run into another from behind. For deep cuts or short curves where the track cannot be see for any considerable distance ahead, these signals would prove of the most invaluable service, and if generally adopted upon all the railways in the country would be the means of largely decreasing the annual destruction by railway accidents of both life and property.

The operation of these signals being automatic, they are not subject to the contingencies which render those made by hand so unreliable, for the most careful of men will sometimes forget to exhibit the signals, or become confused and give the wrong ones, while these automatic signals will not fail by night or day to perform their ap-

pointed duty with all the reliability and precision of perfect mechanism.

These instruments being inexpensive, simple in design, effectual and reliable in operation and constructed in the most thorough and durable manner, will, I trust, meet the consideration which they deserve, and ultimately be generally adopted upon all railroads.

☞ The Houston (Texas) *Union* says the grading and bridging on the railroad line from Brenham to Burton, fourteen miles, is as good as completed.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1869, were as follows:

From freight		$4,602 817 06
" passengers		1,702,629 35
" sleeping cars		24 547 00
" extra baggage		2,028 73
" mails		76,372 22
" express		179,179 83
" rent of property		115,625 73
" rent of cars		23,371 63
" dockage		13,426 25
		$6,739,997 80
Net earnings over Chicago, Burlington and Quincy Railroad, as per contract		546,899 64
Net earnings over Peoria and Oquawka Railroad, as per contract		94,100 46
Total earnings in Illinois		$7,380,997 90
Earnings over leased lines in Iowa—		
Dubuque and Sioux City		1,290,588 63
Iowa Falls and Sioux City (5 mos.)		40,924 16
Cedar Falls and Minnesota		110,971 51
Total		$8,823,482 20
Less operating expenses, viz:		
Salaries	$175,620 29	
General expenses	257,959 93	
Legal expenses	17,365 22	
Claims and damages	68,501 88	
Station expenses	691,587 00	
Freight train expenses	740,036 34	
Passenger "	252,713 30	
Repairs of engines	569,755 87	
" cars	494,451 15	
" tools, etc	53,228 78	
Cleaning engines	54,340 33	
" cars	17,977 43	
Equipment expenses	56,724 65	
Repairs of road	1,215,207 88	
" bridges	98,820 98	
" fencing	107,062 26	
Operating St. Charles Air Line	7,567 12	
Insurance	40,673 79	
		4,924,594 20
Leaving net earnings		$3,898,888 00
Deduct—		
Charter tax paid State of Illinois	$464,933 31	
Charter tax paid State of Iowa	14,424 84	
Rent of leased lines	532,154 47	
		1,011,512 62
		$2,887,375 38
Add—		
Amount applicable to Interest Fund, as per Land Office Report	$318,325 24	
Amount applicable to Free Land Fund, as per Land Office Report	446,815 59	
		765,140 83
Net amount, as shown in General Balance Sheet		$3,652,516 21

General Statement of Accounts.

Balance of net cash assets as shown in last annual report		$2,012,927 83
Gross earnings, as above, in 1869		8,823,482 20
Net receipts of Land Department		2,422,850 83
Decrease in working st'k of supplies		79,912 36
Six per cent. Sterling Redemption bonds issued in exchange for six per cent. Construction bonds		103,500 00
		$13,442,673 22
Permanent expenditures		$884,776 99
Operation expenses, as above		4,924,594 20
Tax paid the State of Illinois, being 7 per cent. on the gross earnings for the year ending October 31, 1869		464,933 31
Tax paid the State of Iowa on the gross earnings of leased lines to December 31, 1869		14,424 84
Rent of leased lines in Iowa for the year ending December 31, 1869		532,154 47
Interest on funded debt		580,900 00
Sterling exchange on coupons payable in London		64,536 90
Dividends paid in 1869, being 10 per cent. on the capital stock, and including United States tax		2,660,247 37
Bonds purchased in 1869—		
7 per cent. Construction	$767,500	
6 per cent. Construction	2,000	
Sterling Redemption	28,000	
Currency Redemption	60,500	
		858,000 00
Construction 6 per cents received in exchange for new Sterling Redemption bonds		103,500 00
Premiums and commissions paid on bonds called, purchased and exchanged		143,825 09
Amount of construction bond fund		519,500 00
Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies		1,691,280 05
		$13,442,673 22

It will be seen that the gross earnings were $8,823,482 20, working expenses $4,924,594 20, State taxes $479,358 15, and rent of leased lines in Iowa $532,154 47, leaving net earnings $2,887,375 38, against $2,414,984 58 in 1868, being a gain of $472,390 80, or 19½ per cent. The per centage of expenses to earnings, including State taxes, was 61.25 per cent. against 64.37 in 1868.

The gross earnings in Illinois were $7,380,997 90, and the net $2,782,756 16, being an increase over last year of $438,009 43.

The gross earnings of the leased lines, included in above amount, were $1,442,484 30, working expenses $741,285 77, State taxes $14,424 84, and rent $532,154 47, leaving a net profit of $154,619 22. The President in his report says:

It will be observed that there is an increase of 103½ miles in leased lines in Iowa, as compared with last report. The extension comprises 54 miles of the Cedar Falls and Minnesota Railroad, and 49 miles of the Iowa Falls and Sioux City Railroad—making a total length of 258½ miles now worked in Iowa. The harvest has been ample, and we have found profitable employment there for all the motive power and rolling stock we have been able to spare from the line in Illinois. The Iowa line has been worked successfully; the great benefit resulting has been found in the increase of traffic upon the line in Illinois north of Mendota.

As the Southern States have become more prosperous, our traffic with that section has considerably increased. I recommend the most intimate relations with the Railways of the South, and with that view shall deem the construction of a line from Columbus to Cairo most fortunate for this company, the distance being twenty-four miles, and the line, when built, placing us in connection by rail with the Mobile and Ohio Railroad.

The tonnage hauled during the year was 1,601,972 tons, against 1,439,675 in 1868, and the average distance each ton was hauled was 158.14 miles, against 157 miles in 1868. This, owing to the decline in the value of cereals, has been transported at a considerably reduced rate per ton per mile, as compared with the previous year.

Our expenditures on maintenance of way during the year amounted to $1,314,028 86, which includes the cost of 8,255.6 tons new iron. The length of track relaid with new iron was 85.35 miles, and with repaired iron 75.42 miles; of which 14.76 miles with new iron, and 3.77 miles with repaired iron, were in Iowa. Of the $98,820 98 charged to account of bridging, a large amount was expended in the cost of six spans of iron bridge over the Illinois River, replacing the same length of wooden bridge.

The amount charged to permanent expenditure was $884,776 99, of which $431,592 70 was for construction, and $441,713 for equipment. Construction includes the cost of ballasting with rock and gravel 52.78 miles of track, amount, $93,313 50; bridging, $67,923 03; new station buildings, $73,181 43; additional water works, $18,063 20; 9.24 miles of new sidings, $125 953 73. Of the total amount charged to construction, $60,815 91 was expended on leased lines for new sidings, ballasting, station buildings, etc. The track has been improved; motive power and rolling stock have been well maintained, important additions having been made to both during the year by building 7 new engines and 3 hundred and 80 cars.

The bridge across the Mississippi, between Dunleith and Dubuque, opened on the 1st of January, 1869, has been used successfully, and enabled us to transport without interruption a large amount of freight.

The amount paid for dividends, including Government tax, during the year was two million six hundred and sixty thousand two hundred and forty-seven dollars and thirty-seven cents; six hundred and forty-five thousand four hundred and thirty-six dollars and ninety cents was paid for interest on Funded Debt and Sterling Exchange, leaving a balance of one million six hundred and ninety-one thousand two hundred and eighty dollars and five cents cash assets. We hold a stock of working supplies costing seven hundred and twenty-six dollars and ninety-three cents; a fund of five hundred and nineteen thousand and five hundred dollars set aside for the purchase of Construction Bonds, and two million five hundred and seventy-nine thousand dollars of Construction Bonds in hands of Trustees in anticipation of collections. It will be observed that the net from traffic in Illinois was more than equal to our dividend in 1869.

The Funded Debt was redneed $858,000, and on the 1st January amounted to $8,519,500, or, deducting the special fund above referred to, leaves an even sum of $8,000,000.

The low price of wheat, and the almost total failure of corn through the central portion of the State, made it difficult for the farmers to pay up in full to the Land Department. The collections amounted to $2,551,717 70. During the year there were surrendered to the Trustees, $1,467,000 of Construction Bonds. Of the $3,335,774 Construction Bonds now in hands of Trustees, $2,579,000 are in advance of collections. There were 85,860 acres sold to 1,521 purchasers, for $899,348 71, being an average of $10.48 per acre, and of 56 acres to each purchaser. Up to the close of the year, 1,356,830.51 acres of the original grant of land had been deeded to purchasers, and returns thereof made to the State authorities. The amount owing to the company for lands sold, was $4,492 351 60, and the number of acres unsold, 457,779.17, of which nearly 400,000 acres are located south of the centre of the State.

The annual meeting of the shareholders will be held in Chicago, on Wednesday, the 25th day of May next. The term of service of three directors will expire at that date.

General Balance Sheet.

Permanent expenditures		$32,785,264 30
Interest & dividend account	$12,480,571 82	
Less avails of interest fund	3,652,516 21	
		8,828,055 11
Net cash assets New York and Chicago		1,691,280 05
Working stock of supplies		764,226 93
Premium paid on bonds delivered Land Department in anticipation of collections		129,563 61
		$44,198,380 00
Capital stock		$25,278,710 00
Canceled bond scrip		18,170 00
Funded debt—		
Construction bonds due April 1, 1875, 7 per cent	$3,187,500	
Construction bonds, due April 1, 1875, 6 per ct.	332,600	
Currency Redemption Bonds, due April 1, 1890	2,500,000	
Sterling Redempti'n B'ds due April 1, 1875	2,500,000	
	$8,519,500	
Less Construction Bond Fund	519,500	
		8,000,000 00
Bonds delivered Land Department	13,480,500	
Less in hands of Trustees	2,579,000	
		10,901,500 00
		$44,198,380 00

Net Cash Assets.

Cash assets, New York office		$1,653,990 18
Less sundry coupons		104,687 88
		$1,549,302 30
Cash assets Chicago office	$865,614 74	
Less liabilities	723,636 99	
		141,977 75
Total amount at debit in General Balance Sheet		$1,691,280 05

Permanent Expenditures.

Construction	$431,592 70
Equipment	441,713 00
Engineering expenses	7,905 99
Right of way	3,565 30
	$884,776 99
Add amount at debit of this account in last annual report	31,900,487 31
Total amount at debit in General Balance Sheet	$32,785,264 30

Interest Account.

Construction bond coupons, April and October	$277,495 00
Interest on redemption bonds, in currency	152,910 00
Interest on sterling redemption b'ds	150,495 00
Premium on sterling exchange to pay coupons in London	64,536 90
	$645,436 90
Dividends on share—	
Dividend of February, 1869, 5 per cent	$1,263,580 00
Dividend of August, 1869, 5 per cent	1,263,655 00
U. S. tax on above	133,012 37
	2,660,247 87
	$3,305,684 27
Add amount at debit of this acc'nt in last Annual Report	9,174,887 05
Total amount at debit in General Balance Sheet	$12,480,571 32

Capital stock has been increased $1,440 by the conversion of cancelled bond scrip.

The working stock of supplies consist of wood, coal, etc., on Chicago, North and Iowa Divisions, $64,135 78; engineering materials and tools, $361,847 37; materials at shops, $334,732 01; stationery, $3,511 77—total, at debit in General Balance Sheet, $764,226 93.

The lands remaining unsold are located as follows: on Main Line—between Cairo and the Ohio and Mississippi Railroad 272,812.52 acres; between the Ohio and Mississippi Railroad and Decatur 61,054.64; between Decatur and Dixon, 17,794.26; between Dixon and Dunleith, 16,533 02. On the Chicago Branch—between the Ohio and Mississippi Railroad and Tolono, 54,355.14; and between Tolono and Chicago, 35,729.59—total, 457,779.17 acres.

During the year 7 new first class engines were built at the company,s works, making the number owned by them at the close of the year, 177; of these, 30 were employed on passenger trains, 107 on freight, 24 on other trains, and 16 undergoing repairs. 42 engines have received general repairs, 54 thorough repairs, of which 10 have been rebuilt, and 5 have been altered to burn coal, leaving but 3 wood burners on the road.

The number of miles run by engines with passenger trains, was 1,225,430; with freight trains; 3,437,072; with construction trains, 154,485; switching, 497,316—total, 5,414,303, an increase of 820,857 over the previous year. Cost of repairs, $610,566 03. Cost of repairs per mile run, 11.27 cents against 12.72 cents in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 25.49 cents, against 27.57 cents in 1868, 29.62 cents in 1867, and 32.67 cents in 1866—the total cost being $1,381,349 88, against $1,266,531 96 in 1868, and $1,116,102 66 in 1867. The cost of oil, waste and tallow per mile run, has been 0.73 cents; of fuel, 6.56 cents. Av. miles run to a pint oil, 14.37; to a ton of coal, 37.07.

The company have 85 passenger, 1 officers', 1 pay, 41 baggage, mail and express, 13 sleeping, 2,481 grain, 50 Blue Line, 320 stock, 319 flat, 1,019 coal, 2 powder, 4 derrick, 3 tool and 2 tank cars, and 4 large and 10 small snow plows. There have been added to the rolling stock 4 sleeping, 2 baggage and smokers', 224 grain and 150 flat cars. 6 passenger and 102 freight cars were rebuilt. 4,790 new wheels were used in repairs of cars during the year. The cost of repairing passenger cars has been 4.19 cents, and of freight cars 0.67 cents per mile run.

The total number of passengers carried was 1,399,416—an increase over the previous year of 86,785. Number carried one mile, 52,306,016—an increase of 5,678,195. Av. number of miles traveled by each passenger, 38.09. Av. fare of each passenger, $1 50.28. Revenue per mile of road, $2,178 13.

Tons of freight transported 1,601,972—an increase of 162,297. Tons carried one mile, 253,336,118—an increase of 27,482,708. Tons carried one mile north, 131,855,431; do., south, 121,480,687. Tons of local freight carried one mile, 242,140,616; do., through do., 11,195,502. Av. distance each ton was carried 158.14 miles. Av. revenue per ton, $3 93.88. Revenue per mile of road, $6,535 33.64.

The amount of expenditures in road department, has been for operation, $1,607,773 87 and permanent, $441,959 53. There were used in repairs of road, 341,179 cross ties, 591,720 lbs. spike, 21,262 chairs, 60,609 fish plates and bolts, 38,198 bars of new iron, 45,383 bars of repaired iron, 10,921 bars of old iron and 1,073 bars of steel and steel headed rail. The length of track relaid was 183.46 miles.

President.—John M. Douglass.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, Ex Officio. Thomas E. Walker, Wilson G. Hunt, Jonathan Sturges, until May, 1870; R. Daniel Wolterbeek, Cunningham Borthwick, H. H. Hunnewell, until May 1871; Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872; Henry Chauncey, George Bliss, John M. Douglas, until May, 1873.

Gen'l Superintendent.—Marvin Hughitt.

Treasurer.—Thomas E. Walker.

Land Commissioner.—John B. Calhoun.

Homogeneous Rails.

The Chief Engineer of the Allegheny Valley Railroad, H. Blackstone, Esq., in his report to the company, makes the following comparison between iron and steel rails:

In regard to the durability of iron rails I have never seen a rail perfectly homogeneous worn out; neither have I ever heard any civil engineer say that he had, and I have frequently asked the question. In speaking of these things to a prominent iron manufacturer of this city, he kindly proposed to furnish to this company a couple of iron rails made from his common merchant bar. These were received and laid on the track in March 1868, and on the opposite side of the track were laid steel headed-rails, manufactured in Michigan. Both were laid at a point where it was supposed they would receive the roughest service. In less than six months some of the steel rails were given out, and shortly after they were lifted and Brady's Bend rails supplied. These were worn out and others supplied and worn out, while the two rails furnished by the party above referred to, remain in the track apparently little the worse of the service.

Steel Rails.

The President of the Baltimore and Ohio Railroad Company in his last annual report says:

The experience of the company in the use of steel rails has resulted very favorably. Steel rails laid in 1864, where the wear had been great, and frequent renewals of iron had been required, continue still in excellent condition. The great durability of steel, compared with iron rails, will make the comparative ultimate cost, in roads with heavy traffic, much in favor of the former. During the past year 2,717 tons of steel rails have been placed in our tracks, and arrangements have been made for a large additional quantity for the current year.

☞ The field work on the Martinsburg and Potomac railroad is expected to be completed to Martinsburg by the 10th of April; the proposals for construction ready by the 25th, and the contracts all made and the first spade put into the ground on the 1st of June next. Orders have been given for the immediate construction of the bridge across the Potomac to the point at which the location of the road will commence.

☞ The ordinance recently passed by the Baltimore City Council, and sanctioned by the Legislature of Maryland, authorizing the city to subscribe one million dollars to the stock of the Virginia Valley Railroad Company, and a loan to pay such subscription, has been ratified by a vote of the citizens.

Allegheny Valley Railroad.

At an adjourned meeting of the stockholders of this company, held in Pittsburg on the 24th ult., the annual reports of the Board of managers and officers was presented. From these we learn that the earnings of the road during the year ending January 31, 1870, were:

From passengers	$436,074 69
" freights	851,125 68
" express	7,200 00
" mail	6,585 00
" rents	2,375 87
" miscellaneous	1,415 78
	$1,204,777 02

And the expenses were:

Conducting transp.	$183,065 44	
Motive power	175,203 86	
Maintenance of way	180,456 73	
Maintenance of cars	38,138 56	
General expenses	116,987 75	
		693,852 84
Leaving net earnings		$510,924 68

The gross earnings of the year ending January 31, 1869, were $928,083 87; and the expenses, $682,863 69—leaving net earnings for that year, $245,219 68; showing an increase in gross earnings of $276,693 65, with an increase in expenses of only $10,988 65—the increase of net earnings being $265,705.

The total expenses were 57.6 per cent., including the general expenses which were 9.7 per cent. The actual expenses chargeable to transportation were 47.9 per cent. of the gross earnings.

The number of barrels of crude petroleum transported during the year was 726,800, against 564,667 the previous year—an increase of 161,433. Refined oil, 508,899 barrels, against 595,577 barrels in 1868-'69—decrease, 86,678. Bituminous coal northward, 81,895 tons—an increase over the previous year of 61,008 tons. Bituminous coal southward, 208,192 tons—a decrease of 5,800 tons. The entire tonnage both ways was 667,821 tons. The number of passengers carried was 465,338—an increase of 102,585. The increase in local freight earnings was $160,393 17; and in through freight earnings, $43,392 38—total, $203,785 55. The increase in local passenger traffic was $66,178 49; and in through passenger traffic, $6,352 64—total, $72,531 13.

Four new locomatives, four first class passenger coaches, one baggage car, and one mail car were purchased during the year. One first class locomotive was built in the Company's shop, and two more under way will be completed during the year. The Superintendent thinks that four new freight engines will be required this year to perform the large and increasing business of the company.

The President in his report says that a considerable sum will be required during the coming year for general purposes. The new bridge must be covered and some of those on the old part of the line will have to be rebuilt and others thoroughly strengthened; additional water stations and sidings are also necessary, and the long line of trestle work at Scrubgrass and Foster must be filled in.

The business of the road requires a double track between Pittsburgh and Hulton; its construction will be commenced early in the spring, and it should be extended to Freeport and still further northward as the finances of the company will permit.

The equipment of the road is in good order, but not adequate to the business, and a large increase will be necessary during the present year. One hundred and fifty freight cars have already been contracted for, and an additional number of passenger and freight cars and locomotives will be needed under the new arrangement for a through line between Pittsburgh and Buffalo.

The bonded and other indebtedness of the Company on the 31st of January, 1869, was as follows:

First mortgage bonds	$354,000 00
Second mortgage bonds	172,000 00
General mortgage	3,118,000 00
Floating debt	2,362,328 67
Bond for real estate	21,564 78
	$6,027,893 40

The bonded and other indebtedness on the 31st of January, 1870, was:

First mortgage	$146,000 00
Second mortgage	39,000 00
General mortgage	3,785,000 00
Bonds paid to the Commonwealth of Pennsylvania in exchange for Sunbury and Erie bonds	3,500,000 00
First mortgage bonds, Eastern Extension	59,000 00
Floating debt	531,113 77
Bonds for real estate	21,564 78
	$8,081,678 50

Increase of bonded debt, $3,885,000; decrease of floating debt, $1,831,214 90.

The 7 3-10 general mortgage bonds were issued and sold with the understanding that a portion of them would be retained in the hands of the Company equal in amount to the bonds of the first and second mortgage, and to be exchanged therefor. Up to the present time $429,000 in bonds have been thus exchanged, and $185,000 remain to be exchanged. It is presumed the holders of the remainder of the first and second mortgage will be glad to exchange them during the coming year.

The reduction of the floating debt, together with the surplus of expenditure over and above the gross receipts of the Company for the year 1869 was realized from the sale of the Sunbury & Erie bonds received from the Commonwealth of Pennsylvania.

The expenditures for construction during the year were $332,965 32.

The total length of the main track from Canal street, Pittsburg, to Venango City is 131.50 miles. The main track to connect with the Oil City and Allegheny River Railroad from the passenger station to the bridge is 1,100 feet; length of bridge, 676 feet; length of north approach, 1,090 feet, making 0.52 mile, which gives a total length of road of 132.02 miles. Including individual and company's sidings it is 160.42 miles.

The bridge over the Allegheny River was completed and first used for traffic on the 2d of February.

With the exception of one note of $8,000, not yet due, the personal liabilities of the managers, which at one time amounted to over a million and a half of dollars, in behalf of the company, have been paid off during the last fiscal year.

The President has succeeded in negotiating a contract with the Oil City and Allegheny River Railroad, the Buffalo, Corry and Pittsburg Railroad, and the Lake Shore and Michigan Southern Railroad, for the establishment of a through line of passengers and freight between Pittsburg and Buffalo without change of cars. In the transportation of freight it is believed this line will successfully compete with any other, and for passengers the beauty of its scenery on the Allegheny, the strange sights of the Oil Regions, through the heart of which it passes, the attractions of Chautauque Lake, which it strikes in Western New York; its equal rapidity of transit, and its advantages of being without change of cars, will cause it to be greatly preferred. The first through shipment from Buffalo arrived on the 19th of March.

The work on the eastern extension of the road, it is said, will be commenced early in the spring, and pushed vigorously.

The office of the company is at Pittsburg, Pa. The officers are: President, Wm. Phillips; General Superintendent, J. J. Lawrence; Assistant Superintendent, Thomas M. King; Chief Engineer, H. Blackstone; Treasurer, John Ballantine; Auditor, A. F. Rowland; Master Mechanic, George D. Glass.

☞ The Troy Board of Trade has appointed a committee to have a survey made of the proposed railroad between that city and Guilderland, to connect with the Albany and Susquehanna Railroad. The following gentlemen compose the committee: Wm. Kemp, Hannibal Green, Townsend Burden, Chester Griswold and Walter P. Warren.

☞ The engineers are now making their final survey for the route of the Western Maryland Railroad from Owings' Mills into the city of Baltimore, to the mouth of the proposed tunnel of the Baltimore and Potomac Railroad, on Kirby's Lane, at the junction of Winchester street. That end of the road is to be commenced forthwith, so so soon as the survey is completed.

Pennsylvania Railroad.

We gave in our issue of February 26th, the Report of the President of the Pennsylvania Railroad Company for the year ending December 31, 1869. The following is the

GENERAL ACCOUNT.

To capital stock	$33,493,112 50
First mort. six per cent. bonds, due in 1880	4,972,000 00
Second mort. six per cent. bonds, due in 1875	4,866,840 00
General mort. six per cent. bonds, due in 1910	6,826,500 00
Lien of the State upon the Public Works between Philadelphia and Pittsburg, purchased by this company, bearing 5 per cent. interest, payable in annual instalments of $460,000, applicable first to the interest, and the remainder to principal—original amount of which was $7,500,000	6,082,588 14
Short bonds or debentures, six per cent., due in 1871	1,114,224 00
Mortgages and ground rents, at six per ct., remaining on real estate purchased	102,809 52
Bills and accounts payable, including dividend due to stockholders unpaid	5,573,323 10
Contingent fund	1,000,000 00
Balance	998,955 46
	$65,030,302 52

By balance standing on books of the company for the construction of the railway between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg		$14,087,741 13
Balance standing on books of the company for the purchase of the Philadelphia and Columbia Railroad		5,375,733 43
Balance standing to the debit of equipment of road, consisting of 608 locomotives, 294 passenger cars, 123 baggage, mail and express cars, 9,200 freight cars, and 1,054 road cars		6,182,448 17
Cost of real estate of company and telegraph line		4,271,506 88
Extension of Pennsylvania Railroad to south bank of the Monongahela, and to the Delaware river, including wharves and grain elevator		2,475,437 10
15,365 shares Harrisburg and Lancaster Railroad stock		768,250 00
25,547 shares Connecting railway stock		1,277,350 00
31,686 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 p. ct. stock in the sinking fund		779,637 26
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date		7,676,695 31
70,231 shares of capital stock of the Pennsylvania Canal Company		1,101,156 00
Amount of bonds and stock of municipal and other railroad corporations		6,019,221 01
Cost of bonds and stocks in the sinking fund, to pay Pennsylvania Railroad second mortg'ge bonds, and the bonds of the Harrisburg and Lancaster Railroad Company		2,433,432 35
Amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way, &c., on the Pennsylvania Railroad		1,899,428 49
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way for the Philadelphia and Erie Railroad		407,854 00
Amount advanced to operate the Philadelphia and Erie Railroad.		538,837 50
Amount of bills and accounts receivable, and amount due from other railroads		8,086,147 79
Balance in hands of agents		804,182 36
Balance in hands of treasurer		845,743 74
		$65,030,302 52

THOS. T. FIRTH, *Treasurer.*

Philadelphia, December 31, 1869.

Columbia and Port Deposit Railroad.

The Columbia (Pa.) and Port Deposit (Md.) Railroad has been placed under contract to the Pennsylvania line, from the point to where it is completed above Port Deposit. The distance to be graded in Maryland is about six miles, which the contract requires to be finished by September next. Messrs. J. J. Heckart, John Keaveney and Joseph W. Reynolds, of Port Deposit, are the parties who have taken the contract, and will commence work in a few days. Twelve miles of the road, in Pennsylvania, will be put under contract next month, and the prospect seems favorable for the completion of the road in 1871.

Pittsburg, Ft. Wayne & Chicago Railway.

The annual meeting of the stockholders of this company was held in Pittsburg on the 28d ult. The meeting was organized with Col. Wm. Thaw as President and F. M. Hutchinson, Esq., as Secretary.

Gen. Cass, President of the company, presented the annual report of the Board of Directors, from which we extract the following:

The report which your Board makes to you to-day is of a character different from any heretofore submitted. The duties and responsibilities of your Board are very much diminished, and wholly changed, and your relations to your property are correspondingly modified. The lease of your railway and property, which was executed on the 7th of June last, approved by you on the 24th of June, was carried into practical execution on the 1st of July, following, by a surrender of the same to the Pennsylvania Railroad Company, and by that company received according to the terms of the lease, and since managed and controlled exclusively by that company.

During the six months of the lease the gross earnings were as follows:

Earnings of main line		$3,950,409 10
Sixty per cent. of the earnings of New Castle Branch		73,542 53
Sixty per cent. of earnings of Lawrence Branch		86,078 07
Sixty per cent. of earnings of Akron Branch		79,908 77
Interest due from Cleveland and Pittsburg Railroad Co		6,943 75
		$4,146,882 22
Expenses of main line	$2,143,145 62	
Expenses of New Castle Branch	38,476 83	
Expenses of Lawrence Branch	27,994 35	
Expenses of Akron Br.	68,261 33	
		2,277,878 18
Leaving a profit of		$1,869,004 09
Amount paid and payable by the terms of the lease	$1,283,956 80	
Due Cleveland & Pittsburg Railroad Company in division of earnings	29,369 75	
		1,313,326 55
Excess of net earnings—being an apparent profit for the first six months of the lease		$555,677 54

The whole of this amount, excepting $36,829 50 was expended on the road for construction, equipment and extraordinary expenses, $78,913 having been expended in ten new locomotives, and $140,167 22 in new freight cars, &c., &c.

The total business of the six months of the lease was $186,215 15 less than the corresponding months of last year; but the diminished expenses made a net result of $152,850 07 in favor of the six months over the corresponding period of last year. The diminished receipts were caused by a general depression of business in part, and in part by the policy of the lessee confining their general manager to the Chicago and Northwestern business, (a part of which was divided with the Columbus route,) and throwing the western and southwestern business on other leased lines to the exclusion of your road. The general fall on the price of materials and labor, and the diminished expenses, by reason of regulating competition between parallel lines west from Pittsburgh, will account for the diminished cost of operating the road, during the past six months, than during the corresponding six months of the year previous. In this connection, it is right to add that the general manager, (J. N. McCullough, Esq.,) on behalf of the lessee, managed the property with zeal, ability, and judgment, looking to the permenent interest of the property, as well as to immediate favorable results for the lessee.

The report announces the contract made with the Grand Rapids and Indiana Railroad Company, by which the building of that line is more certain, and its large business thereby secured for the road of this company. It also says: On the application of the lessees of your road, and without prejudice to the lease, your Board has sold the Akron Branch Road, so called, to a new organization called the Cleveland, Mount Vernon and Delaware Railroad Company, for $1,100,000 of the stock of that company, said company assuming to pay the $153,000 outstanding bonds against the Akron Branch road.

The earnings and expenses for the six months terminating June 30, 1869, were as follows:

Earnings main line		$3,965,007 68
Earnings New Castle Branch		73,272 52
Earnings Lawrence Branch		5,628,95
Interest from C. & P. R. R. Co		6,943 75
Total		$4,050,852 85
Expenses main line	$2,690,442 14	
Expenses New Castle Branch	43,946 18	
		2,743,388 32
Income for six months		$1,316,464 53
Which was appropriated as follows:		
Interest on bonds		$458,673 04
Dividend and taxes		605,134 20
The C. & P. R. R. Co. on division of earnings		124,686 62
Amount to income account		127,970 67
		$1,316,464 53

The earnings for the first six months of last year exceeded those of the preceding year by $195,220 18, being a fraction over five per cent., and the earnings for the whole year exceeded the preceding year by $15,832 73, a fraction less than two per cent. A faithful administration of the property which includes the bringing upon it all the business legitimately due to this railway, cannot but ensure to lessee a reasonable profit after making all the payments required under the lease. The report was received and approved.

After the report had been read and acted upon, the stockholders went into an election for three Directors to serve in place of those whose term of service expired by law. Messrs. Pliny Hoagland, of Indiana, R. R. Springer, of Ohio, and Springer Harbaugh, of Pennsylvania, were chosen.

Classification of Directors.

The following is a copy of the Act recently passed by the Legislature of Wisconsin, "to provide for the classification and election of Railroad Directors:"

SECTION 1. The terms of office of the directors of any railroad or railway company of the State may be extended in the manner herein provided.

SEC. 2. Any railroad or railway company organized and doing business under any law or laws of this State may, by resolution of its board of directors, divide its board of directors into three classes, numbered consecutively, each of which shall be composed, as nearly as may be, of one-third of the directors; the term of office of the first class to expire on the day of the annual election of said company then next ensuing; the second class one year thereafter, and the third class two years thereafter. At each annual election after such classification, the stockholders of such company shall elect, for a term of three years, a number of directors equal to the number in the class whose term expires on the day of such election; all other vacancies to be filled in accordance with the by-laws of said company.

SEC. 3. This act shall be a public act, to take effect and be in force from and after its passage

Approved March 16, 1870.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ...50	25,879,923	----------	----------
" " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 3½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,400	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov.'69 3
Brooklyn City & Newt'n..100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	960,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	1 7,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,928	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa, ... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,900	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A J&O	Jan. '70 1
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy ..50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,277,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	2,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	---------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'67 2½
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,968,775	J A J&O	Jan.'70 2½
Cleveland and Toledo* 50	6,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord 100	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	800,000	----------	----------
Conn. & Passum'c Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....200	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norw'k ...100	400,000	----------	----------
Dayton and Michigan*.....100	2,390,646	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	Feb.'70—
Dubuque and Sioux City..100	1,673,841	J. & J.	Jan.'70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,833,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	1,290,067	----------	----------
East Tenn. and Virginia....100	1,902,000	----------	----------
Eighth Avenue (N. Y.)....100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	982,980	----------	----------
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,246	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan.'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '70 3
Hannibal and St. Joseph..100	2,900,000	----------	----------
Do. do pref.100	5,253,330	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '67 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 835,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....100	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,738	J. & J.	Jul. '69 3
" " pref. 100	848,315	J. & J.	Jan'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70 3
Lowell Horse 100	55,330	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	----------	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	----------	June'69 3
Memphis and Ohio	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan.'70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'70 4
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,563	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,900	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga.100	2,066,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	800,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	----------	July'69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	----------	May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'70 5e
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 5
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	----------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & D.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,850	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*..... 100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,666,000	J. A. J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 2½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'69 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia....100	3,989,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	----------	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,200,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River 100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	2,353,675	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,465,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan.'70 3
Warren 100	1,547,650	----------	---------3½
Worcester and Nashua .. 7s	1 522,500	J. & J.	Jan'70 3½

CANALS.

Chesapeake and Delaware 50	1,818,863	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,621,800	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	3,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania.....	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
Upion Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D.,'69 3.4.
Central Coal	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 4
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	----------	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	----------	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,109	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,.00,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3 6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	256,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,746	409,569	361 701	4 508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	240,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,093	238,926	317,977	400,941	423,474	345,028	280,268	3,466,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,540	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 455	4,797,464
1869	333,319	308,208	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,000	387,700	5,521 716
1870	362,800	398,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	436,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,606	729,759	716,378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,410
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,,71
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,205	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445 8
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4 571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6 329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,580	643,887	518,088	7.181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,540,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,,27	738,530	823,901	727,810	613,329	7,160 9
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	651,041	7,817,629
1869	659,138	524,694	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,891	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 612	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,86	402,219	407,101	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384.401	429 177	496,654	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,991,153
1869—*Including Lake Shore	1,006,998*	880,593*	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 654	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	383,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,506	332,400	278.000	346,243	275.950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,615	3 .26 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,006	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,092	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.027	254,896	2,915,543
1870	196,787	218,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,286	388,725	414,707	448.994	463.873	466,557	454.826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711.457	1,170,241	1,125,635	754.551	1.032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,193	861,604	1,109,267	1,140,301	998,841	1,252,386	883,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,736,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,204,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,096	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	176,960	171,868	157,398	154,133	144,164	186,889	202,238	206,760	189,351	160,085	2,008,286
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	354,831	287,150	3,717,786
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,766	551,755	333,480	3,809,3??
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	328,270	399,439	4,013,20?
1869	284,192	265,137	242,706	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,002	622,560	617,585	786,467	837,382	837,288	716,620	5,709,186
1870	523,529	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109½
" " " (5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	108
" " " (5-20s).....coupon		6	" "	1884	110
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	108
" " " (5-20s).....coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	109½
" " " (5-20s).....coupon		6	" "	1885	110½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108½
" " " (5-20s).....coupon		6	" "	1886	108½
" " 3d series (5-20s)...registered	379,591,800	6	" "	1887	109½
" " " (5-20s).....coupon		6	" "	1887	109½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	108
" " " (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
" " " (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	112
Certificates of Mar. 2, 1867, and July 25, 1868.	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,585	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	*nil.*	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	...
" — " " (new).....	660,200	8	" "	'94-'95	97
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	111
" " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	99
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	97
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock..	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104.000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	75½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	76½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	93½
" — " " (Funding).....	494,800	6	Various.	'86-'88	72½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " "	2,252,112	5	" "	'89-'90	....
" — " " converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	326,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	....
" Defense Loan of 1864-'68	2,040,100		" "	1883	101½
" South Relief Loan of 1867.....	109,000		"	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'60-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	....
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	110
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'73	....
" — " " "	720,000	6	" "	'74-'75	103½
" — " " "	1,430,000	6	" "	1876	107½
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	99½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	92
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
" — " "	5,726,800	6	" "	1873	110
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	6	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	46½
" — " (new).....	3,059,045	6	" "	'92-'98	23
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		6	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	98
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	....
" — " " "	7,909,600	6	" "	1877	103
" — " " "	9,273,050	6	" "	1882	105
" — " " "	910,200	5	" "	'72-'87	107½
" —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	101½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	6	April & Oct.	1883	98½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99½
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	97
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	90½
" —Funding Bonds	1,282,971	6	" "	'70-'90	84
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	2-9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	51½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	71½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	70½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	80
3d Mortgage	175,000	7	May & Nov.	" "	1889	....
Allegheny Valley:						
1st General Mortgage	3,785,000	7.3	April & Oct.	Pittsburg.	1896	....
1st Mortgage Eastern Ex.	59,000	7.3	" "	"	1896	....
Bonds to State of Pennsylvania.	3,500,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	$25,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (R. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	36
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,606	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	99½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	87½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	85
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	306,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	126,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	736,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	88
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1896	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1905	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	80
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	180,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	75
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1883	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	74½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	96
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	105
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84¼
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	8	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,448	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1894	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,524	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1878	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	130,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,500,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	734,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	570,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1873	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	850,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (U.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £647,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	87½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	337,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	600,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July.	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	100
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb & Aug.	New York.	'73–'78	9[illegible]
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	91½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	90
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct.	Boston.	1874	93½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18–	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	140,000	6	" "	"	1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sky fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	128,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	84½
Consolidated Mort. sterling	88,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	410,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	—— & ——	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist.:						
Convertible Loan	118,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	386,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	75½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Frederickburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	81
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	8	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1907	79
Consol. M. ('T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1883	78½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgag	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	"	"	1890	....
" " " 3d class	154,000	7	"	"	1890	....
" " " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	7	Jan. & July.	"	1896	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mortgage unendorsed	400,000	6	" "	"	1890	75
2d Mort. for $300,000, end. by B	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	95
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	78
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	57½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Siding.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	—	—	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	135
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	967,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1868	200.6	49.0	319.9	—	159	114	37	2,762	Boston and Albany .... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	142½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,366	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Boa., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18 587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine ..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0 1	4,471,274	—	217,437	1,000,420	146 1	992,003	51,244,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,208,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb .... N. Y. & Penn.	1,431.460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie ..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	8,000,780	*	.....	.....	—	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	117½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic ..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325.041	134.345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville ..... New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville ..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa ..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	ack. and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia ..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey ..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	102½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio ..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,500	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific ..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah .. S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington ..... S. Carolina.	.....	*	—	—	391,222	261,600	—	—	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire ..... New Hampshire.	2,367,041	322,260	157,000	269,089	2,085,925	791,500	.....	109,493	53.6	495,525	4,733,511	15 8 1,755	713,5.6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	29	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586.067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	111½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794.250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	72½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	120
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cl	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Centra	l.)	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74½
Dec. 31, 1868	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	99½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000	—	—		(Leased to	Pittsburg	Lake Sho	re.)		7	100	93
Feb. 25, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	18½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)		8	50	
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	83½
Mar. 31, 1868	27.0	—	2 24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	350,000	*			350,000	—	—	—	(L	eased to	Concord,)	—	—	—	7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	—	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	140
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	168,178	—	50	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	488,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	—	100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,126	72,188	60,571	118,420	17,479	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	103½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,360	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	107½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progress.)	—	—	—	—	—	100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progr	ess.)	—	100	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	—	—	—	—	—	—	50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	116½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	664,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,035	—	50	80
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	
Oct. 31, 1868	47.0	—	...	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	40	56
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,600	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,899	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	25½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	902,900	2,469,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville and Crawfordsville	Indinna.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	281,697	—	—	453,186	117,920	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	
Nov. 30, 1869	5.8	—	...	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	—	29,687	6,815	—	100	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,625	22,134,414	16,941,140	1,290,594	341,880	8	100	133½
Dec. 31, 1868	12.0	—	...	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidg	re Delaw	are.)		—	100	
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	
Dec. 31, 1868	45.2	—	...	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	
Dec. 31, 1868	60.0	—	...	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In pr	ogress.)	—	—	—	—	—	100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia	4,156,000	*	1,405,820	308,897	4,156,000	389.500	194,688	1,130,529	233.0	687,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	
Dec. 31, 1868	61.0	—	....	30.0	....	....	....	....	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	106½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,390,000	927,000	—	—	74.5	613,585	140,926	18,588,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	273,153	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,165,558	*	280,095	123,332	2 000,000	291.000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	
Sept. 30, 1868	144.0	—	170.6	—	82	169	36	1,059	Hudson River	New York.	16,669 382	2,516,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716.263	5,674,215	1,780,896	8	100	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn	2,201,675	*	—	—	689,380	1,810,045	—	—	68.7	152,874	27,812	206,895	219,211	80,051	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois	32,785,264	*	9,721,8 6	1,691,280	25,278 710	8,618,170	1,901,500	—	970.9	5,414,403	53,206,016	253,336,118	8,823,482	3,652,516	10	100	142½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	*	—	(Is now operat	ing Terre	Haute,	Alton &	St. Louis R.	R.)	—	—	—	—	—	—	100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,209,134	1,566,869	4,456,489	100,746	6,186,897	8,282,867	—	—	302.5	—	—	—	—	—	—	50	10
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132.411	35.000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,044	—	100	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,630	515,465	1,895,000	143,156	131,393	116.0	—	—	—	391,849	212,727	—	100	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	752,290	1,432,644	225.0	695,819	—	1,063,524	264,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	90
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	
Oct. 31, 1868	4.6	—	4.6	0.6	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)						100	
Dec. 31, 1868	18 0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	
Dec. 31, 1868	31 0	—	1 3	34.0	7	5	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772	—	—	1,335,000	2,248,090	68,616	—	80.0	532,181	—	—	842,567	302,838	—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	3,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	88¼
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,138	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	2,328,500	983,620	.....	199.6	1,748,701	11,132,673	28,412,376	4,270,650	1,769,356	10	50	110
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	81½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.2	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	50	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	142,796	102,550	10	100	134½
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	(Ow	ned by Co	ncord.)	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	318 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	108,592	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	59½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	101	32
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	720,000	.....	15,000	89,375	28.7	236,062	8,350,778	5,539,930	472,674	93,814	10	100	140½
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,501,244	3,217,301	712,168	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	6,095	8,990	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	*	.....	.....	927,000	.....	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern...Conn. and Mass.	1,486,023	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	117
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec 31, 1868	80.2	2.8	9 6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,881,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....Conn.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	142
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	,6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	109	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147.045	782,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)																
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779	—	100	....	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....	3,150,000	3,463,839	.....	.....		67.3	421,267	.....	.....	.....	1,015,394	388,240	5	50	74	
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080		561,370	128,943	—	100	....	
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	35	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638		330.0	3,369,326	.....	.....	.....	4,303,783	983,763	6	50	96	
Mar. 31, 1868	60.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	5,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		52.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	120½	
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*	.....	.....	159,400	400,000	47,373	.....		35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....	
Nov. 30, 1868	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530		66.4	413,172	7,312,851	11,065,863		741,607	171,957	8	100	107	
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621	.....	3,345,141		253,994	.....	—	100	....	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....		122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	80½	
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....		340.0	.....	30,256,534	.....		2,964,041	663,427	—	100	29½	
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	.....	173,897		101.5	248,880	.....	.....		1,197,090	653,185	—	50	79½	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178		1,552,525	538,138	6	100	96	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....		291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....		9.0	.....	.....	.....		147,327	24,479	—	100	....	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....		.....	.....	.....	.....		111,196	56,811	—	100	....	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,360,471		269,031	91,161	8	100	....	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,260,241	.....	33,598	3,340,024	7,560,375	.....	1,560,756		285.0	1,594,535	.....	.....		3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	47.6	—	....	—	15	23	—	151	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....		47.6	.....	.....	.....		.....	.....	24	100	137	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....		.....	(Leased	to Erie.)	.....		.....	53,400	8	100	....	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....		.....	(Leased	to Erie)	.....		.....	.....	—	100	....	
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....		.....	(Leased	to Erie.)	.....		.....	26,500	5	100	....	
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....		.....	(Leased	to Camden	and Amboy.)		.....	.....	—	100	....	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	113½	
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....		47.0	.....	.....	.....		.....	.....	20	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....		.....	(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....		.....	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....		82.3	.....	.....	.....		212,892	93,883	—	100	....	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....		39.0	87,111	.....	.....		156,746	19,424	—	50	....	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....		287.5	.....	.....	.....		2,804,250	.....	—	50	57	
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....		24.3	342,775	.....	.....		642,639	295,901	10	50	156	
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,625,128	26,301,352	7,030,220	.....	1,921,976		806.7	4,500,136	.....	.....		8,791,937	3,150,837	10	50	98	
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....		26.5	.....	.....	.....		995,196	290,585	10	100	115	
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200	.....	.....		2,393,897	905,891	8	50	104	
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phy, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,000,000	4,760,000	.....		222.5	1,568,097	.....	.....		2,338,531	646,465	—	50	....	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	85½	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....		.....	.....	.....	.....		.....	27,450	6	100	....	
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	(In hands of Receiver.)									23.0	34,971	.....	.....		60,842	5,313	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,501	7,127,219	.....		605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	.....	399,709	6,680		51.3	258,977	.....	.....		518,592	130,420	6	100	104½	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....		.....	(Leased	to Concord.)				24,500	7	100	....	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....		.....	(Leased	to Eastern.)				77,755	24,737	—	100	....	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....		14.5	50,896	.....	.....		112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	.....	55,000	28,544		47.3	408,165	12,258,435	12,300,450		793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	—	—	—	....	Raleigh and Gaston ¶	North Carolina.	.....	*	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....		92.3	.....	.....	.....		254,899	30,067	—	100	....	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....		.....	159,744	.....	.....		178,456	26,995	—	50	....	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....		175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	93	
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....		190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073		146,985	58,728	—	100	....	
Sept. 30, 1868	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....		.....	(Not in operation.)				.....	.....	—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....		22.0	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....		12.0	(Under construction.)				.....	.....	—	100	....	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2	.....	.....	.....		1,208,941	429,856	10	100	109	
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....		166.3	694,409	4 069,421	11,712,202		993,239	.....	—	100	22	
Dec. 31, 1868	175.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....		.....		(About $5	0,000 a month.)			.....	.....	—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....		132.0		(Leased to	Ind. & St.	Louis.)	517,941	.....	—	100	40	
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....		120.0	.....	.....	.....		612,000	171,000	—	100	43½	
Dec. 31, 1868	151.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....		.....	(Leased	to Chi. &	Alton.)			240,000	.....	—	100	....	
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....		.....		(Under construction.)				.....	—	100	....	
Dec. 31, 1868	68.9	—	....	—	95	—	—	....	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....		.....		(Under construction.)				.....	—	100	....	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....		80.0	.....	.....	.....		209.534	87,404	—	100	....	
Dec. 31, 1868	86.0	—	....	200	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700	.....		232,960	100,415	—	100	....	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....		.....	(Leased	to West Jersey.)				16,533	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590	243,305	226,900	353	91		.....	.....	.....	.....		.....	17,500	1½	100	....	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....		116.3	240,299	.....	.....		416,916	106,052	—	100	....	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	.....	.....	1,269,150	97,000	148,578	.....		54.0	152,360	.....	.....		167,518	344	—	50	....	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....		.....	(Leased	to Phila. and Reading.)				.....	5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....		.....	.....	.....	.....		.....	.....	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....		119.3	.....	.....	.....		312,577	12,909	—	100	....	
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....		160.0	.....	.....	.....		218,441	.....	—	100	....	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....		28.0	173,708	.....	.....		277,783	83,511	5	50	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....		25.0	.....	265,000	155,000		32,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....		20.0	(Operated by Jeff.	Mad. and	Louisville.)			.....	—	100	....	
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....		50.0	167,376	.....	.....		289,288	68,334	—	100	....	
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,009	.....	.....		75.0	.....	.....	.....		127,000	.....	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....		109.0	373,510	7,127,219	.....		605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....		.....	(Leased	to Central of New Jersey.)				.....	6	100	....	
Dec. 31, 1868	137.0	100.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431	.....	.....		1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala	.....	.....	.....	.....	900,000	.....	.....	.....		.....	(In progress.)				.....	.....	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	461,167	39,426	.....	9,566	259,683	150,000	7,944	21,		11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....		.....	(Not in full operation.)				.....	.....	—	100	....	
Sept. 30, 1868	123 0	0.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....		(Under construction.)							—	100	....	
Dec. 31, 1868	80.0	—	....	28.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....		260,000	.....	—	100	....	
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....		91.0	.....	.....	.....		.....	.....	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	.....	.....	.....	13.0	52,797	2,798,824	.....	277,622	103,880	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	—	697	—	—	—	—	—	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York .N.Y.	474,400	*	.....	.....	274,400	200,000	.....	.....	—	—	—	—	—	—	—	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	12.0	28,000	—	—	—	—	—	—	—
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	.....	.....	(Will form a part of the		Rondout	and Os	wego Li	ne.)	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Dec. 31, 1868	—	—	165.0	—	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	308 056	39,727	23,006	45,818	250 7 0	—	21,181	33,414	11.1	64,100	2,262,375	839,342	559,868	23,184	8	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	654,000	2,620,000	.....	.....	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,190,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western.O. L. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	45½
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,		R. R.)	32,000	.....	7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	42½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	—	(Leased to Vermont Central.)					8	100	102½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	60
Sept. 30, 1867	188.6	—	....	—	20	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La		c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	10.3	20,700	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684.046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1		867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	.....	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	116.9	.....	12,497.271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶....New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	—	.....	(Not in operation.)				—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	.....	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1863	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,164	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061.431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	696,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Nashua and Lowell.)					—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81.132	678,218	—	.....	.....	.....	.....	13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	.....	.....	.....	317,050	,52,000	24,333	.....	45.7	303.434	5,287,044	7,835,998	538,021	150,961	9	100	130½
									CANALS, &c									13.0	24,542	.....	.....	43,788	7,266	—	100	....
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	80
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)							25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	8	50	92
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & A	mb.R.R.)	—	—	—	—	—	—	—	14	100	115½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004.387	—	—	161.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,285	2,2-0,000	1,049.260	120,553	61,090	108.0	—	—	—	603,067	397,785	—	50	65
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	102 0	—	—	—	450,138	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536.411	—	178.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002.746	2,628.310	149,296	—	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706.000	—	—	.....	1,100.000	749,000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	123.0	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	80	17½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown..N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	104
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	1 500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171.712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.),Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	43
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	P'bg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116.918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City). N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.),Pa.	.....	.....	.....	.....	.....	.....	—	...	...	20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363.967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham. N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,012	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297.145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,800	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principa Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1886	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J & J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgage....	30,200	6	var.	var.	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1873	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out'standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	70½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	89½
Chicago and Alton, pref.....	2,425,400	7	10	112½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	52
Hannibal and St. Joseph, pref.....	5,253,836	...	...	106½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	18¾
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,263	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	71
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	50
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	65
Sandusky and Cincinnati, pref.....	445,596	6	6	34
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	62½
Schuylkill Navigation, pref.....	2,888,997	6	6	31
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	31½
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 37 —
Pig, American, No. 1		33 —	@ 34 —
Pig, American, No. 2		31 —	@ 32 —
Pig, American, Forge		30 —	@ 31 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@ 97 50
		(Store Prices.)	
Bar, Swedes, ordinary sizes		115 —	@125 —
Bar, Refined		77 50	@ — —
Bar, Common		72 50	@ — —
Scroll		87 50	@115 —
Ovals and Half-round		95 —	@110 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		85 —	@120 —
Hoop		105 —	@145 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 4¼	@ — 6½
Sheet, English	(gold) per ton.	59 —	@ 60 —
Rails, American, at Works in Penna	c'y.	70 —	@ 77 —
Anvils, Eagle	per lb.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast	(2d and 1st quality) per lb.	— 16	@ — 20
English Spring	(2d and 1st quality)	— 7	@ — 10
English Blister	(2d and 1st quality)	— 11	@ — 18
English Machinery		— 11½	@ — 14
English German	(2d and 1st quality)	— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— —	@ — 18
American, Spring,	do.	— 9	@ — 12
American Machinery	do.	— —	@ — 12
American German	do.	— 10	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 37½	@ 4 50
Clinch		5 87½	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23	@ —29
Copper		— 38	@ —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 33½	@ — 34
Straits	(gold).	— 32½	@ — 32½
English	(gold).	— 31	@ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 25 @ 8 50	9 75 @ 10 —
I. C. Coke	7 00 @ 7 50	8 25 @ 9 —
Coke Terne	5 75 @ 6 —	6 75 @ 7 —
Charcoal Terne	7 37½ @ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 14	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 19	@ — —
Refined, prime L. S. to W. (110 @115 test)		— 25	@ — —
Refined, Standard White (in ship'g order)		— 26½	@ — 26½
Refined, prime White (in shipping order)		— 28	@ — —
Refined, S. W. (in jobbing lots)		— 29	@ — 30
Refined, S. W. (in tin)		— 33	@ — 33½
Naptha, Refined, (65 @ 73 gravity)		— 10	@ — 10½
Residuum	per bbl.	4 50	@ 4 62½

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @23 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Canton Co.	66½	65½	65	64½	....	....
Central Pacific 6s	93½	92	92	92	....	92½
Central of N. Jersey	103½	103½	102½	102½	102½	102½
Chicago & Alton	111½	....	....	....	111	....
" pref.	112½	....	....	....	....	....
" 1 M.	.....	102½	....	....	102½	....
" S. F.	.....	....	....	....	....	....
" Inc. bds.	.....	....	....	....	....	....
Chicago, Burl. & Q.	.....	....	....	....	....	....
" 8s, 1883	112	....	....	....	112	....
Chi. & Gt. Eastern 1st m.	.....	....	....	....	....	....
Chic. & Northwestern	71½	71½	71½	71½	71½	72½
" pref.	82½	83½	83	83½	83	83½
" 1st M.	94	94	....	....	....	94½
" S. F.	.....	....	....	....	....	....
" Consol.	91½	....	90½	....	....	90½
Chic., Rock Isl. & Pac.	120½	121½	120½	119	119½	119½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98	....	98	98	98	....
Clev., Col., C. and Ind.	74½	74	74	....	74½	74
Clev. and Pittsburg	100	100½	99½	99½	99	....
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	....
" 4 M.	.....	....	....	....	....	....
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s	.....	....	....	....	....	....
Col., Chi., & Ind. C.	17	....	17½	17	17½	....
" 1 M.	84	84½	84½	84½	84½	84½
" 2 M.	.....	....	60	....	....	....
Cumberland Coal pref.	.....	....	....	28½	....	30
Del. & Hudson Canal	116	116	115½	115½	115½	115½
Del. Lack. & Western	103	103½	103½	....	....	....
" 1 M. 7s	100	100½	....	....	....	....
" 2 M. 7s	.....	....	....	....	....	....
Dubuque & Sioux City	107½	....	107½	....	....	....
Erie Railway	25	25½	....	....	24½	25½
" pref.	45	44½	46	48	48½	52
" 1 M. 7s, 1897	....	....	....	101	....	....
" 2 M. 7s, 1879	....	....	....	....	....	94
" 3 M. 7s, 1883	87	....	....	....	87½	....
" 4 M. 7s, 1880	87	....	....	....	....	....
" 5 M. 7s, 1888	.....	....	....	....	....	....
Great Western 2d mort.	81	....	....	81	....	....
Hannibal & St. Joseph	107	107	....	....	....	106½
" pref.	106½	106½	....	....	106½	....
Hudson River	.....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140½	....	....	....	....	....
" bonds	.....	....	....	....	114½	....
Lake Shore & Mich. S'th.	87½	87½	87½	87½	87½	87½
Lake Shore Div. bonds	92	....	....	92	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	.....	....	....	....	....	....
Michigan Central	119½	....	120	....	120	....
" S. F. 8s, 1882	120	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	.....	....	....	....	....	....
" 2 M.	97½	....	....	97	....	97
Mariposa Mining Co	7	....	6½	7	....	....
" pref.	13	15	11½	11½	13½	12½
" Tr. 10s ctfs.	.....	....	....	....	....	55
Milw. and St. Paul	59½	59½	58½	58½	58½	59
" pref.	72½	73½	72½	72½	73½	73½
" 1st mort.	....	92	....	....	....	93
" 2d mort.	.....	....	....	....	....	....
" 8s	104	....	....	....	104½	105
" 7 3-10s con.	.....	....	....	....	....	....
Missouri 6s	92½	92	91½	92	92½	92
" H. & St. J. iss.	92½	....	91½	....	....	....
Morris and Essex	90½	90	....	....	89½	89½
" 1st mort.	102½	....	103	....	....	....
" 2d mort.	.....	96	....	....	96½	90½
New York Central	.....	....	....	....	....	....
" 7s, S.F. 1876	.....	....	....	....	103	....
" 7s, conv. '76	.....	....	....	....	....	....
" 6s, S.F. 1883	91½	91½	91½	91½	....	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	92	91½	91½	91½
" certificates.	90½	90½	90	89½	88½	89
N. York and Harlem	.....	....	....	....	141½	142
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1873	.....	....	....	....	....	....
N. Carolina 6s	46½	47	....	46½	46½	47½
" new	23½	23	22½	22½	22½	23
Ohio and Miss.	26	29½	29	28½	28½	29
" pref.	71	....	71	....	....	70½
" 1st M.	.....	....	....	....	....	....
Pacific Mail S. S. Co.	30½	32½	32½	32½	32½	36
Panama	.....	140	142	136x	136	....
Phila. and Reading	96½	96½	96½	97	97½	....
Pitts., Ft. W. & Chi. gtd.	93½	93	92½	....	93½	92½
" 1 M.	.....	....	....	....	....	....
" 2 M.	.....	98	98	....	....	97½
" 3 M.	93	....	....	....	....	95
Quicksilver Mining Co.	8½	10	9	9	8½	9½
St. L., Alton & T. H.	38½	38	....	....	39	....
" pref.	.....	65	65	65	65½	....
" 1 M.	.....	....	....	94½	94½	94½
" 2 M. pref.	84	....	84	....	....	....
" Income bds.	.....	....	80	....	....	....
Tennessee 6s	59	59	....	....	....	58½
" new	50½	50	50½	50½	50½	51½
Tol., Wab. & Western	45	45½	....	45	....	45
" pref.	.....	....	....	73½	....	74
" 1 M. ex.	.....	93½	....	93½	93½	....
" 2 M.	.....	84½	....	....	....	....
" Equipment	.....	....	....	78½	....	78½
Union Pacific 1st mort.	.....	84½	....	84½	84½	....
Virginia 6s, ex-coupon	70	68	69	....	70	72
" new	.....	....	....	....	70½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105½	105½	104¾	105½	105½	106½
U. S. 5s, 10-40s, reg	105½	....	105	105	105½	106½
U. S. 6s, 1881, reg	....	....	113¾	113¾	113¾	114
U. S. 6s, 1881, coup	113¾	113¾	114	113¾	114	114¾
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	108¾	....	....	....	108¾	109¾
U. S. 6s, 5-20s, c. 1862	110	109¾	109¾	109¾	110	110¾
U. S. 6s, 5-20s, reg. '64	108¾	....	....	....	108	....
U. S. 6s, 5-20s, c. 1864	108¾	108¾	....	109	109	109¾
U. S. 6s, 5-20s, reg. '65	108¾	108¾	....	107¾	108¼	108
U. S. 6s, 5-20s, c. 1865	109	108¾	108¾	108¾	109	110¼
U. S. 6s, 5-20s, r. n. '65	....	107¼	107¼	107¼	....	108¾
U. S. 6s, 5-20s, c. n. '65	107¾	107¾	107¾	107¼	107¾	108¾
U. S. 6s, 5-20s, reg. '67	....	....	....	107¾	108	109
U. S. 6s, 5-20s, c. 1867	109¾	108¾	108¼	108	108¾	109¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109	108¾	....	....	108¾	....
U. S. 6s, Pac.R.R.issue	112¾	113	113¼	113	112½	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa	....	....	....	....	....	....
.. preferred	....	....	34¾	35½	35½	
Camden and Amboy	116	116¼	116¼	117¼	117¼	117¼
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	94½	94½	....	....	95
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	31¾	31½	....	32½	32¾	32¾
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	88¾	88¾	....	88	88	88
.. R. R. L	90¼	....	....	90	....	90
Lehigh Valley R.R	55	54½	54¾	54¾	54¾	55
.. 6s new coup	95½	....	....	96	....	....
.. 6s new reg	....	....	....	....	....	97
Little Schuylkill R.R	....	40¾	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	51¼	....	51½	....
Morris Canal	....	....	....	....	....	....
.. pref	....	62½	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	36½	....	....	37
.. 6s, 1880	90	....	91½	....	....	....
.. 7s	90	....	....	....	90	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	48	48	48	....
Pennsylvania R. R	56¾	57	57½	57¼	57	56¾
.. 1st M	98¼	98	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	103½	....	103½	103½	103
.. 6s, 2d series	....	105¾	106½	....	....	105¾
.. 6s, 3d series	....	107¾	....	107¾	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	100¾	100½	....	....	....
.. new	101¼	102½	102	102	102	102½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48¼	48½	48¼	48¾	48¼	48¾
.. 7s, 1893	....	....	....	....	....	104½
Philadelphia and Erie	....	....	27¾	28¾	....	28¾
.. 6s	....	....	....	....	....	....
.. 7s	87¾	87¾	....	88	88¾	
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	15¾	....	....	....
.. 6s, 1882	58	58	....	....	....	57¾
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	12¾	....	....
Chestnut & Wal. ..	....	....	....	....	....	43
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	41¼	41¾
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	W.2	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	....	....	96	....	96	....
.. 1886	....	....	....	93¾	....	....
.. 1890	94¾	94	94	93¾	93¾	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	140	....	....	....	136¾	139
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 96	....	....	96¼	96¼	96¾	97
Marietta & Cin. 1st M	90¼	....	89¼	91	91¼	....
.. 2d M	72	72¼	....	73¾	....	....
Northern Central	49	....	48¼	....	....	48
.. bonds, 1885. 90	....	....	....	....	....	....
.. .. 1900	....	89¼	90¼	....	....	90¼
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	17¼	....	....	....	17¾	17¾

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	144¼	143½	143	....	143	142½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	146½	146½	146¾
Boston and Providence	142	....	....	....	....	....
Boston, Hartford & Erie 3	3¾	3¾	3¾	3¾	3¾	3½
.. 7s, new	36½	37¼	37	37¼	38	36
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	116¾	....	117	116¾
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	134½	....	....	....
Michigan Central	123	120	119¾	120	....	119¾
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	83	....	81¾	....	81	80½
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	95½	96	....	96
Ph., Wil. & Baltimore	52	52	52	....	....	52
Portl'd, Saco & Ports	103	103½	103½	....	....	104½
Union Pacific	40	40½	41	43½	42½	
" 6s	83¾	83	83¾	83¼	83¾	83
" Land Grant 7s	73	....	72½	72½	73½	....
" Income 10s	83½	81½	82½	84	85	85
Vermont & Canada	101¼	101¾	101¾	....	....	102½
Vermont & Mass	....	....	....	....	60	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	66¾	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin .. 6	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic .. 3	....	....	....	....	....	3½
Pittsburg ..	....	....	....	....	....	7½
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Mar. 11.	Mar. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	28½ — 29½	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	68 — 72	68 — 70
Do. 2d mort. 8 p. c.	68 — 72	68 — 70
Erie shares 100 dol. all paid	20½ — 21	21 — 21½
Do. sterlg. 6 p. c. convertible bonds	66 — 68	66 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	68 — 72
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	114½—115½	110 —111
Marietta and Cin. R. R. bonds 7 p. c.	80 — 83	77 — 80
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	95 — 97
Do. General mort. 6 p. c. 1910	90½— 91¼	83 — 89
Do. $50 shares	45 — 47	43 — 45
Philadelphia and Erie 1st mort. 1881	90 — 92	89 — 91
Do. with option to be paid in Phila.	90 — 92	89 — 91

American Railroad Journal.

Saturday, April 2, 1870.

Stock Exchange and Money Market.

There has been undiminished ease in Money. The supply has been in excess of the comparatively moderate calls of borrowers, for both speculative and mercantile purposes. The city banks reported, in their last weekly statement, very slight changes in their averages; the most important having been an addition of $804,886 to their loan and discount line, and of about one-fourth of a million to their specie reserve. They gained in deposits, $93,890 and lost of legal tender notes, $89,357. Their daily exchanges through the week averaged much less than during either of the two weeks preceding. The U. S. Sub-Treasury had its general balance enlarged over a million, chiefly in the form of coin reserve. The current rates for Money at call were 4@6 per cent.; and in the discount form, 7@10 per cent. per annum.

The specie reserve of the city banks according to the latest return is $32,271,252, against $12,073,722 same time last year. The city bank deposits are now $208,910,713, against $180,113,910 week ending March 27, 1869. The legal tender reserve amounts to $52,685,063, against $50,555,103 same time last year. The circulation now stands at $33,674,394, against $24,777,814 same time last year. The loans are now $270,807,768, against $268,909,589 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $80,208,839 a day, against a daily average of $87,513,258 the preceding week, and $91,336,000 the week ending with Mar. 13, 1870. The current week's exchanges average about 85 millions a day. The city banks, last week, reported a gain of $256,505 of specie, and of $93,890 of deposits, with a loss of $89,357 of legal tender notes. They increased their loans, $804,086; and reduced their circulation, $25,169.

National Bank notes to the amount of $287,840 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,362,531, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $22,748,307, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,614,224. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,392,650; and for the public deposits, $17,139,500—making a total of $359,532,150. The Treasury Department last week redeemed and destroyed $487,159 of worn and mutilated fractional currency, and issued $454,933 of new.

The U. S. Sub-Treasury receipts, week ending with March 26, were $3,897,968 in coin, (including $2,626,000 from customs duties,) and $3,510,147 in currency; payments, $2,708,246 in coin, (including $227,437 of coin interest,) and $3,522,609 in currency; balance at the close of the week, $82,741,585 (including $77,159,538, of coin, and $4,432,895 of currency,) against $81,653,246 at the close of the preceding week, showing an increase of $1,088,339. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $679,699 in coin, (including $624,968 from customs,) and $319,053 in currency; payments, $48,334 in coin, (including $41,000 of coin interest,) and $327,340 in currency. On Tuesday, receipts, $476,150 in coin (including $476,000 from customs), and $220,997 in currency; payments, $491,878 in coin (including $37,000 of coin interest and $422,860 of canceled coin certificates) and $378,393 of currency. The balance at the close of business on Tuesday stood at $82,100,437, (including $4,230,033 of currency, and $77,775,174 of coin,) against $81,059,987 a week previous; and $81,303,476 on March 11, 1870. The aggregate receipts of the office in February were $38,237,062, including $11,951,925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,415,059 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $82,369,916.

Government revenues have been yielding moderately, since our last. The excises, during the week

yielded about three millions; customs at the port of New York, $2,551,059, and at the outports about $839,000 (in coin) more, making the grand total income for the week equal to about $6,814,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 126 millions. It has been estimated that the total income of the Government from all sources in March will reach twenty-five millions.

The Gold speculation has been moderately active, since our last, and the range of the price has been from 111¼@112⅝, leaving off on Wednesday at 112⅛. There has been a less urgent inquiry for coin for custom house purposes, as well as for export. The anticipated failure of the funding project now before Congress tended to strengthen the confidence of operators toward the close. Government has already made public its financial programme for April. It will sell two millions of Gold, one on the 6th, and another on the 20th April; while it will buy in, four millions of Five Twenties, as follows: Thursday, April 7—$1,000,000, special fund; Wednesday, April 13—$1,000,000, sinking fund; Thursday April 21—$1,000,000, special fund; Wednesday, April 27—$1,000,000, sinking fund. On Wednesday, Government closed its bond purchase for March, by buying in a million of Five-Twenties at from 106 44@107 45, out of an offreing of only $1,185,000. On Thursday it disposed of a million of Gold at about the current rates in the open market.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $78,269,993.

The customs revenue of the port on Wednesday was $408,000.

The coin interest payments of the Sub-Treasury on Wednesday were $27,027.

The customs demand for Gold last week, averaged $437,667 a day; thus far, this week, it has averaged $550,000 a day, or equal to a weekly aggregate of $3,300,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $91,808, and since Jan. 1 1870, $3,931,813, against $3,611,712 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $97,032,495, against $93,833,860 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 18th, was $1,504,392, against $1,543,675 same time last year.

The exports of specie, from this port, last week, were $118,091, against $1,357,163 same week last year; total, since July 1, 1869, $23,036,923, against $30,535,028 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $227,437, and since July 1, 1869, $66,665,828, against $66,714,383 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to March 18, were $8,611,743, against $8,830,392 same time last year.

Foreign Exchange has been in moderate supply and fair request at rather variable rates. Bankers' prime sixty day bills on London closed steadily on Wednesday at 108¼@108⅝, and on Paris to 5.25@5.22½; sight bills on London to 108¾@109⅛, and on Paris to 5.21¼c.@5.20. The offerings of produce bills have been more extensive. The week's exports of domestic produce have been to the currency value of $3,559,558, making the total since July 1, 1869, $153,480,724, against $119,834,618 same time preceding fiscal year.

Government securities have been in more general demand, especially toward the close, and prices have been gaining strength, since the Treasury programme for April was made public. The inquiry from investment buyers showed a decided improvement on Tuesday and Wednesday, and with very moderate offerings of bonds reported, a more confident temper was noted. The Government purchases on Wednesday finished the Treasury bond operations for March. In April, four millions of Five-Twenties will be bought in, for the Sinking and special funds. A further handsome reduction of the public debt in March was anticipated on Wednesday. The general market closed with a decidedly upward tendency for the coin-bearing obligations.

The currency sixes closed exceptionally weak, under rather freer offerings.

U. S. sixes of 1881 closed here at 114¼@114⅛; U. S. Five-twenties of 1862, 111¼@111½; U. S. Five twenties of 1864 at 109⅞@110; U. S. Five-twenties of 1865 at 110⅝@110¾; U. S. Five-twenties of 1865, consolidated, 108¾@108⅞; U. S. Five-twenties of 1867, 109¾@109⅞; U. S. Five-twenties of 1868, 109¾@110; U. S. Ten-forties at 106¼@106½, ex the March coupon; U. S. Six per cent. currency bonds, 112@112¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 16.	March 23.	March 30.
Consols	92⅞	93⅜	93½
U. S. 5-20's of 1862	90⅞	90⅜	91
U. S. 5-20s, 1865	90	89½	90¼
" 1867	89⅞	89⅛	89¾
" 10-40s	87	86½	87
Erie	22	21½	21¼
Ill. Central	117¼	115¼	115½
At. and Gt. West		29	

Central Pacific Sixes closed on Wednesday at Frankfort at 80½.

State bonds have been in much more general demand, closing strong and buoyant. There has been an improved inquiry for Railway Bonds and Mortgages at the ruling prices. Central Pacific Sixes closed at 92@92½. The new Chesapeake and Ohio First Mortgage Thirty year Bonds were selling rapidly at 90 per cent. and accrued interest in currency. This new loan is based on a mortgage covering over 437 miles of main line, equipment, &c., for which there is ample immediately available security in actually completed road and work done.

Railway and miscellaneous share property has been rather more sought after, chiefly on speculative account, at generally firmer prices, closing strong and buoyant, in most instances.

General business has been on a moderate scale, and prices have been fairly supported. Middling upland cotton closed on Wednesday at 22¾cts. per lb. The stock of cotton now here is given at about 50,000 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,321,350 bales, against 1,753,950 bales in 1868–'9; exports, same time 1,494,000 bales, against 959,325 bales same time in 1868–'9; stock on hand at latest dates, 443,750 bales, against 393,300 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 3,316 pkgs., against 6,439 pkgs., same time in 1869. From Boston, 882 pkgs. in 1870, against 3,050 pkgs. same time in 1869.

There has been rather more animation in the line of foreign goods at essentially unchanged prices. The week's imports of foreign dry goods were to the specie value of $2,593,455; and of foreign merchandise, $4,181,605, making a total of $6,721,060, against $7,802,546 same week last year.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were sold at higher prices, ranging from 4 25@5 50, as against $3 87½@$5 00 in February, per ton of 2240 lbs., deliverable at Elizabethport, N. J.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@17c., per lb.; week's receipts, 6,274. Milch cows continue dull, at $40@$100 each, receipts, 146. Veal calves have been in moderate request, and quoted easier at from 8@11¾ c. per lb.; receipts, 1,225. Sheep in less demand at from 6½@9¼c.; lambs at 20@24 c. per lb.; receipts, 20,236. Swine inactive at 9½@10 c. per lb., all live weight; receipts, 10,728.

The ocean freight market has shown much irregularity, and the business has not been remarkably extensive. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 3½d. by sail, and 3½@4¾d. by steamer, per bushel; cotton at ⅛@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 418.

The balance in the Sub-Treasury on Wednesday was $82,869,916 83.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 29th, and since the beginning of the year:

	1869.	1870.
For the week	$3,085,895	$3,559,558
Previously reported	34,017,757	37,826,325
Since Jan. 1	$37,103,152	$41,385,883

The imports for the week ending March 26th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,984,295	$2,539,455
Gen. merchandise	5,818,251	4,181,605
Total for the week	$7,802,546	$6,721,060
Previously reported	61,882,316	61,212,856
Since January 1	$69,684,862	$67,933,916

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Jacksonville and Chicago 1st mort., 92½; Buffalo, New York and Erie 1st mort., 91; Central of New Jersey new bonds, 99; do., 2d mort., 103; Ohio and Miss. consol. bonds, 84¾; Toledo, Peoria and Warsaw 1st mort., W. D., 78½; do., E. D., 83¼; Toledo, Wabash and Western consol. bonds, 79; Great Western (Ills.) 1st mort., 10s, 1868, 106; do., 1st mort., 7s, 1888, 86⅛; New York Central Sub. bonds, 88¾; Chi-

cago and North Western Green Bay Extension bonds, 87½; St. Louis and Iron Mt., 1st mort., 87; New Jersey R. R., 117; Boston, Hartford and Erie, 3¼; N. Y. and New Haven R. R., 140; do., 6s, 100; Louisiana 6s, 75½; do., 6s, new, 72⅝; do., 6s, Levee bonds, 76½; do., 8s, Levee bonds, 92½; Alabama 8s, 97; do., 5s, 75; California 7s, 111; Ohio 6s, 1881, 102½; do., 1875, 102; Virginia 6s, old, reg., 59; Georgia 7s, 92; South Carolina 6s, 90½; do., new, Jan. and July, 84; do., April and Oct., 86½; N. Y. State 7s, Bounty Loan reg., 109¾; do., coupon, 109¼; Brooklyn 6s, W. L., 93⅞; Wells-Fargo Exp., Co., 19½; Am. Mer. Union Exp., 38; Adams' Exp., 61¼; U. S. Exp., 47; Citizens Gas, 160; Western Union Telegraph, 82½; do., 7s, 90; Am. Dock and Imp., 7s, 94; Long Dock bonds, 88; Mariposa 1st pref., 49⅜; Brunswick City Land, 8½; Black Hawk gold, 0.80; Consol Gregory gold, 1.75; Central gold, 0.23; Grass Valley gold, 0.24; Quartz Hill gold, 0.48; Smith and Parmalee gold, 1.50.

Philadelphia.—Pennsylvania and N. Y. Canal 7s, 91; Lehigh Nav. conv. loan, 78; Junction 1st mort., 89; Huntingdon and Broad Top 1st mort., 87½; Oil Creek and Allegheny River R. R., 39¾; do. bonds, 78; East Pennsylvania R.R., 40; Chesapeake and Delaware Canal, 40; Delaware Division Canal, 46; Pennsylvania coupon 5s, 97; New Jersey 6s, free, 102½; New York and Middle Coal Fields, 4⅞. The latest quotations are: City 6s, 100@100½; do., free of tax, 102@102; State 5s, coupon, 97@98¾; do., 6s, W. L., 101¾@102¼; do., 1st series, 103@103½; do., 2d series, 105½@106¼; do., 3d series, 107¾@108; Reading, 78⅞@78⅞; do., 7s, 1893, 103@105; do., mort. 6s, 1880, 90@91; Camden and Amboy, 117@117½; do., mort. 6s, 1889, 94¾@95; do., 1883, 87½@—; do., 1889, 87@88; Penn. R. R., 56⅞@57; do., 1st mort., 98@99; do., 2d mort., 98@99; Little Schuylkill R. R., 41@42; Morris Canal, 30@31; do., pref., 62@64½; do., 6s, 80@82½; do., scrip 7s, 65@67; Susquehanna Canal, 8@10; do., 6s, 44@50; Schuylkill Nav., 6½@7; do., pref., 15¼@16; do., 6s, 1882, 58@60; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 93@94; do., 5s, 59@62; Lehigh Coal and Navigation, 32@32½; do., 6s, 1884, 84@85; do., R. R. Loan, 90@90½; do., Gold Loan, 88@88½; North Pennsylvania, 37⅛@—; do., 6s, 92½@—; do., Chattle 10s, 111@112; Philadelphia and Erie, 28@28½; do., 6s, 90@92; Minehill, 51½@52; Catawissa, 13@20; do., pref., 35¼@35½; Lehigh Valley, 54¾@55; do., 6s, 97@98; do., 6s, reg., 96¾@97; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 41½@42; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 22@25; Green and Coates, 37@39; Chestnut and Walnut, 43@43½; Hestonville, 12⅜@12⅝; Union, 41@44.

Boston.—Old Colony and Newport 6s, 1875, 94; Vermont Central 1st mort., 1886, 81¾; do., 2d mort., 1891, 42; Eastern R. R., 6s, 1874, 97; do., 1889, 95¾; do., 1885, 93⅞; Vermont Central and Vermont and Canada 8s, 1877, 100½; St. Joseph and Council Bluffs 8s, 1874, 97½; do., 10s, 1892, 107⅜; Burlington and Missouri River R. R., 7s, 1893, 86⅞; do., 8s, 1894, 99⅞; Missouri River, Fort Scott and Gulf R. R. 10s, 1899, 100¾; Cheshire 6s, 1877, 92⅜; Indianapolis, Cincinnati and Lafayette 7s, 70; Eastern (N. H.) R. R., 113; Connecticut and Passumpsic Rivers pref., 85⅝; Boston, Clinton and Fitchburg pref., 62¾; Cincinnati, Sandusky and Cleveland R. R., 21½; do. 6s, 1900, 72¾; do. 7s, 1890, 74¼; Summit Branch, 24½; Norwich and Worcester, 107; Boston Water Power Co., 17½; Cary Imp., 6½; Maine 6s, 97½; Massachusetts 6s, 5-20s, currency, 100⅜; do., 6s, 1874, gold, 108¼; do. 1875, 107½; do. 1876, 107¼; do. 5s, 1894, 96¾; do. 1883, 98⅞; Charlestown 6s, 1874, 98⅞; Cincinnati 7 3-10s, 1888, 104; Brooklyn 7s, 101½; Quincy (Ills.) 6s, 1886, 61¼; Bangor 6s, 1894, R. R. Loan, 86⅞; St. Louis 6s, 1887, 85¼; do. 1895, 86; Peoria (Ills.) 7s, 1888, 89⅞; Chicago 7s, municipal, 96½; do. River Imp., 96½; Boston 6s, gold, 1882, 99; do. 1876, endorsed, 100; Allouez Mining Co., 1; Phoenix, 18.

Baltimore.—Atlanta and Gulf R. R., 79½; Central Ohio, 24; do. 1st mort., 83; Orange, Alexandria and Manassas 7s, 1882, 77⅞; Western Maryland 1st mort., 73; do., 2d mort., 75½; do. 2d mort. guar., 87; do. 2d mort. pref., 60; Orange and Alexandria 4th mort., 8s, 75; Pittsburg and Connellsville bonds, 90½; Virginia 6s, old, reg., 58¼; do., 1867, 60½; Maryland Defense Loan, 101½; George's Creek Coal, 63¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@92; Balt. and Ohio, 139@140; do., 6s, 1875, 95½@96; do., 1880, 94@96; do., 1885, 97@97¼; Northern Central, 48@48½; do., 6s, 1885, 90@91½; do., 1900, 90@90¼; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23½@30; N. W. Va. 1st mort., 93@96; do., 2d mort., 92@93; do., 3d mort. 1885, 85@—; Marietta and Cincinnati 7s, 1892, 91⅛@91¼; do., 2d mort., 73¼@75; Central Ohio, 23½@25; do., 1st mort., 83@83¼; Western Md. 6s, 1890, 75¾@78; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 85@88; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., —@80; Richmond and Danville bonds, 76@76; Orange and Alexandria 1st mort., 6s, 79@86; do., 2d mort., 6s, 75@76; do, 3d mort., 8s, 83@84; do., 4th mort., 8s, 74½@76; Orange, Alexandria and Manassas 7s, —@78; Virginia and Tennessee 8s, 80@—; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70½@—; Baltimore 6s, 1875, 95@95½; do., 1886, 93¼@95; do., 1890, 93@93¼; do., 1893, 93@—; do., 5s, 1838-'70, 73@80; Memphis City 6s, 50½@51¼; Maryland Defense Loan, 1883, 100¼@101½; City Passenger R. R., 17½@18; George's Creek Coal, 62@63; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ The Snow Hill (Md) *Shield* says that the Worcester Railroad is to be speedily commenced. It was so decided by the Board of Directors at their meeting in Snow Hill on Tuesday last, and which conclusion will meet with general approval. Of course a few weeks must elapse before the grading is undertaken, but the arrangements are being rapidly made for the commencem nt of the work.

☞ The rails have been laid on the Winchester and Strasburg railroad to Cedar Creek, across which a temporary tressling is being built. Beyond this, to the junction with the Manassas Gap railroad, the road bed is ready for the rails, which will be laid, and the road ready for the trains by the 1st of April.

Quincy Mining Co.

From the Report of the Directors of this company for the year ending December 31, 1869, we learn that the shipments of the season amounted to 2,878,128 lbs. of mineral, which has been smelted at Detroit, and yielding nearly 84 per cent, or 2,417,365 lbs. of ingot copper. The product of the mine for the year, as prepared for shipment, was 2,932,054 lbs., or 1466 tons of mineral, of the following descriptions, namely:—Stamp copper, 2,816,900 lbs.; mass copper, 115,154 lbs.; total, 2,932,054 lbs.;—for which, estimating only the product of December, left over at the mine, and the small amount of copper on hand unsold, at 18½ and 21c. per lb., has been realized the gross sum of $528,493 10; in addition to which there has been realized from sale of silver $588 77—making the gross earnings $529,081 87.

The expenses of the year are as follows:—Running expenses $336,995 23; building and construction account $5,847 03; other expenses $60,731 12; total $403,573 88—which, deducted from gross earnings, leaves as profits $125,508 49. There has also been realized during the year, from interest on loans, $3,178 70, giving as net results of year's business $128,687 19.

The balance of assets on hand, as of date January 1, 1869, was $218,980 28; earnings of 1869 $128,687 19; total, $347,667 47. Deduct dividend paid March 29, 1869, $40,000; realized less than estimate $1,764 36; total $41,764 36;—making balance of assets on January 1, 1870, $305,903 11.

There is also in addition the special reserve fund of fifty thousand dollars set apart for the endowment of an insurance and repairs account, and fully secured by mineral, mining supplies and materials, worth to the company at least twice that amount.

From the net earnings of the year the directors have declared a dividend of $120,000, or six dollars per share, payable March 10, a return which must be satisfactory to the stockholders, leaving as it does the accumulated surplus unimpaired, and sufficiently large to carry on all the operations of the company in the most economical manner.

Chicago and Northwestern R. R.

The *Mining Journal*, published at Marquette, Mich., says that the Chicago and Northwestern Railroad Company have decided to extend their road north from Green Bay immediately, and will put a large force of men at work as soon as the snow disappears. They promise to have the cars running to Menominee by the 15th of July, thence to Escanaba at the earliest day practicable. We look forward to the time when trains will run over the Harvey branch direct to Marquette.

☞ *Herapath's Journal* says that £228,000 of the Second Equipment Mortgage bonds of the Grand Trunk Railway are to be immediately issued, which with the £42,500 already issued to the Buffalo and Lake Huron Company will make £270,500 of the whole £500,000 Second Equipment bonds, authorized three years ago. This will leave for issue only £229,500 at some distant period. The bonds bear six per cent interest, and rank next to the First Equipment bonds, and before the First Preference bonds.

New York and Hempstead R. R.

This road, the charter for which has just been obtained under the General Railroad Law, starts from the south of Mr. A. T. Stewart's Hempstead Plains purchase, running through the village of Hempstead, crossing the South Side Railroad at Valley Stream, thence along the southerly part of the village of Jamaica, through Flatbush and New Utrecht, striking New York harbor at Bay Ridge dock, thence by ferry to the foot of Wall street, New York. Five miles will be completed the coming summer, bringing it to where it intersects the South Side Railroad.

Lake Superior Iron Mining.

We have received from A. P. SWINEFORD, Esq., Editor of the *Mining Journal*, Marquette, Michigan, a copy of a pamphlet, compiled by himself, entitled "The Lake Superior Iron District—History of its Mines and Furnaces." The pamphlet contains 92 pages, with an Appendix of 16 pages, and a map of the Lake Superior Iron Region, showing Mines, Furnaces, Railroads, etc. From pages 83, 84 and 85, we copy the following tabular statements:

The following table exhibits, in gross and net tons, the amount of ore shipped from the mines in 1869, and the value when loaded in the cars:

Mine.	Gross Tons.	Net Tons.	Value.
Jackson	128,245	143,635	$641,225
New York	67,698	75,872	338,490
Cleveland	111,897	125,325	559,485
Lake Superior	131,843	147,109	656,715
Washington	58,462	64,979	292,310
Lake Angeline	35,432	39,684	177,160
Barnum	33,484	37,503	167,420
Edwards	19,151	21,450	95,755
Champion	19,458	21,793	97,290
New England	12,632	14,148	63,160
Foster	12,981	14,539	64,905
Marquette	2,051	2,798	10,255
Cascade	404	452	2,020
Total	633,238	709,687	$3,166,190

The following table exhibits the total product of each mine during the whole of the time they have been worked:

Mine.	Gross Tons.
Jackson	823,376
Cleveland	597,112
Marquette	87,872
Lake Superior	766,220
New York	210,640
Lake Angeline	173,414
Edwards	44,282
Iron Mountain	16,594
Barnum	47,864
Foster	18,981
New England	33,114
Washington	149,591
Champion	25,713
Cascade	452
Total	2,944,677

The following table exhibits the total product of all the furnaces for the year 1869, in gross tons, together with the value:

Name of Furnace.	Gross Tons.	Value.
Pioneer	5,494	$267,230
Collins	3,416	153,720
Michigan	5,713	285,085
Greenwood	4,480	201,600
Bancroft	3,407	153,315
Champion	5,560	349,200
Deer Lake	2,574	115,830
Jackson	4,470	201,500
Schoolcraft	3,013	135,540
Marquette & Pacific (bar iron)	377	39,575
Total	39,504	$1,802,245

The following table exhibits the total product of the Lake Superior furnaces since the first iron was made in 1858:

Furnace.	Gross tons.
Pioneer	43,566
Northern	15,068
Collins	29,244
Michigan	14,026
Greenwood	16,698
Morgan	20,891
Bancroft	26,441
Champion	9,842
Jackson	9,016
Schoolcraft	4,748
Deer Lake	3,024
Marquette and Pacific (bar iron)	377
Total	194,162

The following is a comparative statement of the production of ore and pig iron in this district from 1856 to 1869, inclusive:

Year.	Iron Ore.	Pig Iron.	Ore & Pig.	Value.
1856	7,000	.....	7,000	$28,000
1857	21,000	.....	21,000	60,000
1858	31,035	1,629	32,661	249,202
1859	65,679	7,258	72,937	575,529
1860	116,908	5,660	122,658	736,496
1861	45,430	7,970	53,400	419,501
1862	115,721	8,590	124,311	984,977
1863	185,257	9,813	195,070	1,416,935
1864	235,123	13,832	248,955	1,867,215
1865	196,256	12,283	207,539	1,590,430
1866	296,972	18,487	315,309	2,405,960
1867	466,076	30,911	496,987	3,475,820
1868	507,813	38,246	546,059	3,992,413
1869	633,238	39,003	672,241	4,968,435
Total	2,915,468	394,162	3,119,630	$22,769,713

All the ore and pig iron shipped was carried over the two railroads to Marquette and Escanaba. The relative amounts carried over each line was as follows:

Iron Ore:	Net tons.
Chicago and Northwestern Railway to Escanaba	367,833
Marquette and Ontonagon Railroad to Marquette	341,554
In favor of Escanaba	26,269

Pig Iron:	Gross tons.
Marquette and Ontonagon Railroad to Marquette	21,231
Chicago and Northwestern Railway to Escanaba	11,000
In favor of Marquette	10,231

New Jersey Western R. R.

A very important document has just been recorded at the office of the County Register, being no less than a three million dollar mortgage, on which three thousand dollars in revenue stamps are affixed. The mortgage is given to Theodore F. Randolph and Benjamin G. Clarke, as security for the payment of its bonds by the New Jersey Western Railroad, commonly known as the Peapack. The company are to issue three thousand bonds, each of 1,000, to be paid in gold on the first of May, 1900, and bearing interest at seven per cent., payable semi-annually.

The mortgage covers the road from "its easterly terminus at the City of Newark to its westerly terminus in Pennsylvania," and is signed by John H. Lyon, President of the company, and Beverly C. Sanders, its secretary. From the instrument it appears that the road is to have a terminus in this city, thus opening another route to the West from Newark. This fact is not generally known, it having been thought that Elizabeth would be the favored spot. The knowing ones say that the road will enter Newark between Clinton and Springfield avenues.—*Newark Courier.*

Narrow Gauge Railways.

Many persons in England are apt to suppose that we have come to the end of railway extension. Still, those who are acquainted with the demand, must be aware that we are speaking literally when we say that railways are as yet in there infancy. There is an enormous demand for them in India, for instance; and yet every man of common sense must admit that, judging by all English examples, it is perfect madness to construct them on the received system, which means ruinous expenditure and dead loss.

It may be well to begin by reminding our readers that in October last (the 19th and 20th) we gave a pretty full account of what is known as the Fairlie system of railway working—a system by which lines of the lightest construction and very narrow gauge may accomplish work hitherto deemed within the means only of lines of ponderous construction and broad gauge, and by which also the standard lines may either partly diminish expenses, or, without additional cost, well nigh double their carrying capacity. The characteristics of the system will appear in the sequel; for the present we proceed to state that Mr. Power, the vice-chairman of the Porti and Tiflis Railway Company (a railway of 300 versts in the Caucasus), and Mr. Crawley, the contractor for its constructions, were so struck with the merits of the Fairlie system, that they strongly recommended its adoption to the Russian Government, not only for the line prepared in the Caucasus, but also for all lines throughout that vast empire, where railways are of prime necessity, and where now, according to the new plans, five miles can be provided at a cost which was swallowed up in three miles, according to the old one. The recommendation carried the greater weight, inasmuch as the works of the Porti and Tiflis Railway were far advanced, and on a length of 15 versts the rails are actually laid down. The proposition, therefore, was that the Russian Government would find their advantage, even on these conditions, of changing the plans on which so much work had been expended, taking up the rails which have been laid down, and constructing the line on a gauge of 2 ft. 6 in., or exactly half the standard Russian gauge. The Minister for Public Works, Count Bobrinskoy seized upon the idea. Mr. Fairlie went to St. Petersburg to explain his scheme in detail; and the result of all is that an Imperial Commission has been sent over to this country to inspect the actual working of the system in various places, but chiefly on a wonderful little railway of two-foot gauge.

The chief of the Commission is Count Alexis Bobrinskoy, cousin to the Minister of Public Works. He is accompanied by a considerable staff of engineers, foremost among whom may be mentioned Professor Saloff, of the Russian Imperial Institute; and Mr. Roehrberg, the manager of the most successful railway in Russia; and by personal friends, as Count Zamoyski and Count Alexander Berg, who take an interest in the question of railways. At the same time Mr. Fairlie offered to the Indian Government the opportunity of witnessing the experiments to be instituted for the Russian Commissioners; and they, being themselves anxious for the means of improving and economizing their own railway system, at once resolved to take advantage of the offer. They appointed a Commission, consisting of Lieutenant-General Sir William Baker, R. E., and a member of the Council of India; Mr. Thornton, Secretary of the Public Works Department in the India-office; and Mr. Danvers, Government Director of Indian Railway Companies, to accompany the party. Captain Tyler also, the Government Inspector of Railways, who has already reported favorably on the Festiniog Railway of two foot gauge, attended on behalf of the Board of Trade, and Mr. Phil, Chief Engineer of Railways in Norway, was present on the part of the Norwegian Government. Besides these gentlemen, who went to witness the trials officially, others took an interest in the various proceedings in a private capacity; chief among them being the Duke of Sutherland and Count Bela Szechenyi. The Duke took

an especial interest in the inquiry, as he is not only a director of the North Western Railway Company, but is himself the proprietor of a considerable length of railway on his Sutherlandshire estate.

The party thus constituted started off on Thursday, and proceeded by Shrewsbury into Wales. At Portmadoc is the terminus of the line known as the Festiniog Railway, of two foot gauge (really 1 foot 11½ inches), which was the principal subject of investigation.

The Festiniog Railway, which is pronounced by no less authority than Captain Tyler, the Inspector of Railways, to be the most instructive line in the three kingdoms, and which seems destined by its success to give a new impulse to railway engineering, is itself one of the oldest in existence. The Act for it was obtained in 1832, but in the first instance it was constructed only for horse traction. It is a single line, 13¼ miles in length, with a branch of one mile connecting the slate quarries of Festiniog with the quays of Portmadoc. The terminus at Festiniog has 700 feet of elevation above that of Portmadoc, the average gradient being one in 92, which is enough to secure the descent of the trains on the return journey from Festiniog to Portmadoc by the impetus of gravitation. The line runs through a rude, rocky country, and has to adapt itself to an endless variety of curves along the contour of the hills, so that a train of any length has frequently to wriggle in serpentine fashion along two or three reverse curves, some of them sharp enough—the radius being 2½ chains. On these curves the cant or super-elevation of the outer rails is never more than three inches. The line, in the old days when it was worked by horses, was originally laid with rails of 16 lbs. to the yard. When, about eight years ago, it was adapted to the locomotive, it was fitted with rails of 3 lb. to the yard, most of which have been in use ever since. These, however, were found too light for the work, and are now being replaced by double-headed rails of 48½ lbs. to the yard. The wheels of the carriage being less than two feet apart, it is found convenient to arrange most of those for passengers after the fashion of an Irish car, with footboard overhanging the wheels. In this way the carriages are so low hung, and even carriages of the ordinary build are so near the ground in consequence of the small diameter of the wheels, that the expense of platforms at the stations is avoided. The whole expense of constructing and reconstructing the line, including tunnels, one of them 700 yards in length, with branch lines to the slate company's inclined planes and the quays at Portmadoc—in all 14 miles, has been 75,000*l.*, or at the rate of 5,378*l.* per mile. The value of the rolling stock on the line is 28,000*l.*, or at the rate of 2 000*l.* a mile. And now comes the most important point of all, which is that the original capital of the company is 36,185*l.*, and that all the extra money which has been laid out on the line has been taken from the revenue. In this sense, therefore, as the net revenue of the company is 10,622*l.*, it appears that the line yields a dividend of 29½ per cent. on the original capital. A sum of 50,000*l.*, however, paid out of revenue for impravements and reconstructions, has been capitalized—making the total capital 86,000*l.* In this sense the net revenue of the line yields a dividend of 12½ per cent. Which ever way the fact is to be stated, it is a most remarkable one, and must fill many a shareholders heart with envy.

The chief cause of this wonderful result is the narrowness of the gauge, which has enabled the Festiniog Company to economize in many ways. Thus, for example, the trucks for goods or minerals, even when fully loaded, have less of dead weight on a narrow than on a broad gauge. The best wagons on the standard gauge of 4 ft. 8½ in. are reckoned to weigh about 7 cwt., and to carry 12½ cwt. of pig iron or coal for every foot of their length, the dead weight being in the proportion of 56 to 100 of the *maximum* paying load, or 36 per cent. of the entire load. On the other hand, the wagon for a three feet gauge is calculated to weigh 2½ cwt., and to carry 8 cwt. for every foot on its length, the dead weight in this case being a very little over the proportion of 31 to 100 of the *maximum* paying load, and under 24 per cent. of the entire load. But there is still another point of view from which it can be shown that the wagons for goods and minerals on a line of narrow gauge are not so disproportionate in weight to the weight carried as they are on the broad gauge. In goods traffic it is well known that the dead weight of a train is enormous—something like 70 or 80 per cent. of the total weight hauled. If goods are to be delivered on a long line of railway, they are in this country arranged in many more wagons than are necessary to hold them, because a goods wagon cannot, like a passenger carriage, unload itself, and the train cannot wait till the unloading at a particular station is finished. It has to pass on, leaving the wagon of goods for that station behind; and it is more than probable that for this purpose the wagon has been but half or a quarter loaded. This becomes serious when wagons that weigh several tons carry but a fraction, often a small fraction, of their own weight. Such a source of expense disappears to a large extent on a narrow gauge line, where the wagons are comparatively small, and it is but one example of the saving which may be effected in the working of such a line in addition to the saving of cost of construction in the first instance.

This remark would hold good of the narrow gauge in itself and worked according to the ordinary system; but it is in the working of the Fairlie system that the greatest saving of all is effected, and it is mainly, indeed almost entirely, in consideration of the economy, the increased power, and the dimished wear and tear which this system implies that a much narrower gauge than that now in general use has begun to find favor in the eyes of practical men. It was long before the Festiniog Railway Company could get a line of such steep gradients, combined with sharp curves, which they could guarantee. At last Messrs. George England & Co. undertook the task, and supplied engines which worked with perfect success, and then people began to believe in a railway of narrow gauge. One of Mr. Fairlie's engines has now been built for the line—it is called the Little Wonder, as the other engines which have preceded it have been called the Welsh Pony, the Little Giant, as well as by other diminutive names—and the result has so surpassed expectation in the power it exerts, in its gentleness of action, in its economy of fuel, in its saving of the rails, and in its adaptation to troublesome curves and gradients, that for the first time practical men have discovered that a gauge of 2 ft. 6 in., or 3 ft. at the very utmost, is enough for the heaviest traffic. It is no secret that two engineers of eminence, Mr. Fowler and Mr. Fairlie, have pronounced a 3 ft. gauge to be ample for all the requirements of India, and there were men of position in the party which went down to Wales, men with characters to lose, who made what seems to us the hazardous statement that on a gauge of even 2 ft. 6 in. they would undertake, with the Fairlie engine, to work the heaviest traffic in the world—that of the London and North Western Railway. Be that as it may, it must be strange for those who can remember the battle of the gauges to find that what was then known as the narrow gauge is now in its turn attacked as being much too broad, and is even described in the terms which have been applied to more than one scheme of the Brunels as a gigantic folly. Our 4 ft. 8½ in. gauge is now established in so many countries—it is used not only in Great Britain, but also in France, Belgium, Switzerland, Italy, Austria, Prussia, Denmark, Egypt, the Cape of Good Hope, Australia, the United States, and Central America—that we seem to think of it as a standard of perfection. In some countries there will be found a still broader gauge—as in England, itself, in Ireland, in the United States, in Canada, in Australia, in India, South America, in Portugal, in Spain, in Russia; but in very few will a narrower gauge be found. In England we have 14 miles on a 2 ft. gauge, and a few more on a slightly broader gauge; in Belgium there is a 3 ft. 8 in. gauge; in France, a 3 ft. 4 in. gauge; in India may be found a 4 ft. gauge; and in Norway and Sweden one of 3 ft. 6 in.; on the Mont Cenis Railway there is a 3 ft. 7½ in. gauge; and in Queensland one of 3 ft. 6 in.; and now we have opinion tending towards a gauge of 2 ft. 6 in., or of 3 ft., as the standard for the future.

It is easy to determine on light railways of narrow gauge, and to construct them. The difficulty is to work them, and to work them in such a manner that their capacity and their economy shall bear comparison with railways of larger design and more elaborate construction. Hitherto railways of light construction and narrow gauge—that is, narrower than 4 ft. 8½ in.—have been in little favor, because of the limited power and destructive effects of the locomo ive. Take for example, the oscillation. This is very destructive on the standard gauge; it is, indeed, the chief cause of destruction to the permanent way—a fearful item of expense. But it is still worse on a narrow gauge, and necessitates diminished speed on battered rails. Therefore, practically, a narrow gauge was but of limited application to ordinary traffic until a locomotive such as that of Mr. Fairlie, could be invented, free, or nearly free, from oscillation. And again, since a narrow gauge generally implies lightness of construction, and since lightness of construction implies sometimes roughness of workmanhsip, and nearly always such an adaptation of the railway to the surface of the country that it must dispense to a great extent with cuttings, viaducts, and other works and must be ready to accept to the fullest extent possible a line of sharp curves and heavy gradients, it was necessary to devise a locomotive for it capable of good and safe speed on these conditions; and there was none such of sufficient note in existence until the double bogie engine of Mr. Fairlie was produced, which combined great size and power with freedom from oscillation and with a short wheel base that could be worked round curves of 6 ft. radius and even less.

We must reserve for a day or two a full description of the performances of Mr. Fairlie's engines in Wales, because it is desirable to give the results of all the experiments, with their success and their failure, together. The last of the experiments is made to-day, and we shall state all when we know all; but in the meantime we cannot be wrong in saying that there was an absolute unanimity of opinion among all those who witnessed the working of that narrow gauge railway at Festiniog that the standard gauge of 4 ft. 8½ in. is far beyond all ordinary requirements. There may be some difference as to the precise gauge which is best. Mr. Spooner, the engineer of the Festiniog Railway, strongly advocated a gauge of 2 ft. 6 in., and he was supported in this view by practical men of great experience; others seemed to hold that a gauge of 3 ft., giving greater freedom of space, would be best, but all appeared to be convinced that a gauge much narrower than that now in general use is capable of work which is at present little imagined in the railway world. If this view be correct, it involves some most important results.—*London Times.*

☞ In Richmond, Va., on the 22d ult., on the application of S. M. Shoemaker, President of the Alexandria and Washington Railroad Co., Judge Underwood granted an order instructing the receivers to turn the road over to the company. The Alexandria *Gazette* says that the effect of this order is to turn the railroad over from Stevens and Phelps, receivers, to Stevens and Phelps, general superintendent and general manager of the road.

☞ The Shenandoah Valley Railroad Company was recently organized at Luray, Page Co., Va., by the election of a board of directors with Peter D. Borst as President. The directors decided to employ a competent engineer to commence an early survey for location of a route.

Journal of Railroad Law.

RAILROAD COMPANIES—LEGISLATIVE JOURNALS—WHEN LIABLE FOR DESTRUCTION OF ANIMALS.

The action of The Illinois Central Railroad Co., *vs.* Wren, (43 Ill., p. 77,) was brought by Wren against the Illinois Central Railroad Company to recover the value of a cow killed by a passing train in the town of Clinton. The plaintiff recovered a judgment for fifty dollars, from which the defendant took an appeal to the Circuit Court. In that court a jury was waived and cause tried by the court, and judgment rendered in favor of the plaintiff for forty-five dollars. From this judgment the defendant appealed. The following is the opinion of the court delivered by

LAWRENCE, J.—As to the merits of the case before us, a witness called for the plaintiff swears he was standing in the door of a barn, watching the approaching train; that he distinctly saw the cow standing still upon the track; that she was in full view of the engineer from the time the train emerged from a cut until it struck the cow, a distance of two or three hundred yards, and that the speed of the train was not slackened.

The engineer was sworn, and admits the speed was not slackened, but says the cow was not on the track when he emerged from the cut, but was afterwards driven on it by a dog, and so near to the locomotive that he could not avoid running over her. There was a third witness called, but he was not in a position where he could see the cow. The engineer says he was running at about eight or ten miles per hour. If running at this speed, with a cow in full view, standing on the track, while the train was going two hundred yards, he deliberately ran over her without any attempt to check the speed of his train, which in that distance might so easily have been done, it was gross and willful negligence, for which the company must be held responsible. This court has constantly held, from the *Patchin case*, 16 Ill. 198, to the present time, that gross or willful negligence on the part of the road, will make it liable for injury to an animal, even though the animal be improperly on the track. If, on the other hand, in the case before us, the cow was suddenly driven on the track by a dog, and there was no fault on the part of the engineer, the company would not be responsible. But on this point the two witnesses differ, and there is no ground for saying the court gave credence to the less credible of the two. The plaintiff's witness was disinterested and testified clearly and positively. The judgment must be affirmed.

Judgment affirmed.

New Freight Cars.

We have lately examined a new freight car, constructed by the Mobile and Ohio Railroad Company, at Whistler, from plans made by and under the immediate direction of the Chief Engineer and General Superintendent. This car is the first one of three hundred which the company are building for the St. Louis business, to run through from Mobile to St. Louis without breaking bulk. It possesses some new and interesting features, which are best described by an intelligent and experienced superintendent of another road as "entirely removing all danger from the falling of brakes and swinging beams, the pulling out of draw-heads, and the breaking of bunters." It is said that the cars upon this plan can be kept in order at thirty per cent. less cost than those constructed upon the usual plans, besides entire immunity from accidents of the kind referred to. We understand that it is the intention of the company to load this car with coffee of direct importation, and send it through to St. Louis as soon as the inclined planes and steamer for transferring cars are finished.—*Mobile Register.*

Notice to Contractors.

THE WESTERN MARYLAND RAILROAD Company, having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagrestown, and will receive Proposals until 9th April for all the unfinished Grading and Bridging on the uncompleted sections, the work on which has been suspended for a year.

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THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Slotting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 10 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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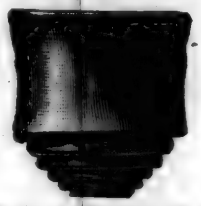
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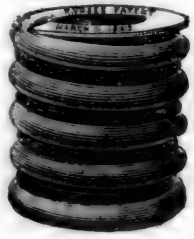
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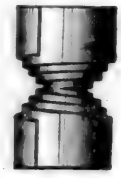
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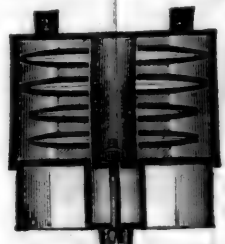
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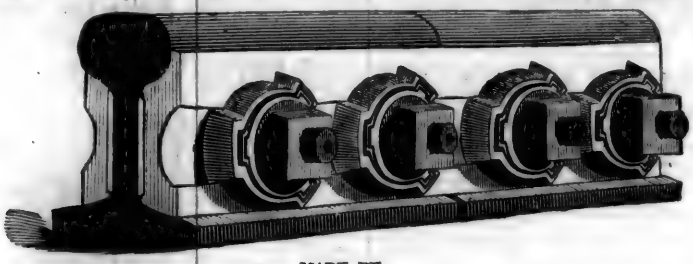
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, April 9, 1870.

The Positions and Prospects of the Grand Trunk Railway.

During the three years 1867, 1868 and 1869, 456 miles of the line have been relaid with new rails of a much heavier weight than those originally laid, and during 1870 it is intended to lay about 170 miles, of which 50 miles will be of the very best Bessemer steel, made especially at the Barrow Works, near Furness, in Lancashire. These steel rails are to be laid between Kingston and Sherbrooke, where the climate is most severe and the difficulties of working a railway in winter the greatest. Fifty miles of steel rails will be imported in future every year from England, until the whole distance from Kingston to Sherbrooke is laid with steel rails. It is also intended then to extend the steel rails as far west as Bellville, and east to the boundary with the United States. The balance of the 170 miles to be relaid this year will be of iron manufactured at Portland, Toronto and Detroit. The sleepers throughout the whole line are in a very satisfactory condition. It requires about 400,000 new sleepers every year to keep that branch of the work in good order. About 60 miles were ballasted last year, and it is intended to ballast about 100 miles yearly during this and the two following years. These several improvements will rapidly make the Grand Trunk equal to any railway on this continent. During the last two years the company has received 25 large and powerful freight engines from Glasgow, besides a considerable number built at Portland and by the company itself in Montreal, to replace old or small engines, which from length of service, are no longer of much use. During the last six years, about 30 powerful engines (irrespective of the 25 from Glasgow) have been thus bought or built to improve the stock. Very extensive improvements have also been made to the stock generally, which now amounts in all to 323 engines. During the last two years 200 cars with wheels and axles so constructed that they can run through between Boston and Chicago and St. Louis over the different gauges, have been placed upon the route and 300 more have been ordered, and the whole 500 will be at work by the end of the year.

Within the last few months a number of the leading merchants of Montreal formed a company, to purchase and lend rolling stock to the Grand Trunk or other railway companies. That company has contracted to supply the Grand Trunk Company with 500 box freight cars of the very best kind. Fifty have already been delivered, and the whole 500 will be completed by the end of this year. The Grand Trunk Company will thus be enabled to do a very large increased freight traffic, and thus materially benefit the trade of Canada. Corresponding improvements are also to be made in the extent and character of the passenger trains of the railway. The company at present owns 147 first class and sleeping cars—131 being ordinary passenger cars, and 16 sleeping cars. The oldest of the ordinary cars are to be turned into second class or emigrant cars, and the whole of the present sleeping cars will, as soon as possible, be converted into the very best description of first class day cars. A contract has been made with the "Pullman Car Co." to place their palace sleeping cars upon the Grand Trunk Railway. It will probably take upwards of 20 of these cars to properly stock the line. Some of them will, it is hoped, be running in a few months. Within the last few days a contract has also been made with the "Wason Manufacturing Co." of Springfield, Mass. to build 12 of the very best description of first class passenger cars, to be delivered by the middle of August at the latest. The existing stock of first-class cars are being thoroughly overhauled and improved, and by the end of the present year the passenger cars of the Grand Trunk Railway are intended to be equal in every respect to those on the best line in the United States.

It is also intended to run the passenger trains quicker than has hitherto been done. To assist in this 12 passenger engines have been contracted for within the last few days, especially adapted to this kind of work. Six of them have been ordered from the "Baldwin Locomotive Works," in Philadelphia, and are to be used on the Portland and Detroit divisions, and are to be delivered by June next. The other six, for use in Canada, have been ordered at Kingston, are to be very similar to those to be built at the Baldwin Works. As soon as some of this new stock is received it is intended to improve the train service. Through trains, with Pullman's sleeping cars, will be run between Portland and Sarnia in about thirty-four hours. The time between Montreal and Toronto will probably be about thirteen hours, and passengers leaving either city at night will arrive at Montreal or Toronto at or before 10 o'clock the next morning. These through trains will be in direct connection at Montreal with the through express trains to and from Boston, and also with the Michigan Central from Detroit.

Both as regards passenger and freight business, therefore, the railway is being rapidly placed in first-class condition, and will be enabled to afford increased facilities and despatch to the rapidly growing trade of the country through which it passes.

The gross earnings of the company have increased from about $5,600,000 in 1864, to upwards of $7,100,000 in 1869, and the receipts for the present year so far show a considerable increase over those for 1869.

The Bridge at Buffalo will be proceeded with this spring, and will, it is expected, be completed by the close of 1871. When that is opened it will add largely to the traffic of the line in the western peninsula.—*Montreal Witness.*

New Steel Manufacture.

Keeping in view the importance of Pennsylvania's great staples, coal and iron, and the various products of the latter, we have from time to time, as new developments and discoveries have been made, laid them before the readers of this journal. For several years past, the most active efforts of our "iron men" have been directed towards the discovery of methods for simplifying and cheapening the processes for the production of malleable iron and the manufacture of steel in large quantities, and making them come as directly as possible from the crude ore. The means proposed for accomplishing this great desideratum have been numerous and various, and we believe all of them have been noticed in this journal. Most of them have been of foreign origin. Now, however, we have a new development in our own State. A large deposit of iron ore of a very peculiar nature has been recently opened up in York county, Pennsylvania. This ore, we are informed upon good authority, has the quality of turning pig iron into good merchantable steel, by simple mixture and manipulation with the pig iron in a puddling furnace of the ordinary construction. The proportion of the ore used must of course vary according to the quality of the pig iron and the quality of the steel desired; but experience thus far seems to prove that with eighty per cent. of good iron, twenty per cent. of the ore

in question will produce quite a fine quality of steel. Those acquainted with the process for making steel, even by the most approved modern methods, will of course accept the above statement of the curious and valuable influences of this newly discovered ore, with reserve, as we do ourselves; but the facts seem to be thoroughly vouched for as they come to us. The ore, as we are informed, has been tested in the presence of experienced manufacturers, in the "Abbott" rolling mills in Baltimore; the "Cambria" iron works at Johnstown, Pa.; the "Lochiel" iron works, near Harrisburg; the "Tamaqua" rolling mills; "Coleman, Rahn & Co's" works, at Pittsburg; the "Alliance" rolling mills, at Alliance, Ohio, and at other places; and in all cases it has been shown to possess the remarkable quality claimed for it. The steel produced during these tests was generally used for making steel-capped rails, and one of these bars, made at Pittsburg, was shown to possess a tensile strength of 112,500 pounds to the square inch of cross section.

All this appears to be as valuable as it is remarkable and thus far unaccountable. The chemical analysis of the ore shows the presence of considerable quantities of manganese, silicon and aluminium with the iron. The ore is soft and friable in the bed, so much so that it can be mined with the spade, but upon exposure to the atmosphere it soon hardens. Professor Lesley, who has examined the ore bed, estimated the contents at 17,000,000 tons. For a few months past the discovery has made quite a stir among the iron furnaces and rolling mills of our State and Maryland, and there is quite a strong desire to know more of a matter that seems to promise such important results. We do not yet understand, however, how a homogeneous quality of steel can be made certain by manipulation in a puddling furnace.—*Phila. Ledger.*

Northern Central Railway.

The earnings of the Northern Central Railway and branches during the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
Main Line	$2,907,151 82	$2,928,063 28
Wrightsville Branch	43,788 58	61,436 70
Shamokin Division.	277,763 49	261,317 04
Elmira " .	528,626 39	562,932 88
Chemung " .	160,397 58	185,502 65
Canandaigua " .	233,624 05	304,530 99
	$4,151,351 91	$4,303,783 54
Expenses, viz:		
Main Line	$1,893,765 68	$1,885,364 57
Wrightsville Branch	36,370 31	41,110 07
Shamokin Division.	194,252 16	180,850 70
Elmira " .	433,235 36	478,680 06
Chemung " .	161,519 78	172,123 37
Canandaigua " .	243,184 23	258,852 11
	$2,962,327 52	$3,016,980 88
Net revenue	$1,189,021 39	$1,286,802 66

Compared with the preceding year, the gross earnings of 1869 show an increase of $152,431 63; with an increase in expenses of $54,653 36—showing a net gain for the year of $97,778 27, or within a fraction of two per cent. on the capital stock.

The operating expenses of the road were 70.1 per cent. of the receipts—being 1.25 per cent. less than the previous year.

There was moved in 1869 3,413,332 tons of freight, against 3,138,319 tons in 1868—an increase of 275,013. The price received for moving one ton one mile was 2.15 cents, against 2.20 cents in 1868. There were carried during the year 1,137,694 passengers, against 1,021,759 in 1868—an increase of 115,935. The report says:

The coal trade of the Shamokin division and Main line has not been as satisfactory as we hoped it would be. There was a decrease of 24,215 tons in the Shamokin division, and of 66,479 tons on the Main line. The falling off in this tonnage is attributable, to some extent, to the irregularities and interruptions that prevailed through several months in the Lackawanna and Shamokin regions, growing out of the long continued strike of the miners; but we should have made up this deficiency, and had a satisfactory increase over the trade of the preceding year, had it not been for the action of a connecting line, breaking up an arrangement which has existed between the companies for several years, and by which we were, every year, increasing the trade of the line.

This unfortunate occurrence impressed upon our minds the necessity of securing to ourselves the absolute control of a line to the mines. This, after considerable trouble and delay, we have accomplished, by securing a trackage from the Lackawanna and Bloomsburg Railroad Company, so that the regulation of freights from the hard anthracite coal region, to all points on our line is now entirely under our control. And this, together with an arrangement for securing the best coal in that region, will enable us to increase this trade as rapidly as the wants of the community will require.

We have leased a portion of the coal lands of the Shamokin Valley and Pottsville Railroad Company to a responsible party, who is now erecting a first-class breaker upon it, and who expects to be ready to ship coal from it by the first of June next. We are also having other portions of that property tested, with a view to leasing to other persons. So far the examinations have proved exceedingly satisfactory, leaving no doubt in our own minds as to there being an immense body of coal in those lands, which, when fully developed, will produce a large income.

The coal trade northward has increased largely—fully up to our expectations. The total amount shipped to the Elmira division was 153,125 gross tons, against 131,677 gross tons the previous year, showing a gain of 21,448 gross tons. Formerly coal going north over our line for points beyond Elmira, has been transferred to boats on the lake at Watkins. This year we concluded an arrangement with the New York Central Railroad Company, by which this tonnage is taken from us at Canandaigua, and distributed over their line to the different points of destination. By this we get the tonnage upon our Canandaigua division, and the result this year has been an increased net revenue for that division of $55,239 06.

The equipment belonging to the company is now fully up to its requirements, and is in excellent condition. We have 130 locomotives, 22 of which were added during the year—20 purchased, and 2 rebuilt at the shops of the company. The total mileage of engines was 2,369,326 miles.

The total amount of motive power repairs in 1868 was $219,242 67; in 1869, $194,358 49—a decrease in this expenditure of $24,884 18. Total cost of fuel for 1868, $308,299 07; for 1869, $338,209 32; increase in 1869, $29,910 25. Amount of stores in 1869, $34,763 65; in 1868, $33,574 06; increase in 1869, $1,189 59; total increase of motive power expenses over 1868, $6,215 66, while there is an increase in mileage of 156,968 miles. We have of first class passenger cars, 64; second class passenger cars, 3; baggage cars, 22; express cars, 16; total passenger equipment, 105 cars; freight box cars, 8 wheel, 990; freight box cars, 4 wheel, 5; gondola cars, 8 wheel, 544; stock cars, 8 wheels, 51; box stock cars, 8 wheel, 101; stone cars, 8 wheel, 25; coal cars, 8 wheel, 1,068; coal cars, 4 wheel, 2,422; lime cars, 4 wheel, 185; tool cars, 8 wheel, 10; freight caboose cars, 56; maintenance of way cars, 4—total freight cars, 5,461.

There have been added during the year 4 first class passenger cars, 200 box cars, 18 stone cars, 577 eight-wheel coal cars, 16 four-wheel coal cars and 5 lime cars. There have been rebuilt 2 first class passenger cars, 1 baggage car, 2 express cars, 16 box cars, 23 gondolas, 2 stock cars, 13 eight-wheel coal cars, 61 four-wheel coal cars, 8 lime cars, 1 tool car and 2 freight cabooses.

The good condition of the track and bridges has been fully maintained during the year. There have been used in the track 146,348 cross-ties, 13,998 chairs, 173,505 pounds of spikes and 4,715 tons of iron, at a cost of $295,768 62.

The amount expended in 1869 to repair the damage done by the flood of July, 1868, was $22,077 34. The repair of damage by the flood in the Gunpowder during last summer was $10,756 29. We have expended in renewing the masonry of nine bridges and erecting three iron bridges $60,078 08.

There has been charged to equipment account during the last year $868,297 12, in payment of locomotives and cars heretofore referred to. The construction account has increased $565,483 75, which has been expended in completing second track between Dauphin and Millersburg, on the new line in Baltimore, increasing the size of the round-house at Marysville, &c.

The real estate account has been increased $110,678 82, expended principally for land required for the new line and new shops in Baltimore, making a total charge to the principal account of $1,543,959 19, an amount much larger than will be required in any year in the near future. We anticipate a return of a large portion of this amount from the sale of the valuable property belonging to the company, and now occupied by the old shops at Bolton, as soon as the new shops and the new line in Baltimore are completed. We hope to use the new route to Calvert Station by the end of this year.

The receipts and expenditures for the year ending December 31, 1869, were as follows,

Receipts.	
Earnings from freights	$2,968,333 08
" passengers	957,972 10
" express	89,693 20
" U. S. mails	88,507 50
" sundry sources	249,277 71
	$4,303,783 54
Capital stock	201,100 00
Bonds	922,000 00
Floating debt increased	359,626 71
Total	$5,786,510 26
Expenditures.	
Conducting transportation	$1,011,701 15
Motive power	882,495 56
Maintenance of cars	283,242 60
" way	767,334 24
General expenses	72,207 33
	$3,016,980 88
Interest	486,179 08
Dividends on capital stock	299,401 00
Taxes on capital stock, dividends & surplus	28,950 43
Rent of Wrightsville, York and Gettysburg R. R	11,872 68
Rent of Shamokin Valley and Pottsville R. R	101,167 00
Rent of Elmira and Williamsport R. R	165,000 00
Rent of Elmira, Jefferson and Canandaigna R. R	25,000 00
Sinking funds	83,000 00
Second mortgage bonds of York and Cumberland R. R	25,000 00
Construction	565,483 75
Real estate	110,178 32
Equipment	868,297 12
Total, as above	$5,786,510 26

The singing funds have been increased $83,000, the total amount now in the sinking funds amounting to $766,500. The mortgage for $25,000 of the York and Cumberland Railroad Company, due January 7, 1871, has been paid and canceled. The mortgage for $175,000 of the York

and Cumberland Railroad Company, due on the 1st of May, 1870, will be paid at maturity out of the funds now in the sinking fund.

FINANCIAL STATEMENT, December 31, 1869.

Railway and appurtenances		$9,472,736 02
Canton extension		342,182 02
Real estate		751,668 01
Equipment		2,989,134 82
Cash and cash assets		1,384,068 63
		$14,939,789 00
Capital stock		$5,000,000 00
First mort. bonds of York & Cumberland R. R. Co.	$175,000	
Third mort. bonds of Y. and C. R. R. Co., guar. by City of Baltimore	500,000	
Second mort. bonds of N. Central Railway Co	2,500,000	
Third mort. bonds of N. Central Railway Co	1,223,000	
	$4,398,000	
Deduct amount in sinking ing funds	766,500	
	$3,631,500	
First mort. loan of Northern Central R. W. Co. from State of Maryland irredeemable	1,500,000	
Second mort. consolidated gold bonds. Total loan (including $3,631,500 as above) $6,000,000	1,874 000	
		7,005,500 00
Other liabilities		1,976,650 91
Profit and loss		957,638 09
		$14,939,789 00

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Edmund Smith.

Vice President.—J. N. DUBARRY.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—A. R. FISKE.

☞ The officers of the Pittsburg, Cincinnati and St. Louis Railway Company, under the new organization are: Hon. T. L. Jewett, President; H. J. Jewett, First Vice President; D. S. Gray, Second Vice President. John Durand, General Superintendent of the Pittsburg and Cincinnati Division. D. W. Caldwell, General Superintendent of the Indianapolis and Chicago Division. A. J. McDowell, Comptroller; G. D. Whitcomb, Purchasing Agent; W. L. O'Brien, General Passenger and Ticket Agent; C. W. Smith, General Freight Agent; Hon. J. R. Swan, Solicitor. The general office of the company will be at Columbus, Ohio.

☞ At the general meeting of the stockholders of the Northern Central Railway Company, held in Baltimore on the 24th of February, Mr. Samuel T. Hatch offered the following resolution, which, after discussion, was on motion, rejected:

Resolved, That the incoming Directors be requested to adopt the usual mode of paying dividends namely, quarterly instead of semi-annual dividends, as determined by the present Board.

☞ The yield of coal in Nova Scotia in 1869 was 60,000 tons over 1868, the total amount raised and sold being 571,197 tons. Of this quantity Cape Breton produced 305,068 tons, Picton County 198,211 tons, and Cumberland County 8,515 tons.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1868–'69.	1869–'70.
Ohio	546,261	517,453
Illinois	805,843	860,231
Indiana	325,514	248,510
Kentucky	183,426	197,010
Missouri	368,633	431,615
Iowa	131,287	139,487
Wisconsin	129,094	172,626
Tennessee	9,115	8,330
Grand totals	2,499,173	2 575,262
		2,499,173
Increase		76,089

The average weight of hogs, and the yield of leaf lard per hog, by States, compare as follows:

	Average weight per hog.		Yield of lard per hog.	
	1869. lbs.	1870. lbs.	1869. lbs.	1870. lbs.
Ohio	214⅓	229 1-5	24⅝	26⅛
Indiana	202 4-5	204⅛	23 5-7	23½
Illinois	205¼	203	23⅝	23⅛
Kentucky	207½	213¾	24¼	21⅛
Missouri	206½	193	23⅝	22⅛
Iowa	207½	203	26	23⅛
Wisconsin	211	200	24	21⅜

The general average compare as follows:

	Hogs, lbs.	Lard, lbs.
1866	231 3-10	31 1-7
1867	232 1-7	29 3-4
1868	201	21 3-4
1869	206 3-4	24 1-4
1870	198 1-9	23 1-8

By multiplying the total number of hogs packed each season, by the general averages, the comparative crop can be ascertained:

Total crop in pounds, 1870	510,188,016
Total crop in pounds, 1869	516,703,942
Decrease in pounds	6,515,926

This is equal to one per cent. in the pork crop the past season, as compared with that of the previous year.

The returns given above are of what is known as leaf lard, and are about 7 pounds per hog less, taking the entire packing, than the aggregate yield, but as the comparison for both years is leaf, this will make no difference in arriving at the per centage of increase. As already shown the general average yield of leaf lard per hog is 23⅛ lbs., and last year it was 24¼ lbs., so that by multiplying the whole number of hogs packed each year by these figures respectively, the comparison is shown as follows:

1869-70, lbs	60,604,945
1868-69, lbs	58,562,934
Net increase	2,952,011

The whole number of hogs packed in the West in each of the last twenty years were as follows:

Year.	No. of Hogs.	Year.	No. of Hogs
1850–51	1,332,867	1860–61	2,155,702
1851–52	1,182,846	1861–62	2,893,666
1852–53	2,201,110	1862–63	4,069,520
1853–54	2,534,770	1863–64	3,261,105
1854–55	2,124,404	1864–65	2,422,779
1855–56	2,489,502	1865–66	1,785,955
1856–57	1,818,468	1866–67	2,490,791
1857–58	2,210,778	1867–68	2.781,084
1858–59	2,465,552	1868–69	2,499,178
1859–60	2,350,822	1869–70	2,575,261

Boston, Barre and Gardiner R. R.

At a meeting of this corporation in Worcester, Mass., on the 22d ult., the act of the Legislature authorizing the company to re-locate its road was accepted, and a vote passed to change the location of the road so as to carry it through the centre of the town of Holden. The town of Holden has subscribed $30,000 to the road, and $14,800 additional on condition that the road should be run through the centre of the town. It was voted to make an assessment of twenty per cent. on the stock subscribed for conditionally.

☞ The Chattanooga railroad bill, recently passed by the Legislature of Louisiana, contains, among other provisions, the following: The subsidy granted is $3,000,000, payable in installments as follows: $750,000 when the road shall have reached Bayou Lafourche, at or near Donaldsonville; $750,000 when it shall have reached a point at or near Vermillionville; $750,000 when it shall have reached the Sabine River; $750,000 when it shall have reached Houston, Texas. The road to be opened for traffic within three years.

☞ The Baltimore City Council have passed an ordinance guaranteeing the bonds of the Maryland Central Railroad Company to the amount of $600,000. This road is to be run from Baltimore City to the Susquehanna river, and there connect with a road now in running condition from the Susquehanna to Philadelphia. It is said that the necessary capital for the speedy construction of the road and its equipment is available, and that this work will be at once constructed.

☞ John Durand has been appointed General Superintendent of the Pittsburg and Cincinnati Division of the Pittsburg, Cincinnati and St. Louis railway, embracing the road proper of the Company and the roads leased from the Little Miami Company; D. W. Caldwell, General Superintendent of the Indianapolis and Chicago Division, embracing the roads leased from the Columbus, Chicago and Indiana Central Company.

☞ The promised early completion of the Chesapeake and Ohio Railroad across the Alleghanies inspires other railroad projects with hope. Among them are the Richmond and Newport News, and the Fredericksburg and Gordonsville roads, in Virginia, and the Eastern Kentucky road, in Kentucky.

☞ A formal transfer has been made of the Little Miami railroad to the Pittsburg, Cincinnati and St. Louis Railroad Company, in conformity with the lease ratified by the stockholders at their last general meeting.

☞ It is expected that the Grand Rapids and Indiana and the Fort Wayne, Jackson and Saginaw railroads will be completed and running into Fort Wayne by the middle of July next.

☞ The Cincinnati Councils have granted a loan of $50,000 to the trustees of the Southern Railroad to be used in making preliminary surveys.

☞ Another section of forty miles of the Superior road is graded, ready for the iron and the track is laid some ten miles beyond Hinckley.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for the three months from January 1st, were:

	1869.	1870.
Ashes, bbls.	2,132	2,299
Breadstuffs—		
Wheat flour, bbls.	438,330	597,515
Cornmeal, bbls.	105,547	101,608
Wheat, bush.	1,480,494	820,591
Rye, bush.	5,578	1,309
Oats, bush.	341,478	555,941
Barley, bush.	121,557	482,938
Peas, bush.	12,557	28,923
Corn, bush.	1,421,332	348,806
Cotton, bales	250,630	225,919
Naval Stores—		
Crude turp., bbls.	5,237	2,956
Spirits turp., bbls.	10,917	12,943
Rosin, bbls.	127,990	165,102
Tar, bbls.	19,493	24,929
Pitch, bbls.	794	1,387
Provisions—		
Pork, bbls.	40,450	54,397
Beef, pkgs	41,365	48,264
Cutmeats, pkgs	44,306	52,846
Butter, pkgs.	120,933	116,866
Cheese, pkgs	22,013	52,207
Lard, tcs. and bbls.	35,164	45,685
Do., kegs	1,313	7,717
Whiskey, bbls.	33,897	58,196
Petroleum, pkgs	202,818	152,426

The Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	871	476
Do., Pearls, bbls	24	14
Beeswax, lbs	43,269	68,214
Breadstuffs—		
Wheat flour, bbls.	239,016	350,894
Rye flour, bbls.	730	829
Cornmeal, bbls.	39,302	19,571
Wheat, bush.	2,030,964	2,101,834
Rye, bush	....	6,709
Oats, bush.	34,059	5,718
Barley, bush.	.....	.....
Peas, bush	23,849	15,934
Corn, bush	716,914	86,453
Candles, bxs.	14,142	8,247
Coal, tons	15,176	13,770
Cotton, bales	68,347	124,629
Hay, bales	5,170	11,442
Hops, bales.	12,486	13,749
Naval Stores—		
Crude turp., bbls	338	300
Spirits turp., bbls	949	5,641
Rosin, bbls.	108,684	137,910
Tar, bbls	6,717	3 928
Pitch, bbls	964	1,073
Oils—whale, galls	424	7,343
Do., sperm, galls	146,363	124,177
Do., lard, galls	8,936	7,975
Do., linseed, galls	1,504	1,624
Provisions—		
Pork, bbls.	13,976	21,349
Beef, bbls.	5,953	5,447
Do., tcs	22,084	15,772
Cutmeats, lbs	15,513,171	15,172,978
Butter, lbs.	199,707	320,356
Cheese, lbs	1,837,834	3,230,287
Lard, lbs.	8,760,389	10,336,861
Rice, tcs	249	697
Do., bbls	1,034	2,661
Tallow, lbs	2,459,615	5,257,694
Tobacco, crude, pkgs.	18,784	12,357
Do., manf., lbs	859,877	1,253,631
Whalebone, lbs	124,600	95,416
Petroleum, galls	10,787,525	14,662,479

☞ The Chief Commissioner of Mines in Nova Scotia in his annual Report give the total yield of gold from the various mines, during the past year at 17,868 oz., being a decrease from the previous year of 2,673 oz.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1869.	1890.
Manufactures of wool	$2,486,909	$2,370,754
" cotton	2,357,191	2,210,847
" silk	2,721,262	2,813,824
" flax	1,430,378	1,276,861
Miscellaneous dry goods	977,826	1,090,240
Total entered for consump.	$9,973,566	$9,762,526

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$1,507,790	$1,891,892
" cotton	628,225	956,938
" silk	500,938	715,029
" flax	641,810	791,802
Miscellaneous dry goods	174,058	176,929
Total withdrawn from warehouse	$3,447,321	$4,032,585
Add entered for consump.	9,973,566	9,762,526
Tot. thrown on the market	$13,420,887	$13,795,111

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$1,467,678	$1,202,902
" cotton	580,768	723,254
" silk	581,682	576,002
" flax	575,151	554,866
Miscellaneous dry goods	142,219	163,556
Total entered for wareh'g.	$3,347,493	$3,220 580
Total entered for consump.	9,973,566	9,762,526
Total entered at the port.	$13,321,059	$12,983,106

The imports of foreign dry goods at New York for three months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$5,207,033	$5,227,070
" cotton	5,222,580	5,459,703
" silk	5,992,385	5,937,625
" flax	3,285,949	2 809,815
Miscellaneous dry goods.	2,190,013	2,683,213
Tot. entered for consump.	$21,897,960	$22,117,426

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$3,035,540	$3,095,025
" cotton	1,524,622	2,104,613
" silk	1,254.641	1,704,562
" flax	1,777,278	2,012,781
Miscellaneous dry goods.	489,081	413,726
Total withdrawn from warehouse	$8,081,162	$9,330,707
Add entered for consump.	21,897,960	22,117,426
Total thrown on the market	$29,979,122	$31,448,133

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$3,314,964	$3,232,714
" cotton	1,480,316	2,490,536
" silk	1,495,353	1,572,800
" flax	1,637,459	1,594,369
Miscellaneous dry goods.	357,215	401,418
Total entered warehouse.	$8,285,307	$9,291,837
Add entered for consump.	21,897,960	22,117,426
Total entered at the port.	$30,183,267	$31,409,263

☞ The Westminster (Md.) *Herald* says that the directors of the Parkton and Manchester Railroad are looking to an early completion of the work. Over four miles of the road have been graded, and more active work is expected with the arrival of warm weather. The road runs from Parkton, Baltimore county, on the Northern Central railway, to Manchester, Carroll county, and will open up an important section of country.

The Public Debt Statement.

The following is a recapitulation of the public debt statement March 31, 1870:

DEBT BEARING COIN INTEREST.

Five per cent bonds	$221,589,300 00
Six per cent. bonds	1,886,352,800 00
Total	$2,107,942,100 00
Accrued interest	43,783,504 95

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$45,565,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,565,000 00
Interest	483,859 45
Debt on which interest has ceased since maturity	$3,914,386 64
Interest	$512,908 68

DEBT BEARING NO INTEREST.

Demand and legal tender notes.	$356,109,621 00
Fractional currency	39,568.079 61
Gold certificates of deposit	38,848,500 00
Total	$434,526,200 61
Total amount outstanding	$2,605,947,637 25
Total interest	44,730,273 08
Total debt, principal and interest, to date, including coupons due, and not presented for payment	$2,650,677,910 33

AMOUNT IN TREASURY.

Coin	$105,413,745 08
Currency	7,472,729 65
Sinking fund in United States coin interest bonds, and accrued interest thereon	80,047,642 00
Other United States coin interest bonds purchased, and accrued interest thereon	75,181,665 86
Total	$218,115,782 59
Debt less amount in Treasury	$2,432,562,127 74
Debt less amount in Treasury March 1, 1870	$2,438,328,477 17
Decrease of debt during the past month	$5,766,849 43
Decrease of debt since March 1st, 1869	$92,901,182 27

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$406,125 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	95,545 00
Sioux City and Pacific	1,628,320	24,424 80
Central Pacific	25,881,000	382,310 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	24,000 00
Western Pacific	1,970,000	28,423 00
Totals	$64,457,320	$959,827 80
Interest paid by United States		$6,881,664 96
Interest repaid by transportation of mails, etc.		2,030,571 04
Balance of interest paid by United States		4,851,093 92

☞ A despatch dated St. Louis, April 3, says that J. S. Morgan & Co., of London, have purchased $2,500,000 of the bonds of the St. Louis Bridge Company, with the option of purchasing the balance of the $4,000,000 issued within thirty days. This completes the financial operations of the company, St. Louis subscribers having taken $1,200,000.

Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Cost, Earnings, Dividends, &c., for the fiscal year ending June 30, 1869.

Compiled from the Annual Reports of Railroad Companies made to the Hon. George B. Wright, Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate
	$	$	$	$	M.	M.	M	$	M.	$	$	$	$	$	$	$	p. c.
Atlantic and Great Western	30,000,000	36,897,472	27,000,000	93,897,472	387.50	88.66	51.71	59,723,844	507.16	892,169	4,022,915	182,283	5,097,367	5,459,299	1,638,068	.....	....
Carrollton and Oneida	14,400	.....	1,800	16,200	12.00	.....	0.90	101,000	12.00	2,705	1,770	700	5,175	4,674	501	.....	....
Central Ohio	3,000,000	2,500,000	5,935	5,505,935	137.02	.....	25.32	5,505,935	137.02	299,215	551,713	119,962	970,890	921,369	49,521	90,000	3
Cincinnati, Hamilton & Dayton	3,500,000	2,032,000	326,050	5,858,050	60.00	.....	87.00	5,297,260	60.00	433,147	668,496	102,203	1,198,846	777,497	421,349	350,000	10
Cincinnati and Indiana	500,000	2,000,000	.....	2,500,000	20.50	6.70	6.16	1,894,178	27.20	101,896	121,840	9,831	233,567	125,634	107,933	50,000	10
Cincinnati, Richmond & Chicago	382,600	625,000	2,089	1,009,689	36.00	6.00	2 55	947,885	42.00	50 617	44,737	5,149	100,503	108,585	(Loss.)	.....	....
Cinn., Sandusky and Cleveland	2,757,750	2,829,702	37,621	5,625,073	155.00	15.50	22.00	5,700,000	170.50	229,055	479,779	86,635	795,469	795,671	122,778	.....	....
Cincinnati and Zanesville	1,669,361	1,300,000	.....	2,969,361	132.13	.....	9.00	2,969,361	132.12	100,741	193,814	42,787	345,842	299,796	46,646	.....	....
Cleveland, Columbus, Cincinnati and Indianapolis	11,620,000	1,997,000	.....	13,617,000	341.00	50 00	61.00	11,936,146	391.00	849,283	1,843,131	270 200	2,962,614	2,128,166	834,448	731,244	7
Cleveland and Mahoning	2,056,750	1,352,700	.....	3,409,450	67.81	12.37	9 03	3,320,326	.....	(Included in Atlantic and Great Western.)						164,540	8
Cleveland and Pittsburg	6,042,075	4,126,500	.....	10,168,575	167.00	32.00	46.00	10,558,142	391.00	610,070	1,676,677	305,428	2,593,070	1,596,807	996,263	501,773	8
Cleveland, Zanesville & Cin	.....	153,000	.....	153,000	63.75	.....	5.00	1,575,081	63.75	64,064	101,611	15,744	181,419	148,888	32,531	.....	....
Columbus, Chicago and Indiana Central	12,314,809	18,612,674	1,723,369	32,650,852	588.00	.....	102.99	32,650,852	582.00	1,082,110	2,299,595	147,706	3,529,411	3,266,959	262,452	.....	....
Columbus and Hocking Valley	668,363	880,000	54,276	1,602,639	62.00	.....	4.00	1,654,741	75.25	(New road and not in general operation.)						.....	....
Columbus, Springfield and Cinn.	1,500,000	.....	.....	1,500,000	20.00	.....	1 00	346,000	45.00	(Included in Cincinnati, Sandusky and Cleveland.)						.....	....
Dayton and Michigan	2,380,172	4,315,500	101,825	6,797,497	142.00	.....	18.00	6,489,837	142.00	344,458	686,155	46,748	1,027,256	697,717	329,539	.....	....
Dayton and Union	82,350	527,445	8,375	632,870	31.78	.....	2.75	598,484	31.78	50,869	64,972	3,894	119,235	105,402	13,833	.....	....
Iron	132,411	35,000	15,758	184,758	13.00	.....	1.00	327 796	13.00	9,590	59,333	.....	68,923	62,452	6,471	.....	....
Junction (Cinc. & Indianapolis)	1,749,200	3,811,250	776,898	5,944,148	98.00	25.00	13.13	5 803,062	125 00	114 071	100,282	7,596	221,949	213,681	8,268	.....	....
Lake Erie and Louisville	1,212,500	500,000	4,000	1,716,500	37.00	.....	3.00	1,748,410	37.00	23,397	29,948	4,529	57,874	40.204	17,670	.....	....
Lake Shore	15,000,000	6,998,000	.....	21,998,000	208.24	43.86	62.35	19,280,287	252.10	1,710,190	3,269,923	272,232	5,252,345	3,180,906	2,071,439	1,198,884	8
Michigan Southern	12,525,600	8,875,440	.....	21,401,040	375.26	141.37	70.57	21,078,190	561.06	1,764,814	3,195,731	265,647	5,226,192	3,088,196	2,137,996	1,022,106	8
Little Miami, Columbus and Xenia, Dayton and Western, Dayton, Xenia and Belpre	5,858,600	2,543,000	.....	7,901,600	119.50	77.00	35.00	7,786,469	196.50	700,547	829,429	150,340	1,680,316	1,118,019	562,297	330,554	6½
Marietta and Cincinnati	14,620,866	6,306,000	950,996	21,877,862	190.00	86.00	36.90	19,655,014	276.80	373,251	904,130	73,848	1,350 719	1,252,181	98,538	.....	....
Niles and New Lisbon	500,000	.....	.....	500,000	13.00	.....	0.50	300,000	13.00	3,214	9 235	747	13,196	12,548	648	.....	....
Ohio and Mississippi	23,500,000	5,464,000	226,211	29,190,211	340.00	.....	10.82	29,190,211	340.00	1,186,467	1,522,911	145,773	2,855,152	1,978,524	876,628	252,829	7 guar
Pittsburg, Cinn. and St. Louis	5,428,200	10,036,690	421,184	15,881,074	193.00	7.50	16.50	15,879,338	200.00	621,916	1,690,382	121,803	2,434,101	1,900,617	533,484	.....	....
Pittsburg, Ft. Wayne & Chicago	11,500,000	13,563,000	98,093	25,161,093	468.30	8.40	140.92	24,026,166	582.00	2,525,653	5,391,520	319,192	8,236,395	5,080,436	3,155,959	1,210,255	10
Rocky River	73,300	30,000	6,915	116,915	5.53	.....	0.26	109,237	5.53	7,337	.....	.....	7,337	3,113	4,224	.....	....
Sandusky, Mansfield & Newark	904,823	2,307,742	7,600	3,220,165	116.25	.....	10 00	3,212,565	116.25	163,800	214,890	38,648	412,538	328,188	84,350	.....	....
Toledo, Wabash and Western	7,000,000	15,000,000	.....	22,000,000	475.00	46.00	41.98	22,000,000	521.00	1,287,219	2,677,879	167,626	4,132,724	3,158,764	973,960	.....	....

RAILROADS PROJECTED OR IN PROCESS OF CONSTRUCTION IN THE YEAR ENDING JUNE 30, 1869.

	Stock.	Termini.		Miles.	
Cincinnati and Baltimore	$500,000	Loveland.	Cincinnati.	28.50	(About 6 miles completed.)
Massillon and Cleveland	200,000	Franklin.	Perry.	12.25	(Is now probably in operation.)
Newark, Somerset and Straitsville	500,000	Newark.	Straitsville.	52.00	(42 miles under contract, and grading almost done to Somerset.)

RAILROADS INCORPORATED DURING THE YEAR ENDING JUNE 30, 1869.

Railroads.	Date.	Termini.			Railroads.	Date.	Termini.		
Atlantic and Lake Erie	June 12, '69.	Pomeroy.	Toledo.	$5,000,000	Massillon and Seville	Aug. 10, '68.	Massellon.	Seville.	$500,000
Chicago, Defiance and Great Eastern	April 24, '69.	Akron.	State Line, Ind.	3,000,000	Niles and New Lisbon	April 24, 69.	Niles.	Liverpool.	500,000
Cinn., Pennsylvania and New York	Sept. 4, '68.	Cincinnati.	State Line, Pa.	10,000,000	Ohio and Southern	June 9, '69.	Newark.	Maysville, Ky.	2,500,000
Cinn., Salem, Youngstown and Eastern	June 10, '69.	Zanesville.	Youngstown.	1,000,000	Painesville, Vienna and Pittsburg	June 16, '69.	Painesville.	Brookfield.	2,000,000
Cleveland, Port Clinton and Toledo	Dec. 30, '68.	Cleveland.	Toledo.	2,300,000	Pittsburg, Mount Vernon, Columbus and London	Jan. 5, '69.	.....	London.	2,000,000
Cleveland and Rocky River	April 26, '69.	Cleveland.	Rocky River.	150,000					
Columbus, Springfield and Cincinnati	May 7, '69.	Columbus.	Springfield.	1,500,000	Pittsburg, Mount Vernon and London	May 11, '69.	Orville.	London.	1,000 000
Detroit and Fort Wayne	April 14, '69.	W. State Line.	N. State Line.	300,000	Pittsburg, Mount Vernon and Marion	April 23, '69.	Cosbocton.	Marion.	1,000,000
Holmes County	May 10, '69.	Lakeville.	Oxford.	100.000	Straitsville and Hocking Valley	May 10. '69.	Athens Co.	Straitsville.	200,000
Liberty and Vienna	Dec. 7, '68.	Liberty.	Vienna.	200,000	Straitsville and Hocking Valley	May 27, '69.	Athens Co.	Straitsville.	200,000
Logan and Straitsville	Nov. 13, '69.	Logan.	Straitsville.	150.000	Tuscarawas Valley	Feb. 23, '69.	New Phila.	Dennison.	200 000
Marietta and Pittsburg	Sept. 29, '68.	Marietta.	Dennison.	600,000	Vienna (coal)	Oct. 16, '68.	Hubbard.	Vienna.	100,000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Cent. ---- ----100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ...50	25,879,923	---- ----	---- ----
" " " pref.50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio. ----100	16,157,962	A. & O.	Oct. '69 4
Do. Washington Br. ----100	2,650,000	A. & O.	Oct. '69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware ----100	996,250	---- ----	---- ----
Berkshire* ---- ----100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.* ---- 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany ----100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea ----100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,200	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell. ----500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine. ----100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City ---- ----10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie. ---- ---100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	777,800	A. & O.	Apl '70 4½
Camden and Amboy. ----100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod ---- ---- ---- 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. ---- ---- ---- 50	1,150,000	---- ----	---- ----
Catawissa, pref. ---- ---- 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia ----100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey ...100	15,000 000	J. & J.	Jan.'69 2½
Central Ohio. ---- ---- ---100	2,800,000	J. & D.	Dec.'69 3
Do. pref. ---- ---- ---100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*. ---- ---- ----	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred ---- ---100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton. ----100	5,141,800	M. & S.	Mar.'70 5
" pref. ---- ---- ---100	2,428,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western ...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton ----100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68@2
" Street. ---- ---- ----	----------	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J @ J.	Jan. '70 7
Clev., Col., Cin. & Ind. ...100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J. & J &O	Jan.'70 1½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Con.100	11,420,000	---- ----	---- ----
Columbus and Xenia*. ---- 50	1,786,200	quarterly	Dec. '69 2
Concord ---- ---- ---- ---- 50	1,500,000	M. & N.	Nov.'69 5
Concord & Porta., guar. ...100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers ...100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,109	F. & A.	Feb. '70 3
Connecticut River ---- ---100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley. ---- 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*. ---100	2,390,646	---- ----	---- ----
Delaware*. ---- ---- ---- 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley. ----100	1,820,200	---- ----	---- ----
Detroit & Milwaukee. ----100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E B'dw. & Bat..100	1,200,000	F.M.A.N	Feb.'70—
Dubuque and Sioux City..100	1,678,841	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy ---- ---- 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.) ---- ----100	3,883,400	J. & J.	Jan. '70 4
Eastern (N. H.) ---- ----100	492,500	J. & J.	Jan. '70 4
East Pennsylvania ---- 50	654,600	---- ----	---- ----
East Tenn. and Georgia ...100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ---100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'70 3½
Erie Railway ---- ---- ----100	70,000,000	F. & A.	Feb.'68 4
Do. pref. ---- ----100	8,533,910	Annual	Dec'69 7
Erie & Pittsburg ---- ----50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg ---- ---- ----100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly ---- ----100	800,000	M. & N.	M'y'67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia ---- ---- ----100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.) ---- 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Granite. ---- ---- ----100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa. ----50	116,850	M. & N.	Nov.'69 5
Housatonic. ---- ---- ----100	820,000	---- ----	---- ----
" pref ---- ---- ----100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,390	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central ---- ----100	25 278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.---100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*. ----100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*. ----	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy. ---- 50	2,158,665	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley ---- ---- 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne. ---- ---- 50	344,650	J. & J.	Jan.'69 4
Little Miami. ---- ---- ---- 50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint-.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*. ---- 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island. ---- ---- ---- 50	2,000,000	F.M.A.N.	Aug.'66 2
Loulsv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence ----100	200 000	A. & O.	Apl. '70 3
Lowell Horse ---- ---- ----100	55,830	J. & J.	Jan. '70 3
Macon and Western. ----100	2,000,000	---- ----	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central. ---- ---- ----100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	---- ----	June'69 3
Memphis and Ohio ---- ----100	570,000	---- ----	---- ----
Metropolitan (Boston).----100	1,250,000	J. & J.	Jan. '70 5
Michigan Central ---- ----100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston). ---- ----100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehi l*. 50	323,375	J. & J.	Jan. '70 6
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	---- ----	---- ----
" " " 1st pref 100	----------	---- ----	---- ----
Milw. & St. Paul. ---- ----100	7,665,104	Feb. 1870	$3 & 7s
" " " pref. ---- ----100	9,744,.63	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio ---- ----100	3,764,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex ---- ---- 50	3,616,350	---- ----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell. ----100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck ---- ---- ----100	1,456,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey ---- ---- ----100	6,250 000	F. & A.	Feb. '70 5
New London Northern. ---100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21.491,450	A. & O.	Apl. '70 4
" old int. cer.100	42,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Nstg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue ---- ---- ----100	797,400	---- ----	---- ----
North Carolina. ---- ----100	4,000,000	A. & J.	Apl. '70 3
Northern Central ---- ---- 50	5,000,000	M. & N.	Nov.'69 2
North Eastern (S. C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania. ---- 50	3,150,150	---- ----	Jan.'70 5e
Norwich & Worcester 100	2,368,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.----100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark ----100	231,550	---- ----	---- ----
Oswego and Syracuse.... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.----100	3614,515	---- ----	---- ----
Panama. ---- ---- ---- ----	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.----100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania ---- ---- ---- 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal. ----	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,581,300	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*. ----100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt. ---- 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City ---- ---- 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,897	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,685,000	J. A J&O	Apl. '70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec.---100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston. ---- ----	----------	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g.100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041.800	---- ----	---- ----
Rockport ---- ---- ---- ----100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred. ---- ----100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* ---- ---- 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke...100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	569,450	F. & A.	Feb.'70 3
Shore Line. ---- ---- ----100	636,000	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) ----100	750,000	---- ----	Nov.'69 5
Somerville ---- ---- ----100	75,000	M. & N.	May '69 3
South Carolina ---- ----100	5,819,275	---- ----	---- ----
South Shore ---- ---- ----100	259,685	---- ----	Jul. 68 3
South Western, Georgia...100	3,9.9,900	F. & A.	Feb.'70 4
Staten Island. ---- ---- ----100	660,000	J. & J.	Jul. '67 4
Stony Brook ---- ---- ----100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- 3½
Summit Branch ---- ---- 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch ---- ----100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).----100	1,750,000	---- ----	Nov. '69 4
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000	---- ----	---- ----
" " (R. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston ---- ----100	607,111	---- ----	---- ----
Troy and Greenbush*. ----100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	---- ----	---- ----
Union (Phila.) ---- ---- 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River.----100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*. ----100	2,500,000	J. & D.	Dec.'69 4
Vermont Central. ---- ----100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'70 6
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central ---- ----100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union ---- ---- ----100	2,707,698	---- ----	---- ----
West Jersey ---- ---- ---- 50	804,150	F. & A.	Feb.'70 5
West Philadelphia. ---- 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon ---- ----100	1,463,775	---- ----	---- ----
Winchester and Potomac....	----------	J. & J.	Jan.'70 3
Warren ---- ---- ---- ----100	1,547,650	---- ----	---- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 4s
CANALS.			
Chesapeake and Delaware 50	1,518,963	J. & D.	Dec.'69 3
Chesapeake and Ohio ---- 25	8,228,596	---- ----	---- ----
Delaware Division. ---- ---- 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.----100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.----100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania.---- 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).----100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania ---- ---- ---- 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,002,746	---- ----	---- ----
Union ---- ---- ---- ---- 50	----------	---- ----	---- ----
" preferred ---- ---- 50	2,907,850	---- ----	---- ----
W. Branch and Susq.---- 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---- ---- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation ---- ----100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal. ---- ---- 25	1,500,000	M. & S.	M. '69 3
Ashburton ---- ---- ---- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal. ---- ---- ---- 25	500,000	J. & D.	D. '69 3.4
Central Coal ---- ---- ----100	2,000,000	J. & J.	July'65 5
Fulton Coal. ---- ---- ----	----------	J. & J.	Jan.'70 4
Lackawanna Coal. ---- ----	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal. ---- 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal ---- ---- 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal. ---- —	200,000	---- ----	Dec'68 2½
Short Mt. Coal. ---- ---- 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal. ---- ---- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal. ---- ----	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ----100	1,250,000	F. & A.	Aug. '66
Adams Express. ---- ----100	10,000,000	----------	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	----------	Jan.'70 3
United States Express ----100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,166	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 422	2-6,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 090	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,801
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,996	4,682,506
1870	293,978	323,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	425,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	569,549	442,275	377,063	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	398,740	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,686	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,890
1866	523,566	399,917	525,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,-71
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,867
1870	731,283	755,404	872,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,021	3,096,965
1870	201,500	218,000	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,317,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,166	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,620	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	235 612	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,1 8
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000±	473,544	445,792	408,139	727,045*	938,777*	1,239,725*	1,279,602*	1,124,748*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697±	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,280,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,815	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353,569	473,546	499,772	448,419	374 642	4,744,164
1870	337,992	329,128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,404	556,917	468,880	6 517,686
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,2-9,270
1870	396,171	382,823	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,506	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3,793,006
1866	207,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 [illegible] 683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,886	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,386	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	136,2 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	239,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,894	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10 037,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,668	837,351	586,779	9,256,294
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,118,398	589,9.4	8,736,682
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,304	2,250,143
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,752
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,006,285
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	354,831	287,150	3.717,286
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,986	408,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	328,270	399,439	4,013,208
1869	284,192	266,137	342,705	311,833	312,529	348,891	310,800	450,246	470,720	422,388	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	622,560	617,585	758,467	587,332	687,386	716,829	5,709,183
1870	523,629	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	113½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	105½
" " " (5-20s).....coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	105½
" " " (5-20s).....coupon		6	" "	1884	110
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109½
" " " (5-20s).....coupon		6	" "	1864	110
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	106
" " " (5 20s).....coupon		6	" "	1885	110½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108
" " " (5-20s).....coupon		6	" "	1886	108½
" " 3d series (5-20s)...registered	379,593,750	6	" "	1887	107½
" " " (5-20s).....coupon		6	" "	1887	109½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	108
" " " (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112
Certificates of Mar. 2, 1867, and July 25, 1868..	45,565,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	760,50	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	276,902	var	.....	Due.	....
Treasury Notes (7-30s).....	711,700	7.3	.....	Due.	....
Certificates of Indebtedness.....	11.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,311,810	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,621	*nil.*	.....	Dem.	....
Fractional Currency	38,848,500	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	97½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'86	....
Connecticut—War Bonds, My.'61,(10 or 20 yr)		6	Jan. & July.	'71–'81	100
" — " Oct. '61.(10 or 20 yr)		6	" "	'72–'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99½
" — " My'.64,(10 or 20 yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" " " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	93
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	98
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	998,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104.000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792.222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	98
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	94
Louisiana—State Bonds (Schools, &c.).....	684.500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	75½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	76½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	91
" — " " (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525.000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1889	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2.252.112	5	" "	'89–'90	....
" — " " converted.....	1,214.580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	95
" — " " 1838–'39.....	525.008	6	" "	'89–'99	....
" — " " 1838–'39.....	46,232	5	" "	1890	79
" Defense Loan of 1864–'68	2,040,100	6	" "	1883	101½
" South Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,566,680	5	" "	'88–'90	....
" — " " dollar....	1,166,600	5	" "	'90–'94	....
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–'71	....
" —Nor. & Worc. R. R. Loan	460,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	296,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	110
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70–'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72–'73	108½
" — " " "	720,000	6	" "	'74–'75	106½
" — " " "	1,430,000	6	" "	1876	107½
" — " " 1862.....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1896	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73–'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	483,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,276,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
" —Consols, (interest).....	2,830,099	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	93
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84–'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	98
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	102
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	343,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
" — "	5,726,800	6	" "	1873	110
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69–'91	47
" — " (new).....	3,059,045	6	" "	'92–'98	22½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,300	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	99
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	99
" —	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
" — " " "	7,909,600	6	" "	1877	106
" — " " "	9 273,050	6	" "	1882	107½
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1839	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	80½
" —Funding Bonds	1,282,971	6	" "	'70–'90	83
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	2-9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	59½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	52½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70
" — " Bonds.....	10,963,000	6	" "	"	....
" — " " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	69½
" — " Bonds	3,446,000	6	" "	'90–'99	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	80
3d Mortgage	175,000	7	May & Nov*	" "	1889	....
Allegheny Valley:						
1st General Mortgage	3,785,000	7.3	April & Oct.	Pittsburg.	1896	....
1st Mortgage Eastern Ex	59,000	...	" "	"	....	....
Bonds to State of Pennsylvania	2,500,000	...	" "	"	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	363,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000		7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,620	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1834	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000		7	Jan. & July.	"	1899	34½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,990,608	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	90½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £309,200	1,846,080	5*	March & Sept.	"	1894	....
Loan for $800,000	328,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88
Consol. Mortgage for $5,000,000	4,695,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	55
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1835	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	82
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000		6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	92½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1893	85½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	690,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	756,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	74
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,433	7	Jan. & July.	" "	1892	76
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	80½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	296,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	87½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,524	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,118	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1863	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southeastern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1896	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1862	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	186,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	8	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$6,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1870	94
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–76	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,668	2,782,387	6*	— & —	Ottawa.	....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Offered.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1898	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	103½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1879	78½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordav. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1885	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1885	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1883	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1886	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1870	98
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,080	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,108,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,987	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	800,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	101
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,600	7	Jan. & July.	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'81	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,000,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	100
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	95½
Extension Bonds	250,000	6	May & Nov.	" "	1863	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1893	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	92½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	106
2d Mortgage	276,500	7	—— & ——	"	18—	90
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	98½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,800	6	Jan. & July.	Baltimore.	1873	93
3d Mortgage (B. & O. R. R. Co.)	140,000	6	" "	"	1885	67

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1876	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	87
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,982	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. }	2,504,000	6	April & Oct.	"	1875	97
3d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	675,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,800	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-42-44-48 and 49	2,497,300	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	226,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'90–'97	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'89	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	75½
Consolidated, coupon	1,296,000	6	May & Nov.	" "	'76–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 30 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	81½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1893	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1898	....
Salem and Lowell:						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1872	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,573	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	300,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	35
3d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1886	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1876	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	89
1st Mortgage unendorsed	400,000	6	" "	"	1890	75
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1857	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	78
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,185,000	910,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	162	Albany and Susquehanna ¶ ... New York.	5,839,598	647,667	—	—	1,861,383	2,802,000	560,000	401,830	129.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	*	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	165,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,082	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ..... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	3,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	140
Sept. 30, 1869	80.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,296	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	600,000	—	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,196	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,762,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	146
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	16	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,369	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.L., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,000	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	44
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0 1	4,471,274	—	217,487	1,000,420	146 1	992,000	51,249,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,616	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,320	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	18.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,896	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	118
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	—	—	89.0	—	—	—	3,729,412	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,258	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	—	1,992,150	8,000,000	54,034,000	—	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	—	—	—	3,200,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220.445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,269	157,000	269,089	2,085,925	791,500	—	109,496	53.6	495,525	4,733,511	15 8)1,755	713,5.6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	6½
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,681	.....	.....	4,508,643	1,987,896	10	100	112
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	903.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	117
May 31, 1869	—	—	—	23.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Leased	as	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,990	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	283,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,856	2,962,614	834,449	7	100	74¼
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,858	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	100
Dec. 31, 1868	112.7	43.9	25.8	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,282,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Ohio. & Ind. Cent	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)		100	17¼
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	55,846		(Ope	rated by	Little Mi	ami.)		8	50	...
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	588,695	408,574	421,629	826,634	346,495	10	50	84
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	696,258	*			595,587	374,500			27.0	45,081	40,999	28,704	74,706	27,542	—	50	...
Mar. 31, 1868	27.0	—	2.24	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	350,000	*			350,000					(Le	ased to	Concord,)			7	100	108¼
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,980	6,780,348	649,196	202,840	10	100	140
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	238	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting River	New Hampshire.	257,000				268,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823	—	100	...
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contocook River	New Hampshire.																	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,685	1,246,516	523,329	168,178	—	50	84
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	68,957	143,207	74.0	242,146	281,184	281,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000		6,124	23.8	69,630			170,672	51,024	10	100	...
Dec. 31, 1868	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	...
Apr. 30, 1869	—	—	—	—	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				966,853	273,497	—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	188,420	17,479	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779				309,276	788,000			42.0				139,355	loss.	—	100	...
Nov. 30, 1868	86.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	103
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0						—	100	...
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,098,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissoges	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	...
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		—	100	106¼
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100	...
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In	progres	s.)				100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progr	ess.)		100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000									100	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	117
Nov. 30, 1869	44.1	55.4	23.0	—	45	75	25	724	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Ba	lt.)			100	...
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Readin	g.)		6	50	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	86.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia ¶	Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,386,770	141,339		140.8				512,864	60,969	—	100	...
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	...
Oct. 31, 1868	47.0	—	....	—	6	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central	.)	25,000	5	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Central	.)	165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606		2,276,118	18 506,703	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	25
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,006	636,916	245,369	—	50	...
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American ¶	Maine.															—	100	...
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American ¶	N. Brunsw.	4,644,903		112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,784	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.									64.0						—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,069		21,759	208	150,000	238,450	17,000		5.8	10,881	396,465	29,687	6,815		7.6	50	...
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)		100	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	134
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100	...
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.		*			1,098,000	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	79.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*			3,000,000				154.0						—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*							12.5						—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.									60.0						—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In	progress.)				—	100	...
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*			230,845		97,000		17.0	36,930	67,686	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.						575,000			52.0						—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607	.....	.....	1,003,724	491,880	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0						—	100	...
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0						—	100	...
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	73,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶	Canada.	25,662,976	*	2,095,000	8,490	17,394,696	8,917,940		608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,056	—	100	...
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶	Missouri.					7,600,000	9,760,000			271 0				2,184,167		—	100	105¼
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112¼
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	618,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,285	456,449	361,606	.....	2,087,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688	—	100	...
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,096	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶	Texas.	4,606,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	185 0				897,617	528,297	—	100	...
Sept. 30, 1868	130.0	—	6.5	....	18	9	7	200	Houston Tap and Brazoria	Texas.									50.0						—	100	...
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River	New York.	16,669 382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	...
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051	—	50	...
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois.	32,786,264	*	9,721,826	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136
Dec. 31, 1868	703.0	—	100.0	—	177	100	41	4,214	Indianapolis and St. Louis	Indiana.				(Is ne	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)				—	100	...
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,435	106,740	6,185,897	8,282,807			302.5						—	100	124
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250					—	100	...
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.																100	...
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*			132,411	85,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000			11.0	.....	.....	129,013	87,322	2,107	—	50	...
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,596,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	67
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,200	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	99
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)			100	...
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100	...
Dec 31, 1868	48.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	...
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.						1,169,000			99.0						—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶	Tennessee.									16.0						—	100	...
Dec. 31, 1868	18 0	—	—	58.0	—	—	—	8	Knoxville and Kentucky ¶	Tennessee.									31 0						—	100	...
Dec 31, 1868	31 0	—	1 8	34.0	2	2	1	20	Lackawanna and Bloomsburg	Penn.	3,231,388	521,772			1,235,000	2,248,000	68,616		80.0	482,181			842,567	302,838	—	50	...
Oct. 31, 1868	80.0	—	35.0	—	20	6	2	1,497																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	.....	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,878,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	100	87½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,600	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	108½
Nov. 30, 1868	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	3	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	55 463	13,371	—	100	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	52½
Jun. 30, 1869	55.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	661.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	382,883	30,275	.....	3,676	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.0	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	851,360	138.055	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,894	*	156,475	59,457	1,874,465	.250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	(Ow	ned by Co	ncord.)	.....	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	1,288,097	170,470	—	50	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 674	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120
Feb. 25, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60½
Oct. 31, 1868	24.5	68.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	103½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,350,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	38,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	909
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	3,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	178.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,003,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,000,55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,481	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	117½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,041	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	96	5,468	New York Central .....New York.	38,607,697	*	8,402,478	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	62,224	3,963,000	.....	114,568	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	31	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	142½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	888,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	....
May 31, 1869	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	*North Louisiana and Texas*	La.				(In progress.)					422.6							—	100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	67.3	421,267			1,296,961	301,779	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,468,889		—					1,015,394	388,240	5s	50	74
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.								—	96.8		4,738,284	13,598,080	561,370	128,943	—	100	
Dec. 31, 1868	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,088	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			4,803,783	983,763	6	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	120½
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	860,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	105½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994					
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417,500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	83½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	29½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000	173,897		101.5	248,880			1,197,090	653,185	—	50	82½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500	—	9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387	—					111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,380,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000		—	47.6						24	100	145
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000			—	(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000		—	(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000		—	(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000		—		(Leased to Camden and Amboy.)					—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114
Oct. 31, 1868	47.0	15.9	63.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000	—	47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000		—		(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000		—							—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299	—	82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500	—	39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633	—	287.5				2,804,250		—	50	56
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950		—	24.3	342,775			642,639	295,901	10	50	152
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	98½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120			—	26.5				995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	105½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000			—						27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510	—	109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	105½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000			—		(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000		—		(Leased to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000		—	14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.								—							—	100	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390	—	92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000		—		159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000		—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72*	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000		—		(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402			—	22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000		—	12.0		(Under construction.)				—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000							—	166.3	694,409	4 069,421	11,712,202	993,239		—	100	20
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000		—			(About $5 0,000 a month.)				—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000		—	132.0		(Leased to Ind. & St. Louis.)		517,941		—	100	39
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000		—	120.0				612,000	171,000	—	100	43
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000		—		(Leased to Chi. & Alton.)			240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030		—		(Under construction.)					—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.								—		(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000		—	80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		282,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000		—		(Leased to West Jersey.)				16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1½	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	148,578	—	54.0	152,300			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050			—		(Leased to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000		—							—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830		—	119.3				312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100		—	160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,480	*			869,450	700,000		—	28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*			743,100	264,000	121,900	—	25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,503				100,000	37,800		—	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000		—	50.0	167,376			289,268	68,334	—	100	....
Dec. 31, 1868	101 7	6.5		—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009		—	75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510	—	109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	*			438,300			—		(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,400	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000			—			(In progress.)				—	100	....
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 186	58.0	0.5	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000	—			(Not in full operation.)				—	100	....
Sept. 30, 1868	123 0	2.5	12.0	—	15	7	4	173	South Side (Petersbg & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000			—	(Under construction.)						—	100	....
Dec 31 1868	50.0	—	....	28.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*						—					250,000		—	100	....
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	—	91.0	....	....	....	....	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,644	342,739	8	100	104
Dec. 31, 1868	68.0	—	.....	—	2 3	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1868	13.0	—	0.6	—	2	6	—	6	Staten Island .....New York.	350,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	.....	.....	.....	100	....
Sept. 30, 1868	—	—	—	50.0	.....	.....	.....	.....	Syracuse & Chenango Valley.New York.	.....	.....	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 7.0	Rondout	and Os	wego Li	ne.)	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,020,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,255	426,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	6.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	46½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	.....	.....	.....	.....	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	50	....
Dec. 31, 1868	900.0	—	.....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	100.0	—	.....	....	.....	.....	.....	.....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	405.0	33.0	.....	—	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	29,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,560	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	to Vermo	nt Centra	l.)	.....	8	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	99.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,982	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	60
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	.....	100	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,688	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,282	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	.....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	.....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,516	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	.....	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
F-eb. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	68.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	.....	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	32.0	—	.....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	.....	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †....New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	.....	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	117.0	103,000	.....	.....	.....	.....	.....	100	....
Aug. 31, 1868	142.0	—	.....	—	1	4	1	14	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	171.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	350,881	181.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	.....	.....	.....	.....	596,169	.....	.....	100	....
Nov 30, 1867	15.5	—	.....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	238,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	.....	—	.....	.....	.....	.....	Winchester and Alabama †....Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn.	395,585	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,960	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	92
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	116½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	.....	.....	.....	603,067	397,785	—	50	65
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	102.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	14
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	18
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,800	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	80,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	37
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,530	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Sept. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,106	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	74
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	96,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	582	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,004	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	43
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest..Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	—	...	...	20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,056	375,000	100,000	15,000	321,374	43,748	10	50	50	64
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13.883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	8,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,578	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	300,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	80,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Upion (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	73
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,315	7	3	89½
Chicago and Alton, pref.	2,425,400	7	10	112½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48½
Hannibal and St. Joseph, pref.	5,253,836	...	...	106
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	1190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	10
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred.	9,744,288	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	158,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	71½
Paterson and Hudson,* guar.	680,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	62
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	8	...	32½
Mariposa Mining, pref.	5,774,400	7	7	12½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @ 35 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		30 — @ 31 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @ 97 50
	Store Prices.	
Bar, Swedes, ordinary sizes		115 — @125 —
Bar, Refined		77 50 @ — —
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 12
Sheet, Single D. and T. Common		— 4½@ — 6½
Rails, English	(gold) per ton.	58 — @ 59 —
Rails, American, at Works in Penna.	c'y.	74 — @ 75 —
Anvils, Eagle	per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb. — 16 @ — 20
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 11 @ — 18
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 12
American Machinery do.	— — @ — 12
American German do.	— 10 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb 4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.— 23 @ —29
Copper	— 36 @ ——

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 35
Straits	(gold).	— — @ — 33
English	(gold).	— 31½@ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 25 @ 8 50	9 75 @ 10 —
I. C. Coke	7 — @ 7 50	8 25 @ 9 —
Coke Terne	5 75 @ 6 —	6 75 @ 7 —
Charcoal Terne	7 50 @ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall. — — @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 18½@ — —
Refined, prime L. S. to W. (110 @115 test)	— 25 @ — —
Refined, Standard White (in ship'g order)	— 26½@ — 27
Refined, prime White (in shipping order)	— 28 @ — —
Refined, S. W. (in jobbing lots)	— 29 @ — 30
Refined, S. W. (in tin)	— — @ — 33
Napthn, Refined, (65 @ 73 gravity)	— 10 @ — —
Residuum	per bbl. 4 50 @ 4 62½

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Canton Co.	....	65	....	....	64½	64½
Central Pacific 6s	92½	92	92	91½	92	91
Central of N. Jersey	102½	102½	102½	102	103½	103½
Chicago & Alton	112	112½	....	112½	....	112
" pref.	....	....	....	....	....	....
" 1 M.	....	102½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	88½x	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	72½	72	72½	72½	73	73½
" pref.	84½	....	84	83½	84½	84½
" 1st M.	94½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	91	90½	....	90½	90	....
Chic., Rock Isl. & Pac.	119½	....	119½	116½x	117½	117
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98½	....	....	98½	98½
Clev., Col., C. and Ind.	74½	74	....	74	....	74
Clev. and Pittsburg	99½	99½	....	99½	99½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	76	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	17½	17½	17½	....	....
" 1 M.	....	84½	81½x	81	80½	80½
" 2 M.	60	....	....	....	61	....
Cumberland Coal pref.	31½	32	32	....	32½	....
Del. & Hudson Canal	115½	....	116½	....	116½	116½
Del. Lack. & Western	102½	103	103	103	....	103
" 1 M. 7s	99	....	....	....	....	....
" 2 M. 7s	87½	....	....	....	....	....
Dubuque & Sioux City	....	108	....	107	107	106½
Erie Railway	25½	25	25½	....	....	....
" pref.	52	47½	....	48½	....	....
" 1 M. 7s, 1897	100	....	....	....	....	100
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	82½	....	....	82
Great Western 2d mort.	....	81½	81½	81	....	....
Hannibal & St. Joseph	106½	....	....	105½	....	....
" pref.	....	106	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	142½	....	....	....	....	141
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88½	87½	87½	86½	86½	87½
Lake Shore Div. bonds	....	....	....	88½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	19
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	120	119½	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	101	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	13½	12½	....	....	....	....
" Tr. 10s ctfs.	44	....	....	....	....	....
Milw. and St. Paul	60½	60½	60½	60½	61½	61½
" pref.	74½	74½	73½	74	74½	74½
" 1st mort.	92	92	....	....	....	92
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	105	105	105
" 7 3-10s con.	91½	....	....	....	....	....
Missouri 6s	92	92½	92½	92½	92½	93
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	89½	89½	89½	....	89½	....
" 1st mort.	102	....	102½	102½	....	....
" 2d mort.	96½	....	96	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	....	....	....	92½
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92	92	92	92½	92½
" certificates	90½	89½	89½	89½	89½	89½
N. York and Harlem	143½	....	....	....	142½	....
" pref.	144	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	46½	....	....	47	....	47
" new	23	....	....	22½	22½	22½
Ohio and Miss.	29½	29½	....	29½	29½	29½
" pref.	....	....	....	....	....	71½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	38½	37½	38½	38	38½	37
Panama	137	138	138	138	....	142
Phila. and Reading	97½	97½	97½	97½	98	97½
Pitts., Ft. W. & Chi. gtd.	98½	98½	....	98½	98	98½
" 1 M.	....	....	....	....	....	104
" 2 M.	....	....	98	97½	....	97½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	10	9½	....	....	....	....
St. L., Alton & T. H.	40	39½	....	....	39	39
" pref.	66	....	....	....	....	65
" 1 M.	....	....	....	....	94½	....
" 2 M. pref.	84	....	84	....	....	....
" Income bds	81	....	....	....	81	....
Tennessee 6s	....	....	58	....	50	....
" new	51½	51½	51½	53½	52½	....
Tol., Wab. & Western	45½	45½	....	46	46	46½
" pref.	74	....	....	....	74½	....
" 1 M. ex	....	....	93½	....	....	....
" 2 M.	....	....	....	....	85	....
" Equipment	....	....	....	....	79	....
Union Pacific 1st mort.	84½	....	....	84½	....	84½
Virginia 6s, ex-coupon	71	70	....	70½	....	69½
" new	....	71	....	....	69½	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106¾	....	106½	106½	....
U. S. 5s, 10-40s, reg	....	....	....	105½	....	....
U. S. 6s, 1881, reg	114¼	113¾	....	....	....	....
U. S. 6s, 1881, coup	114¼	113⅞	113⅞	114¼	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	109¼	....	105½x	105½	105¾	....
U. S. 6s, 5-20s, c. 1862	110¼	110¼	110½	110½	110¾	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	x105½
U. S. 6s, 5-20s, c. 1864	109¼	109¼	....	109½	109¾	109¾
U. S. 6s, 5-20s, reg. '65	110½	....	....	105¾x	106	....
U. S. 6s, 5-20s, c. 1865	109	109⅞	....	109⅝	109¾	110
U. S. 6s, 5-20s, r. n. '65	108⅛	....	....	....	....	108
U. S. 6s, 5-20s, c. n. '65	108	107¾	107¾	107¾	108¾	108⅛
U. S. 6s, 5-20s, reg. '67	109⅛	108¼	....	107¾	....	....
U. S. 6s, 5-20s, c. 1867	109¼	109	108⅝	109½	109½	109¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109¼	109¼	....	108⅞	....	....
U. S. 6s, Pac.R.R.issue	112	111¾	112	112¼	112	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Catawissa	....	....	....	....	....	....
.. preferred	35¼	36	36	36½	....	36¼
Camden and Amboy	117	117	117½	117½	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	87¼	....	....	87¾	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	95	....	....	95
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	93½	....	....	....
Lehigh Navigation	32¼	....	32	....	32	32½
.. 6s, 1884	95	....	....	....	....	....
.. Gold L	88¼	88¾	....	89	89	89
.. R. R. L	....	....	90½	90½	90½	90½
Lehigh Valley R. R	54¾	55½	54½	54	54	54
.. 6s new coup	96	....	....	....	....	....
.. 6s new reg	....	....	....	96½	....	....
Little Schuylkill R.R	....	....	....	42½	....	42
.. 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	62	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	92½	....	92½	....
.. 7s	90	....	....	....	....	90
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	48	48	48
Pennsylvania R. R	56¾	56⅞	57	57	57	57
.. 1st M	98¼	....	98⅞	....	....	....
.. 2d M	98¾	99¼	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	103	....
.. 6s, 2d series	106	106	106	106	106	....
.. 6s, 3d series	....	....	....	107½	....	....
.. 6s, W. L	101¾	102	....	....	....	102½
Philadelphia City, 6s	100	....	100½	100½	100¾	100½
.. new	102	102½	102½	102½	102½	....
Philad., Germ. & Nor	....	....	....	75½	....	76
Phila. & Reading	48¾	49	48¾	48¾	48¾	49
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28¼	28¼	28¼	28½	28¼	28
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	88¼	88¼	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	58	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	45	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	37	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	41¼	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	95	96	95½	....	96	....
.. 1886	....	....	....	....	....	93
.. 1890	93½	92	92	....	93	93
.. 1884	....	....	....	....	92¾	....
Balt and Ohio	140	140½	....	141	140	140
.. bonds, 1875	96¼	....	....	....	....	....
.. .. 1880	....	....	....	....	96	96
.. .. 1885	....	....	....	....	93¾x	93¾
Marietta & Cin. 1st M	91¾	90	92	92½	93¼	92¾
.. 2d M	....	74	....	....	73¾	73¾
Northern Central	....	....	....	49	48	48
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	90¼	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	93	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	17¼	....	....	....	18	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.	2.M.4.	Tu.5.	W.6
Boston and Albany	142	143	....	143¼	....	146
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	146¼	....	146¼	146¼	....	146¼
Boston and Providence	....	....	141¼	....	141¼	142
Boston, Hartford & Erie	3¼	3	3¼	4¼	3¾	4¼
.. 7s, new	34¼	33¼	33¼	35	34¼	34¾
Cheshire, pref	89	....	88¼	89	....	89½
Concord	83¼	....	....	....	84	84
Connecticut River	....	....	....	....	....	....
Eastern	117	....	117	117	....	117
Fitchburg	123¼	....	133¼	....	132¼	134
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	....	119¾	....	120	120
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	80¼	80¼	81	....	82	83¼
.. pref	....	105¼	104¼	....	....	104¼
Old Colony & Newport	96	96	96	....	96	96¼
Ph., Wil. & Baltimore	52¾	....	....	52¼	52¼	52¾
Portl'd, Saco & Ports	104½	....	105½	....	....	....
Union Pacific	41¼	41¼	41	40¾	3 ¾	39¾
" 6s	....	83¾	83¾	....	83¾	83¼
" Land Grant 7s	....	73	73	....	73	....
" Income 10s	84¼	83¼	83¾	....	83¼	84¼
Vermont & Canada	....	101¾	....	102½	102¾	102¾
Vermont & Mass	....	....	....	60	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	99¼x	....	99½	....	....	....
Metropolitan	67	....	....	....	....	67½
Middlesex	78	....	....	....	74x	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	6	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	17¼	17½	....	....

London Stock Exchange.

	Closing Prices. Mar. 11.	Mar. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	28½— 29¾	29½— 30¼
Detroit and Milwaukee 1st mort. 7s	68 — 72	70 — 75
Do. 2d mort. 8 p. c.	68 — 72	70 — 75
Erie shares 100 dol. all paid	20½— 21	21½— 22½
Do. sterig. 6 p. c. convertible bonds	66 — 68	66 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	114½—115½	115 —116
Marietta and Cin. R. R. bonds 7 p. c.	80 — 83	82 — 84
New York Central, 100 dols. shares	90 —100	— — —
Panama General mort. 7s, 1897	105 —107	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90½— 91¼	90¼— 91¼
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	90 — 92	90 — 92
Do. with option to be paid in Phila.	90 — 92	90 — 92

American Railroad Journal.

Saturday, April 9, 1870.

Stock Exchange and Money Market.

The city banks, in their last weekly exhibit, showed a general falling off in the reserves, nearly 2½ millions of deposits, 2¾ millions of legal tender notes, and 2⅜ millions of specie. They added nearly a million to their loan and discount averages; and a trifle to their circulation. The U. S. Sub-Treasury lost about three-fourths of a million of currency, while it added nearly two millions to its coin reserve, week ending with Tuesday, April 5. The outflow of legal tender notes, and of currency, from the banks and the Government office, has been accounted for, partly by remittances to the South and West, chiefly, it has been stated, to Philadelphia, and further by the withdrawal of lawful money from active circulation, and hoarding it, in private hands, for speculative purposes, mainly with a view to the depression of values at the Stock Exchange. The demand for accommodation, both on speculative account and mercantile use, has been more active, since our last, and lenders have been enabled to exact higher rates, the prevailing call loan figures having been from 5@7; and the discount quotations 6½@10 per cent. per annum for strictly choice to good commercial paper. The legal tender reserve of the city banks is now fifty millions against 58 millions on the 5th of Feb.; the specie hoard is under thirty millions, against 40½ millions Jan. 29; the deposit averages is 206½ millions, against 214¾ millions, Feb. 5; the loan and discount average is 271¾ millions, against 253½ millions at the opening of the year. At the close of March, the cash reserve of the U. S. Treasury Department was $112,886,475 against $112,681,026 at the close of February. The coin balance was 105½ millions, April 1, against 102½ millions, March 1; and the currency balance, 7½ millions April 1, against 10¼ millions March 1, 1870.

The specie reserve of the city banks according to the latest return is $29,887,183, against $10,737,893 same time last year. The city bank deposits are now $206,412,430, against $175,325,789 week ending April 8, 1869. The legal tender reserve amounts to $50,011,793, against $48,496,399 same time last year. The circulation now stands at $33,676,564, against $24,816,916 same time last year. The loans are now $271,756,871, against $261,933,675 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $86,008,700 a day, against a daily average of $80,208,839 the preceding week, and $87,513,258 the week ending with Mar. 20, 1870. The current week's exchanges average about 95½ millions a day. The city banks, last week, reported a loss of $2,384,069 of specie, and of $2,498,283 of deposits, with a loss of $2,673,270 of legal tender notes. They increased their loans, $949,103; and their circulation, $2,170.

The city bank exchages on Wednesday were $76,314,423.

National Bank notes to the amount of $212,320 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,574,851, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $22,998,957, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,575,894. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,294,650; and for the public deposits, $16,989,500—making a total of $359,284,150. The Treasury Department last week redeemed and destroyed $560,800 of worn and mutilated fractional currency, and issued $196,500 of new.

The U. S. Sub-Treasury receipts, week ending with April 2, were $3,451,554 in coin, (including $2,879,443 from customs duties,) and $1,406,910 in currency; payments, $1,859,261 in coin, (including $326,474 of coin interest,) and $3,162,407 in currency; balance at the close of the week, $82,674,337 (including $78,751,830, of coin, and $2,677,398 of currency,) against $82,741,585 at the close of the preceding week, showing a decrease of $67,248. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $643,763 in coin, (including $590,556 from customs,) and $361,906 in cur-

rency; payments, $48,475 in coin, (including $35,764 of coin interest,) and $420,849 in currency. On Tuesday, receipts, $383,600 in coin (including $376,454 from customs), and $1,175,029 in currency; payments, $46,710 in coin(including $33,680 of coin interest) and $347,556 of currency. The balance at the close of business on Tuesday stood at $83,223,102, (including $3,445,927 of currency, and $79,683,907 of coin,) against $82,100,437 a week previous; and $81,059,987 on March 18, 1870. The aggregate receipts of the office in March were $40,664,411, including $12,264,608 from customs; aggregate payments, $41,481,676 including $3,766,318 of coin interest; balance at the close of the month, $82,854,761, against $83,673,026 at the close of February.

The U. S. Sub-Treasurer issued in March $1,615,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,692,442 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $83,318,859.

Government revenues have been yielding rather more liberally, since our last. The excises, during the week yielded about 3¼ millions; customs at the port of New York, $2,879,443, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $7,553,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 127 millions. The receipts from July 1, 1869, to March 31, 1870, were $124,008,603 against $103,499,334 same time preceding fiscal year.

There has been a moderately active movement, chiefly speculative, reported in Gold since our last, within a range of from 111⅛@112⅜, the closing quotation on Wednesday having been 112. The customs call has been up to a fair average. The export drain has been light. The specie shipments hence were less than a quarter of a million; while the imports of foreign specie were $1,887,141, including $1,559,796 by the *Hammonia* from Havre, $17,158 by the *Bremen*, and $143,361 by the *Dondu*. Government marketed a million of Gold on Wednesday of the current week at from 111 78 to 111 89. The aggregate of the bid was $5,550,000. The Treasury Department held 105½ millions of coin on the 1st Inst. (including 38⅞ millions to the credit of private depositors), against 102½ millions on March 1st. (of which 44⅜ millions were on private deposit, and represented by outstanding coin certificates).

The coin balance of the U. S. Sub-Treasury on Thursday morning was $80,154,327.

The customs revenue of the port on Wednesday was $484,000.

The coin interest payments of the Sub-Treasury on Wednesday were $25,628.

The customs demand for Gold last week, averaged $479,907 a day; thus far, this week, it has averaged $489,750 a day, or equal to a weekly aggregate of $2,938,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,887,141; and since Jan. 1 1870, $5,818,954, against $3,611,712 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $99,948,666, against $96,077,182 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 25th, was $1,713,078, against $1,685,970 same time last year.

The exports of specie, from this port, last week, were $206,952, against $555,585 same week last year; total, since July 1, 1869, $23,243,875, against $31,090,613 same time preceding fiscal year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $326,474, and since July 1, 1869, $66,992,304, against $66,954,177 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to March 25, were $9,850,562, against $9,512,304 same time last year.

Foreign Exchange has been offered less freely and has been in rather better request at firmer prices. Bankers' prime sixty day bills on London closed rather buoyantly on Wednesday at 108⅝@108⅞, and on Paris to 5.25@5.21¼; sight bills on London to 109⅛@109½, and on Paris to 5.20c.@5.18¾. The offerings of produce bills have been liberal. The week's exports of domestic produce have been to the currency value of $3,109,503, making the total since July 1, 1869, $156,290,390, against $121,684,259 same time preceding fiscal year.

A rather more confident investment demand has been reported for Government securities, which have been in comparatively light supply in the open market, and have been quoted firmer in price, closing with an upward tendency. The April debt exhibit—showing a further liquidation of $5,766,349 in March, making an aggregate reduction since March 1, 1869, of $105,133,358—tended to strengthen confidence in the future of values, regardless of the funding project, of the success of which, at least in its present form, even its advocates have been less sanguine. On Thursday of the current week, Government bought in a million of Five Twenties at about equal to the current market rates. The coin-bearing portion of the public debt on the 1st inst. stood nominally at $2,107,942,100 against $2,107,989,650 on March 1. The currency bearing debt was $124,022,320 April 1, against $124,012,320 a month previously. The Five Twenties bonds outstanding on April 1st amounted to $1,497,445,892 against $1,602,587,350 March 1, 1869.

Government disbursed $16,556,170 in March, on account of the Departments, including civil and miscellaneous, $4,018,831; war, $4,151,431; navy, $1,876,030; interior department, $6,509,878. This amount does not include payments on account of the interest and principal of the public debt.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 23.	March 30.	April 6.
Consols	93⅜	93⅛	93¾
U. S. 5-20's of 1862	90⅜	91	91⅛
U. S. 5-20s, 1865	89⅛	90¼	90¾
" 1867	89⅛	89¾	89¾
" 10-40s	86½	87	87
Erie	21½	21¼	21¼
Ill. Central	116¼	115½	115¾
At. and Gt. West	29	....	28½

U. S. sixes of 1881 closed here at 114¼@114⅛; U. S. Five-twenties of 1862, 110⅝@110⅞; U. S. Five-twenties of 1864 at 109¾@110; U. S. Five-twenties of 1865 at 110@110¼; U. S. Five-twenties of 1865, consolidated, 108⅝@108¾; U. S. Five-twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109½@110¾; U. S. Ten-forties at 106¼@106½, ex the March coupon; U. S. Six per cent. currency bonds, 111¾@112.

Central Pacific Sixes closed on Wednesday at Frankfort at 80.

There has been a moderate inquiry noted for State bonds, since our last, and prices closed buoyantly. Railroad bonds have been in fair investment demand. The Central Pacific Sixes closed at 92@92¼. Union Pacific Sixes at 84½@84⅝; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency, the latter showing a steady gain in the favor of buyers for permanent investment.

Railway and miscellaneous share property has been less confidently dealt in, as a rule, at rather widely fluctuating prices. At the close, rather more steadiness was apparent, but the dealings were light.

General business shows some improvement. There has been more activity in domestic produce. Breadstuffs and Provisions have been held with more firmness. Middling upland cotton closed on Wednesday at 23 cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 3,600 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,362,800 bales, against 1,787,200 bales in 1868–'9; exports, same time 1,563,325 bales, against 1,018,150 bales same time in 1868–'9; stock on hand at latest dates, 406,900 bales, against 360,800 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 3,535 pkgs., against 6,530 pkgs., same time in 1869. From Boston, 1,025 pkgs. in 1870, against 3,179 pkgs. same time in 1869.

Foreign goods have been moderately active, but generally depressed in price. The week's imports of foreign dry goods were to the specie value of $2,096,115; and of foreign merchandise, $3,786,597, making a total of $5,882,712, against $7,682,492 same week last year.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 10@17c., per lb.; week's receipts, 6,194. Milch cows continue dull, at $40@$100 each, receipts, 119. Veal calves have been in less request, and quoted easier at from 8@11¾ c. per lb.; receipts, 1,424. Sheep less active at from 6@9½c.; lambs at 17@22c. per lb.; receipts, 18,416. Swine inactive at 9⅜@9⅞ c. per lb., all live weight; receipts, 11,928.

The ocean freight market has shown less animation, and rates have been quoted lower. For Liverpool we quote flour at 9d.@1s. by sail, and 1s.@1s. 3d. by steamer, per bbl.; grain at 3d. by sail, and 3d. by steamer, per bushel; cotton at $\frac{1}{8}$@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 420.

The balance in the Sub-Treasury on Wednesday was $83,318,859 13.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 5th, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,878,954	$3,109,503
Previously reported...	37,103,152	41,385,883
Since Jan. 1.....	$40,982,106	$44,495,386

The imports for the week ending April 2, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,173,266	$2,096,115
Gen. merchandise.....	5,509,226	3,786,697
Total for the week.....	$7,682,492	$5,882,712
Previously reported....	69,684,862	67,933,916
Since January 1.....	$77,367,354	$73,816,628

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 93; do., 6s, 86; Louisiana 6s, Levee bonds, 76½; do., new, 73; do., 8s, Levee bonds, 91; California 7s, 112; Ohio 6s, 1875, 102; Connecticut 6s, War Loan, 100; Alabama 8s, 97½; N. Y. State 7s, Bounty Loan reg., 109¾; South Carolina 6s, new, Jan. and July, 83; Brooklyn 6s, W. L., 93⅝; Central Railroad of New Jersey new bonds, 99; do., 2d mort., 103; St. Louis and Iron Mt., R.R., 43; do., 1st mort., 87½; Ohio and Miss. consol. bonds, 88; Toledo, Peoria and Warsaw 1st mort., W. D., 79; do., E. D., 84; Dubuque and Sioux City 1st mort., 95; Quincy and Toledo 1st mort., 86; Am. Dock and Imp., 7s, 94; Detroit, Monroe and Toledo bonds, 92½; Pacific 7s, guar. by Mo., 97; North Missouri 1st mort., 86¼; Mil. and St. Paul 1st mort., Iowa Div., 87; New Jersey R. R., 117¾; Western Union Telegraph, 33; Adams' Exp., Co., 61; Am. Mer. Union Exp., 38; U. S. Exp., 44½; Wells-Fargo Exp., 19½; Pennsylvania Coal, 120; Black Hawk gold, 0.50; Consol Gregory gold, 1.75; Central gold, 0.22; Grass Valley gold, 0.23; Quartz Hill gold, 0.45; Smith and Parmalee gold, 1.60.

Philadelphia.—Phila. and Reading 6s, 1844'80, 90; Huntingdon and Broad Top Mt. 1st mort., 90; Catawissa 5s, 60; Pennsylvania and N. Y. Canal 7s 91½; Oil Creek and Allegheny River R. R., 41¼; West Jersey R. R. 63; do., 7s, 94; do., 6s, 91; East Pennsylvania R. R., 40; Ridge Avenue R. R., 12; West Phila. R.R. 64; Pittsburg 5s, 73; Pennsylvania State 5s, reg., 99; do., 5s, coupon, 99; Big Mountain Coal, 6¼. The latest quotations are: City 6s, 100½@101; do., free of tax, 102⅛@102¼; State 5s, coupon, 99@—; do., 6s, W. L., 101¾@102¼; do., 1st series, 103@103¾; do., 2d series, 105½@106; do., 3d series, 107½@107¾; Reading, 49⅛@49½; do., 7s, 1893, 103@105; do., mort. 6s, 1880, 88@90; Camden and Amboy, 117¾@118¼; do., mort. 6s, 1889, 94¾@95; do., 1883, 87@—; do., 1889, 87@88; Penn. R. R., 57¼@57⅝; do., 1st mort., 99@99; do., 2d mort., —@97; Little Schuylkill R. R., 42@43; Morris Canal, 30@31; do., pref., 60@65; do., 6s, 78@—; do., scrip 7s, 65@67; Susquehanna Canal, 5@10; do., 6s, 45@50; Schuylkill Nav., 6½@7; do., pref., 15½@16; do., 6s, 1882, 57@58; Elmira and Williamsport pref., 39½@40¼; do., 7s, 1873, 93@95; do., 5s, 59@62; Lehigh Coal and Navigation, 82¼@82½; do., 6s, 1884, 85@85; do., R. R. Loan, 90¼@90¾; do., Gold Loan, 89¾@90; North Pennsylvania, 37@38; do., 6s, 92½@92¾; do., Chattle 10s, 106@—; Philadelphia and Erie, 28@28¼; do., 6s, 88@90; Minehill, 53@54; Catawissa, pref., 36½@36¾; Lehigh Valley, 54@54¼; do., 6s, 97@98; do., 6s, reg., 96@96⅝; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 42@42; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 22@25; Green and Coates, 37½@39; Chestnut and Walnut, 43@43½; Hestonville, 12¼@12⅝; Union, 41½@44.

Boston.—Vermont Central 1st mort., 81¾; do, 2d mort., 42⅜; Vermont Central and Vermont and Canada 8s, 1877, 100¾; Burlington and Missouri River R. R., 8s, 1894, 99⅝; Cheshire R. R. 6s, 1877, 92½; Dixon and Peoria R. R. 8s, 1889, 96¼; Carthage and Burlington R. R. 8s, 1879, 96¼; Keokuk and St. Paul R. R. 8s, 1879, 98; Cedar Rapids and Missouri 7s, 1916, 88; Stanstead, Shefford and Chambly 7s, 79⅞; Old Colony and Newport 6s, 1875, 94; Connecticut and Passumpsic River R. R. pref., 85¼; Indianapolis and Cincinnati R. R., 12½; Norwich and Worcester R. R., 105½; Cincinnati, Sandusky and Cleveland R. R. 7s, 1890, 74; Eastern (N. H.) R. R., 114¼; Taunton and Middleboro R. R., 41; Taunton Branch, 104; Rutland R. R., 20; Summit Branch, 24¼; Boston Water Power Co., 17⅜; Cary Imp., 6½; Massachusetts 6s, 5-20s, currency, 100½; do., 6s, 1875, gold, 106⅞; do. 5s, 1894, gold, 97¼ do. 5s, 1883, gold, 96¼; Maine 6s, 1889, 97¾; Boston 5s, 1885, gold, 99½; do. 1882, 97¾; do. 1877, 98⅞; do. 6s, currency, 1880, 100⅝; Chicago 7s, 96½; St. Louis 6s, 1887, 85½; Albany 6s, 1896, 93; Cincinnati 7 3-10s, 1888, 103¾; St. Paul 6s, 1889, 75; Cook Co., Ills., 7s, 96⅜; Roxbury 6s, 1873, 100; Allouez Mining Co., 1; Dana, 220; Hanover, 28c.

Baltimore.—Orange, Alexandria and Manassas 7s, 1882, 78½; Pittsburg and Connellsville 7s, 91¾; Orange and Alexandria 3d mort., 8s, 87; do. 4th mort., 8s, 75; Central Ohio, 1st mort., 83; Western Maryland 2d mort., pref., 61; Virginia 6s, old, reg., 56⅜; do., 1867, 61⅛; do., 1866, 66; Maryland 5s, 1890, 79; Memphis City 6s, 51; Liberty Copper Co., 10; George's Creek coal, 65. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@92; Balt. and Ohio, 140@140¼; do., 6s, 1875, 96@97; do., 1880, 96@96¼; do., 1885, 94@94½; Northern Central, 48@48¼; do., 6s, 1885, 90¾@92; do., 1900, 87@87½; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23½@25; N. W. Va. 1st mort., 92@96; do., 2d mort., 93½@94½; do., 3d mort. 1885, 90@92; Marietta and Cincinnati 7s, 1892, 91⅞@93; do., 2d mort., 78½@73¾; Central Ohio, 23¾@24½; do., 1st mort., 83@85; Western Md. 6s, 1890, 76¼@78; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 85@88; do., 6s, pref., 60@64; do., 6s, guar., by Washington Co., 70¼@80; Richmond and Danville bonds, 76@80; Orange and Alexandria 1st mort., 6s, 78@86; do., 2d mort., 6s, 75@76; do, 3d mort., 8s, 80@87; do., 4th mort., 8s, 74½@76; Orange, Alexandria and Manassas 7s, 78¼@78½; Virginia and Tennessee 8s, 82@87; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 71@—; Baltimore 6s, 1875 95@96; do., 1886, 93¼@96; do., 1890, 93@93¼; do., 1893, 93@—; do., 5s, 1838–70, 72@80; Memphis City 6s, 51@51½; Maryland Defense Loan, 1883, 101@101½; City Passenger R. R., 17¾@18; George's Creek Coal, 64@70; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ The grading of the Whitl Mountains Extension Railroad is completed some distance north of Burns' Mill within two miles of Whitfield village, and the iron is being laid to the mill. The grading will be completed in a fortnight to Dalton, and the road opened to that point for traffic in May.

☞ The Lynchburg (Va.) *News* says that the surveys of all the proposed routes for the Lynchburg and Danville railroad will be completed early next week, and as soon as practicable thereafter the location will be determined. The road, we have reason to believe, will be put under construction within the next sixty days.

☞ The Moncton (Nova Scotia) *Times* says the owners of the Shale properties on Turtle Creek, in Albert County, are now ready to commence operations, including the building of the Railway, and that Mr. Vernon Smith has been asked to come on to examine and report on the proposed location of the line.

☞ The track of the St. Louis, Vincennes and Terre Haute Railroad and the bridge over the Wabash will be completed by the 10th inst. It is expected that through passenger trains will be run from Indianapolis to St. Louis over this line by the 1st of May.

☞ The South Pacific Railroad has been finished to Mansfield, 218 miles from St. Louis, and will be completed to Springfield by the 1st of May. The Company has iron for fifty miles of track beyond Springfield, and the work will be vigorously and rapidly pushed forward.

☞ The track of the extension of the Wicomico and Pocomoke Railroad is now laid to the north branch of the Wicomico river, the present terminus being near the Main Street Bridge, a distance of almost a mile from where the road intersects the Eastern Shore Railroad.

☞ The Kansas Pacific Railway Company completed their road to Kit Carson, 84 miles west of Sheridan, and 487 miles from Kansas City, on the 28th, and will push the work rapidly to Denver, which point will be reached early in the Fall.

☞ The contract for the superstructure of the St. Louis bridge, which is to be completed by October 1, 1871, has been given to the Keystone Bridge Company of Pittsburg at $1,500,000.

☞ The stockholders of the Marietta and Cincinnati Railroad have authorized the issue of three million dollars of third mortgage bonds, the proceeds to be applied in improving the road.

☞ The New York, Utica and Ogdensburg Railroad Company has been organized. The road is to run from Monticello, on the Erie road, to Utica 120 miles, and cost twelve million dollars. Hon. Francis Morris is to be President.

☞ Proposals will be received at the office of the Western Maryland Railroad Company, in Baltimore, until the 18th of April for the track laying of 35 miles of the road, to be commenced in May or June.

☞ Track is laid on the Indianapolis and St. Louis Railroad to within four miles of Danville.

☞ The line of the land grant railroad from Portage to Ripon, Wis., is being surveyed.

Narrow Gauge Railways.—The Fairlie Engine.

The object of the experiments on the Welsh railways was to ascertain whether or not the Fairlie engine increased the carrying capacity of a railway or diminished the cause of working it. With this view two engines were put on their trial—one, the Little Wonder, on the Festiniog Railway, of 2ft. gauge, in North Wales; the other, the Progress, on the ordinary gauge of 4ft. 8½, in South Wales.

The Fairlie engine consists of one long boiler, having two sets of tubes, with double firebox between, and poised on two bogies. The arrangement is such that an enormously increased power is gained, with an extraordinary facility of movement upon swift curves, and with a freedom from oscillation which makes the Fairlie engine less destructive to the rails than locomotives of much less weight and power. The value of the system depends chiefly on two bogies. It may be necessary to explain for some readers that a bogie is simply the name of a small truck. Instead of resting a wagon or a locomotive upon wheels of its own, which would make a long wheel-base that could not by any possibility get round very sharp curves, and that might get round moderate curves, but only with an amount of flange-friction destructive to the rails and retarding speed, the wagon or locomotive is poised on two independent trucks, which have a short wheel-base, and which can, therefore, find little difficulty in curves of exceeding sharpness. In the small cabbage-garden at Hatcham, half an acre in extent, and laid out with rails of the ordinary gauge, Mr. Fairlie exhibits a steam carriage of 43ft. in length travelling at a speed of 25 miles an hour round curves of 50ft. radius; and they could with equal ease, and even greater safety, travel round curves of 25ft. radius, which is only about that of an ordinary engine turn-table. The engine, therefore, on a pair of bogies is prepared for a circuitous line of country, even on the standard gauge, which engines of the current type could not attempt.

The excellence of the bogie, however, does not merely consist in its adaptation to curves. It has an extraordinary effect in reducing oscillation. An ordinary carriage rests directly upon the ends of axles, and when through any defect in the road, there comes a disturbance in the plane of movement, the carriage, wagon, or locomotive rocks from side to side with immense violence in a series of oscillations that hammer the rails to their destruction. It is calculated that these oscillations in a train going at the rate of 30 miles an hour add more than half as much again to the normal weight upon the wheel; and this is very serious in the wheels of a locomotive, each of which may be loaded up to seven or eight tons. The oscillation is reduced to a *minimum* by means of the bogie, inasmuch as the vast superincumbent weight of the locomotive is balanced on a pin, called the bogie-pin, in its centre. The bogie is a flat table upon wheels, with a great pivot in the middle of it. This table, and the wheels which support it, must naturally submit to whatever deflections there may be in the road, and so far it is impossible to get rid entirely of oscillation; but the great mass of weight above, being poised in the centre of the bogie and upon the centre of the roadway, is comparatively free from the influences of rocking, and transmits little or no hammering to the rails. A child can understand this by watching at see saw the difference between placing a weight in the middle of the plank and dividing it between the ends. Now it is an enormous advantage thus to steady the locomotive, to reduce the tendency to oscillate, and to get rid of the violent impact upon the rails. To steady the locomotive is to make its motion safer, and to diminish the chances of its leaving the rails—a point of considerable importance on the narrow gauge. The most important point of all, however, is to save the rails, which are so perishable under the demands of a heavy traffic that there are instances in which the strongest steel rails have to be replaced in six months. The rails where the line has any curve are torn up by the flange-friction of monster engines with an immense wheel-base, and, whether the line is curved or straight, are hammered out by the oscillations of the same engines. We have already explained how, in the Fairlie engine, the flange-friction is reduced by the substitution of bogies with a short wheel base for the old plan which necessitates a long one; and there is an absolute unanimity of opinion as to the disappearance of oscillation with the use of the double bogie.

We have only one word more of preface before we proceed to state what were the experiments with the Fairlie engine, both on the narrow and on the broad gauge. It is that the statements we are about to make do not rest solely on our authority. The various Commissioners and other observers met together under the presidency of the Duke of Sutherland, compared their notes point by point, and came to a perfect agreement at to the facts which they were prepared to vouch for. Our facts, therefore, have the authority of documents signed by the Duke of Sutherland, as chairman of the different meetings which were held; by the Russian Imperial Commissioners; by the Commissioners of our Indian Government; by Captain Tyler, of the Board of Trade, who acted as secretary, and was mainly instrumental in putting the facts into proper form; and by others who were well able to judge.

The Little Wonder is an eight-wheeled double-bogie engine of four cylinders 8 3-16in. in diameter, with a stroke of 13in. The diameter of its wheels is 2ft. 4in; its average steam pressure is 150lbs.; its weight is 19½ tons; its total length is 27ft.; its total wheel-base is 19ft., and the wheel-base of each bogie, which practically has alone to be considered, is 5ft. This engine was first of all made to carry from Portmadoc to Festiniog a train made up of 90 slate wagons, weighing 57½ tons; 7 passenger carriages and vans, weighing 13½ tons; and 57 passengers, weighing 4 tons—in all, 75 tons. Add to this its own weight, and we have a total load of 94½ tons. The weight, it will be seen, was considerable, if we take into account the size of the engine, the narrowness of the gauge, the steepness of the gradients, and the sharpness and multitude of the curves. But the chief point of interest in this experiment had reference to the length of the train, which was 854 feet—nearly the sixth part of a mile. A train of such a length on such a line had to run often upon two or three reverse curves, some of them with a radius as short as 1½ chains, and it curled and doubled upon itself as it wound among the Welsh hills, so that the passengers in the front carriages could, sitting in their seats, make signals to the passengers in the hindmost ones. The engine, being in full gear, took this very long train up the hills and in and out among the curves at an average speed of 14½ miles an hour, and at a *maximum* speed of 26½ miles. Let us here add by way of parenthesis, in order not to refer to it again, that some days afterwards a similar train of 140 empty and seven loaded wagons, weighing in all 101 tons, and measuring in length 1,323 feet—that is, a quarter of a mile—a train so long, in fact, that there were parts of the road on which it had to run on no less than five reverse curves—was by the same engine hauled up the hills at an average speed of 12½ miles, and a *maximum* of 16½. Now, what was the result observed in wriggling along these curves? It was generally observed (we now quote almost *verbatim* from the protocal signed by the chief witnesses) that even on curves of one and three-quarter chains radius, and at *maximum* speed, there was very little perceptible oscillation or movement on the engine or in the carriages, and by no means such as is felt on comparatively easy curves on ordinary railways. Nor must this remarkable point be forgotten—a fact almost incredible, but yet certified by competent witnesses—that the oscillation diminished as the speed increased. The speed, let it be added, is naturally less on a narrow gauge than on a broad one. Captain Tyler, the Government Inspector of Railways, was at first so doubtful of the safety of a high speed on a railway of such narrow gauge and such wild curves as that at Festiniog that he insisted on limiting the company to a *maximum* speed of twelve miles an hour. Since then, however, his doubts have been so completely dispersed that he has removed all restriction as to the rate of speed; and as a matter of fact the Little Wonder, when necessary, works up to thirty and thirty-five miles an hour.

Next day the oscillation of the Little Wonder was put to a further test, and compared with that of the other engines—the Welsh Pony and the Mountaineer—which are of the ordinary type. In this series of experiments the speed was confined to ten or twelve miles an hour on a comparatively level line, the gradient being one in one thousand two hundred; and the line was laid with rails weighing only thirty pounds to the yard, and not fished at the joints. On the Welsh Pony and the Mountaineer, tank engines of ordinary type, weighing, the one ten and the other eight tons, it was found that there was a strong vertical oscillation and a lateral oscillation not so strong. On the Little Wonder, the double-bogie engine weighing 19½ tons, it was found that when riding on the foot plates there was no oscillation whatever, vertical or lateral, perceptible—only "a smooth floating movement;" and that when riding on the bogie frame there was felt a slight lateral oscillation, though less than on other engines. It is added that the oscillation of the Fairlie engine being confined to the bogie, the influence of impact on the rails from the flanges of the wheels was far less than in the case of the Welsh Pony and Mountaineer, the whole weight of these engines being in the course of their oscillations brought to bear upon the rails.

Next followed some rather tedious but very interesting trials as to the comparative powers of the two classes of engine. The Welsh Pony was selected to represent the common type of engine. It is a four-wheeled locomotive, weighing 10 tons, with cylinders 8½in. diameter, having a stroke of 12in., and with wheels 2ft. in diameter. It was in the first instance tacked on to a load of 50 slate wagons full of slate, weighing 123½ tons. To this add 3½ tons for passengers and 10 tons for its own weight, and we get at the entire load of 136 tons. With this the Welsh Pony started from Portmadoc, and running along the comparative level (1 in 1,200) of the Traeth Mawr Embankment, stopped on a gradient of 1 in 85, unable to proceed further, with 160lb. to the square inch of steam pressure. Hereupon half the number of wagons were removed, and the load (including passengers and the engine itself) was consequently reduced to 72 tons 17 cwt. With this load it was found that the Welsh Pony could mount the gradient of 1 in 85 easily enough. Being successful with 25 wagons, the question arose could it manage more? It was then tried with 30 wagons, but on the gradient of 1 in 85 it was found that it could not start, though, since the engine wheels did not revolve, there was no lack of adhesion. Then again the load was reduced to 26 wagons, weighing (with passengers and engine) 73 tons 16 cwt., and it was found that this was the limit of the Welsh Pony's power. It started with such a load on the gradient of 1 in 85, and carried it as far as was necessary at the rate of five miles an hour—the average pressure being 150lbs. to the square inch. If the Welsh Pony could carry nearly 74 tons up such a gradient, and with this load also start on it, what could the Fairlie engine, the Little Wonder, do? It was supposed that it ought to pull double. If the Welsh Pony could, on a gradient of 1 in 85, manage 26 wagons full of slate, weighing with all else 74 tons, surely the Little Wonder could manage 52. Mr. Fairlie said he was quite prepared for this; he would stake the credit of his little engine on its power to carry such a load; and to show that he could be generous, he even added three wagons to the load; he thought his engine could manage 55 wagons. However, as the Welsh Pony had first of all been tried with an excessive load, it was but fair that the Little Wonder should

be similarly tried. A train was prepared of 72 loaded wagons of slate, weighing 138 tons 17 cwt., with empty ones weighing 43 tons 10 cwt.; and when you add to this 56 passengers, weighing 4 tons, and the weight of the engine itself, 19½ tons, you have a total load of 206 tons. With this load the Little Wonder started from Portmadoc (steam pressure, 165lbs.), and passing along the level embankment, went up the gradient of 1 in 85 with perfect ease, and to the astonishment of all the visitors, who crowded round Mr. Fairlie and shook him heartily by the hand on such a triumph. His engine was warranted to do double the work of ordinary engines, and on trial it was found equal to trebel the work. But then arose the question—The Little Wonder has pulled such a load up the gradient of 1 in 85, having had a good start on the level embankment: can it start with this load on the gradient itself? It was, perhaps, scarcely fair to make the trial, inasmuch as the day was wearing late, and the engine-driver had, through a misapprehension, let the fire run low. Still the trial was made, and with perfect success. There is this further, however, to be added, that whereas the shorter trains were standing when they started, or attempted to start, partly on a curve of 4½ chains radius, partly on a straight line, the train of the Little Wonder being much longer (it was 648 feet), stood partly on the curve of 4½ chains radius and partly on a reverse curve of a little wider sweep, which, of course, means an increased resistance, and might be resolved into an increase of gradient. Also, let us add here, to complete the statement, what really happened four or five days afterwards, that whereas these experiments last described were intended to test the extreme power of the engines, other experiments followed to show what the Little Wonder could do, not merely in a short run, but in its ordinary daily work between Portmadoc and Festiniog. It took, for example, a train 407ft. long, and loaded to 141½ tons, from Portmadoc to Festiniog, at a *maximum* speed of 15 miles an hour and an average one of 11½. The usual practical load, however, of the Little Wonder upon the average gradient of 1 in 92 is from 90 to 100 tons (exclusive of engine), at from 12 to 15 miles an hour. On a level it is calculated that its power is equal to the carriage of 450 tons, at a speed of 14 miles an hour.—*London Times.*

Journal of Railroad Law.

RAILROAD COMPANIES—LEVY OF TAXES UNAUTHORIZED BY LEGISLATURE VOID—WHEN LEGAL AND UNAUTHORIZED TAXES ARE SEPARABLE.

The facts of the late case of Allen, Collector, &c., *vs.* The Peoria and Bureau Valley Railroad Company, (44 Ill., 85,) are fully and clearly stated in the following opinion by

WALKER, CH. J.—The question is presented by this record whether the tax for which this suit was brought was authorized and legal. It appears that the board of supervisors of Bureau County, at their September session in 1864, levied five mills on the dollar of taxable property to defray the expenses of the county; five mills for the benefit of the families of volunteers; one per cent. for the purpose of liquidating the interest on any debt made or to be made and to provide for paying the indebtedness of Bureau County for war purposes, and for paying indebtedness to Buxton & Co., four mills on each dollar of taxable value. Appellee paid all of the taxes levied upon its property, except that to meet interest on any loan made or to be made and to pay indebtedness of the county. The tax for this purpose imposed upon appellee's property amounted to $272, which they contend was levied without legal authority and is void.

. It appears, from the treasurer's report made to the board at the time this tax was laid, that there would be various sums of money required by the county to meet expenses and indebtedness. It appears from that report that the total county indebtedness amounted to $45,563 38. That relief purposes would require $25,000. The expenses of the Circuit Court would require $3,000. Expenses of the county farm, $2,000. Expenses of the county, $12,000. Expenses of collecting tax, etc., $2,000—in the aggregate, $89,563 38. From this sum $4,715 70 cash in the treasury was deducted, leaving a balance of $84,847 68. The various levies not in controversy, on the taxable property of the county, would produce about the sum of $57,163 15, which, deducted from the balance required as shown by the treasurer's report, would leave a deficit of $27,684 53. And the law of February 10, 1863, gave the board of supervisors power to levy not exceeding one per cent. to meet this indebtedness. A levy of sixty eight cents on the $100 of the taxable property of the county would have produced the necessary sum, while the one per cent. which was levied created about $13,000 more than the required sum, which it is claimed vitiated the whole levy of this item.

The first section of the act of 1863, under which authority to make this levy is claimed, is this:

"That the county courts for county business in counties without township organization, and the boards of supervisors of counties under township organization, in such counties as may be owing debts which their current revenue under existing laws is not sufficient to pay, may, if deemed advisable, levy a special tax not to exceed in any one year, one per cent. upon the taxable property of any such county, to be assessed and collected in the same manner, and at the same time and rate of compensation as other county taxes, and when collected to be kept as a separate fund in the county treasury, and to be expended under the direction of the said county court or board of supervisors, as the case may be, in liquidation of such indebtedness.

It will be observed, that, by the provision of this act, the board of supervisors had power to levy a tax, not exceeding one per cent. on the assessed value of the property of the county, to pay debts that may be owing by the county. By fair and reasonable intendment this language can apply to existing indebtedness, but not future anticipated indebtedness. And the language of the latter clause of the section would seem to render it more clear and unmistakable, because it provides that when collected it shall be kept as a separate fund, and be expended in the liquidation of such indebtedness. From this provision it is manifest that it can be applied to no other purpose. And if the future indebtedness should never be incurred, as it seems to be admitted, it was not in this case, then the fund becomes useless, and could only be returned to the tax-payer, involving expense, waste and loss, as many persons from removal, absence or other causes, would never receive back the money they had thus been compelled to pay, even after deducting the expense of collecting and refunding the tax.

In this case the language of the board in laying this tax is "to liquidate interest on loans made, or to be made." It hence appears from this order, and the treasurer's report, upon which they, no doubt, acted, that both kinds of indebtedness were intended to be embraced. It is, however, said, that the tax would be legal if for a purpose authorized by law, although the purpose of the levy was not specified, or even if an improper purpose was recited; this would seem to be no answer, as it affirmatively appears that about thirteen thousand dollars of this levy was unwarranted and not authorized. This access was, therefore, void, and there could be no rightful pretense for its collection.

It is, however, urged, that this levy was rendered valid by the sixth section of the act of the General Assembly, approved January 18, 1866. Private laws, vol. 1, p. 100. An attentive consideration of this act has satisfied us that it does not embrace this levy. It only purports to legalize taxes levied to meet appropriations made, or paying any indebtedness within the county, by reason of bounties offered to volunteers who had enlisted and been mustered into the service of the United States. This act obviously and in terms refers alone to indebtedness already incurred for the specified purposes. It will bear no other construction, and as it does not appear that the county had incurred such indebtedness, and levied this excess for the purpose of discharging the same, it was not cured by this act. Nor do we see that the ninth section of the act of the 2d of February, 1865, (Private Laws, vol. 1, p. 100,) renders this excessive levy legal. It is true that it legalizes taxes levied to meet appropriations made, to meet indebtedness incurred or thereafter to be incurred by the county, by reason of bounties offered to volunteers, or for money paid to drafted men, enlisted men, or such as might be drafted, or should enlist into the service of the United States. There is nothing in this record from which it appears that any such indebtedness had accrued, or did subsequently accrue, hence this levy is not embraced within its provisions.

Did this excess, in the exercise of this power, render the whole tax void, the legal as well as the unauthorized portion? As a general rule, subject it may be to some exceptions, where a person, while exercising delegated powers, whether for the public or for private individuals, performs acts within the scope of his authority, and others beyond its scope the acts well performed will be sustained, and those unauthorized will be held void, where they are of such a nature as to be separated without producing injury. But on the other hand, if the acts are of such a character that the legal cannot be sustained independently of the unauthorized acts, than all must fall together as unwarranted. Then, having seen that the board was authorized to levy a sufficient sum to meet existing indebtedness, but not the excess, the question is presented whether that portion which the board had competent authority to levy, can be separated from that portion which was unwarranted.

Had an application been made for a judgment against real estate, and had the sale been made under an order of the court for the entire sum levied, there can be no question that it would have been illegal, but had the court, on objections interposed, or otherwise, have ascertained, by computation, the portion which could have been legally levied, and have rendered judgment for that portion of the whole levy, could it be said that the sale would be void for that reason? We think not. Such a separation of the legal from the

illegal portion of the act would be easy and certain, and could not produce injury to any one. In the case of Briscoe vs. Allison 43 Ill. 291, where an injunction was sought to restrain a tax which was in part excessive, the excess was enjoined, and the bill dismissed as to the remainder. And we see no valid distinction between that and the case at bar. In this suit for the recovery of the tax, it is agreed that no exception shall be taken to the form of action or the parties, and that being so, no reason is perceived why the plaintiff below may not recover. The court can readily, by computation, ascertain the portion which was authorized from the portion that was unwarranted, and ascertain the amount, and render judgment for its recovery. The judgment must therefore be reversed and the cause remanded for further proceedings.

Judgment reversed.

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THE COMMISSIONERS appointed to construct the Intercolonial Railway give Public Notice that having annulled the Contracts for Sections Nos. 5, 6 and 7, they are prepared to receive Tenders for re-letting the same.

Section No. 5 is in the Province of Quebec, and extends from the Easterly end of Section No. 2, forty miles east of Riviere du Loup, to the sixty-sixth mile post, near Rimouski, a distance of about 26 miles.

Section No. 6 is in the Province of New Brunswick, and extends from the Easterly end of Section No. 3, opposite Dalhousie, to the West side of the main Post Road, near the forty-eight mile post Easterly from Jacquet River, a distance of about 21 miles.

Section No. 7 is in the Province of Nova Scotia, and extends from the Southerly end of Section 4, near River Philip, to Station O, (formerly Station Fifty,) at Folly Lake a distance of about 24 miles.

The Contracts for the above Sections to be completely finished and ready for laying the track by the 1st of July, 1871.

The Commissioners also give public notice, that they are prepared to receive Tenders for four further sections of the line.

Section No. 17 will be in the Province of Quebec, and will extend from the Easterly end of Section No. 14, down the Matapedia Valley, to Station No. 685, about one mile above the boundary line between the Counties of Rimouski and Bonaventure, a distance of about 20 miles.

Section No. 18 will be in the Province of Quebec, and will extend from the Easterly end of Section No. 17, down the Matapedia Valley to Station No. 380, near Clark's Brook, a distance of about 20 miles.

Section No. 19, will extend from the Easterly end of Section No. 18, in the Province of Quebec, down the Matapedia Valley to its mouth, and thence across the River Restigouche to Station No. 870, at the Westerly end of Section No. 3, in the Province of New Brunswick, a distance of about 9¼ miles, including the bridge over the River Restigouche.

Section No. 20, will be in the Province of New Brunswick, and will extend from the Easterly end of Section No. 10, in the Town of Newcastle, on the Chaplin Island road thence crossing the North West and South West branches of the River Miramichi, and terminating at Station No. 320, about one mile and three quarters South of the South West branch, a distance of about six miles, including the bridges over the branches of the River Miramichi.

The Contracts for Sections Nos. 17, 18, 19 and 20, to be completely finished and ready for laying the track by the first day of July, 1872.

Plans and Profiles, with Specifications and terms of contract for Section No. 7, will be exhibited at the office of the Chief Engineer in Ottawa, and at the offices of the Commissioners in Toronto, Quebec, Rimouski, Dalhousie, Newcastle, St. John and Halifax, on and after Monday the 11th day of April next; for Sections Nos. 5 and 6 at the same offices, on and after Wednesday, the 20th April next, and for Sections Nos. 17, 18, 19 and 20, at the same offices, on and after Tuesday, the 10th day of May next.

Sealed Tenders for Sections 5, 6 and 7 addressed to the Commissioners of the Intercolonial railway, and marked "Tenders" will be received at their office in Ottawa, up to 7 o'clock p. m., on Saturday, the 7th day of May next; and for Sections Nos. 17, 18, 19 and 20, up to 7 o'clock p. m., on Wednesday, the 25th day of May next.

Sureties for the completion of the contract will be required to sign the Tender.

A. WALSH,
ED. CHANDLER,
C. J. BRYDGES,
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Commissioners.

COMMISSIONERS' OFFICE,
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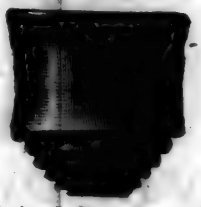
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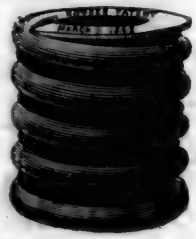
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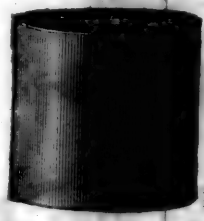
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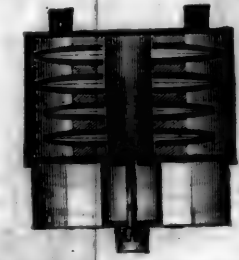
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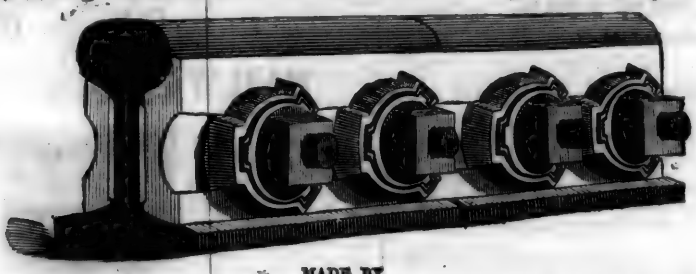
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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, April 16, 1870.

Vicksburg, Decatur and Cincinnati R. R.

Let the reader place before him a map of the Southern States, draw an air line from Cincinnati to Decatur and from Decatur to Vicksburg, and follow it with a full knowledge that at Cincinnati can now be concentrated the entire Manufacturing Agricultural and Mineral products of all the country East of the Missouri River and North of the Ohio and West of the Atlantic seaboard, at a very low rate of freight and in the shortest possible time, this, with the local advantages, large capital and indomitable energy of her large population, if sustained by proper facilities, will give a large impulse to all business at Cincinnati.

The Mississippi River delivers at Vicksburg the Rice and Sugar from Louisiana, and from New Orleans the entire products of the Gulf Coast and Islands. By the Southern Pacific, now nearly completed to Dallas, Texas, the entire products of Texas can be concentrated at Vicksburg, which in Cattle and Wool alone (produced at half the cost of any other part of the United States), would give a heavy through business to a railroad.

By locating this line as proposed, it would draw to it more of the Kentucky, Tennessee, Alabama and Mississippi products than any other proposed route. It runs on the North Western slope of the Alleghany Mountains to Aberdeen, Miss., so as to avoid tunnels, deep excavations and high grades, and approximates closely to an air line. It will be the first and nearest lines to the Atlantic cities that will be reached by the entire webb of roads working through the Alleghany Mountains, to reach the valley of the Ohio.

At Decatur it connects in direct air line with Memphis, El Paso and San Diego, and through East Tennessee with Washington City, through Montgomery with Mobile, Pensacola, Brunswick, Savannah and Charleston, and with the interior of Alabama, Georgia and South Carolina. There is no line of equal length in the United States having so wide a belt of equally productive country, at once opening the heart of the Cotton, Corn, Wheat, Tobacco and Stock region.

The climate is such that white labor can work the year round. The land is cleared, and there are good country roads, school houses and churches, but not half enough labor on any part of it to cultivate the cleared lands. The local business on this route will exceed that of any other road in the United States. The through business can, from both termini, be increased to an indefinite extent.

The road from Chattanooga to Atlanta is entirely owned by the State of Georgia, neither will a competing route be chartered nor will rates be equitably divided with other roads. ***

Mushet's Steel Patent.

A correspondent of the Philadelphia *Ledger* having stated, in his notice of the Bessemer patent for making steel, that a uniform and reliable product cannot be obtained without the use of an alloy containing iron, manganese and carbon, which was patented by Robert Mushet, an Englishman, further asserted that Mushet's patent will not expire for a year, being dated May 26th, 1857. In point of fact, however, says another correspondent of the *Ledger*, Mushet's patent will expire and his invention become public property in this country on the 22d day of September next. Mushet's invention was originally patented in England, September 22d, 1856, and repatented in the United States, May 26th, 1857. An American patent for an invention, previously patented in a foreign country, is limited to the term of fourteen years from the date or publication of the foreign letters patent. As every manufacturer and consumer of steel in this country is interested in the free use of Mushet's invention, it is important that they should not be misled into the payment of royalties and license fees on an extinct patent.

Buffalo Bayou, Brazos & Colorado Railroad.

This road is 83½ miles in length, extending from Harrisburg, on the Buffalo Bayou, a few miles below Houston, to Columbus, on the Colorado. Its course is nearly west. Its charter provides for its extension up the Colorado to Austin, and some fifteen miles of that distance have been graded, but no work has been done on it since the war.

Within the past two or three years, this company has expended a great deal in repairs and in building a splendid iron bridge over the Brazos, and a very substantial wooden one over the Colorado at Columbus. Previous to the construction of this bridge over the Brazos, the company were subject to annual heavy losses in the obstructions to their trains by the rises of the Brazos river.—Now, however, these difficulties have been overcome, and the road is said to be doing a heavy and profitable business. Passenger trains, which leave Harrisburg and Columbus daily, connect at the former place with the Galveston, Houston and Henderson Railroad, and at the latter with stages for Austin, San Antonio, and all parts of Western Texas.

We learn that there is now a prospect of its extension to Gonzales and San Antonio under the charter of the "Columbus and San Antonio Railroad Company," organized some two years since, and by great exertions on the part of Col. J. W. Stell, of Gonzales, all the necessary stock taken. Negotiations are said to be in progress for the consolidation of these two companies. The extension or the road to San Antonio is among the most important enterprises in the State, as it will doubtless control a large part of the western trade. The managing directors are: T. W. Pierce and J. W. Barrett, Boston, Mass. Superintendent, G. B. Nichols, Harrisburg, Texas.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$310,778 47	$325,180 85
" freight	961,704 30	1,009,067 40
" mail	20,575 00	30,088 46
" other sources	1,904 12	17,830 29
	$1,294,961 89	$1,382,167 00
Expenses, viz:		
Bureau Department	$15,430 33	$15,378 69
Transportation	358,392 87	394,859 55
Machinery	167,672 03	176,294 80
Roadway	155,952 17	147,892 49
	$697,447 40	$734,425 53
Earnings less exp	$597,514 49	$647,741 47
From which deduct—		
Interest—sterling	$113,765 28	$113,765 28
" domestic	119,405 79	149,909 94
Damages	4,395 44	48,993 68
Stock killed	2 412 53	3,241 23
	$239,979 04	$315,910 13
Net income	$357,535 45	$331,831 34

Compared with the previous year the gross earnings of 1869 show an increase of $87,205 11; with an increase in expenses of $36,978 13—making the increase of net earnings, $50,226 98. The net income, after payment of interest, damages, etc., shows a decrease of $25,704 11. The report says:

The results which are exhibited, the Board are confident, will excite amongst the Stockholders a degree of satisfaction quite equal to their own. They could hardly have been anticipated in view of the competitions and difficulties which opposed us, and we confess occasion us pride, gratification and even surprise.

Important transactions have marked the progress of the year just passed. The contests with the Columbia and Augusta Railroad Company culminated and were finally disposed of, with, it is hoped, the embittered feelings and acrimonious and expensive litigation which attended them.

The obligations of the Company to the Billholders of the Southwestern Railroad Bank, after years of objection and dispute, have been finally admitted, and, except to a small extent, discharged, and the efforts of the Company's negotiator abroad for the settlement of their Sterling Debt successfully concluded. These measures have all exercised no inconsiderable influence upon those interests of the Company which are the subjects of this report, and have had their full share in increasing and aggravating the difficulties of administering the affairs of an Institution so peculiarly circumstanced as this.

They will, in their proper places, be more particularly referred to hereafter.

The earnings of the year are stated to have been from all sources $1,382,167, and are in excess of 1868, $87,205 11. They also considerably exceed the earnings of any year since the war—a fact full of encouragement to the owners of the property. New lines of communication have been opened between points heretofore connected by our road, sharp competition excited, and, as a necessary consequence, lower rates of freights and passage established. Again, it is easy to concede that every new line of communication has in some respects advantages not possessed by pre-existing ones—in the direction of less distance or otherwise—which do not fail in the end to assert their due influence. Thus it has happened, for instance, that the completion of the Columbia and Augusta Railroad, last summer, whilst it developed competition with us to almost all important points, naturally, and almost without effort, appropriated that portion of our business which grew out of the relations of the business communications at Columbia and Augusta, and respective adjacent territories. Whilst, therefore, the income of the year has had to contend against a reduction of rates, made necessary by competition, as well as a diversion of some of its business not to be retained by any effort of the Board, a handsome increase is still shown over the previous years.

A further cause of satisfaction is found in the nature of that increase. It is derived principally from freights moving to the West, beginning in great part at the great centres North, and indicating by their rapidly increasing volume, the maintenance of this line's hold upon the confidence of the general public.

The operating expenses of the year are $734,425 53 and are 53.13 per cent. of earnings.

Whilst it might perhaps be sufficient to state here, that the management shows rather a less ratio of expenses to earnings than is usual upon roads operated under similar circumstances, and even more favorably situated, it is proper to add, that, in the judgment of the board there is room, even here, for a more favorable exhibit. For though it is quite true that in many items of expenditure, payments by this Company are very much below those of neighboring roads, it is not less true that the Company is, in other respects, affording service and accommodation, not justified by compensating equivalents. How much clamor and the unceasing efforts of the selfish have had to do with this, it is not of sufficient importance to inquire. The consideration of the Board will be given at a very early day to the subject.

The net earnings from what has been shown, stand as $647,741 47, and are 46.87 per cent. of gross. In comparison with the year 1868, there is a difference of $50,226 98 in favor of this year. The character of this account has been matter of reference and explanation so frequently, that there hardly appears occasion to add a word more here. But before proceeding further, the Board pause to ask the stockholders to contemplate the fact, which is here exhibited, to wit, a balance after deducting managing expenses of over $600,000, or ten per cent. upon their capital, and to consider it in connection with the policy of the present administration, which has constantly and earnestly been directed to the reduction of indebtedness, as constituting the truest and surest foundation of the stockholders' prosperity.

The disposition of this balance is accounted for in the Auditor's statement, as follows:

Net earnings as stated		$647,741 47
Deduct interest, damages and stock killed		315,910 18
Leaving net income of		$331,831 84
Add thereto reduction of previous balances of stocks of materials	19,947 36	
Payment under the contract with the City of Augusta, and the Charlotte, Columbia and Augusta R. R. Co.	75,000 00	
Making		$426,778 70
Which has provided for the following: Restoration of property, including cost of new rail iron after deducting sales of old, ($89,607 74)	$133,815 37	
Cars built at the company's shops, 2 first class and 6 second class passenger, 42 box, 2 platform and 6 stock cars	50,693 64	
Settlement of Confederate Claims, etc., deducting sundry credits	55,603 00	
	$240,112 01	

Leaving a balance of $186,666 69, which has gone to the reduction of general indebtedness.

In the exposition above given, the item "damages," on account of its unusual amount, may require some explanation. It is due to the fact that it includes the losses occasioned by the disaster in the Congaree swamp, September 18th, 1869, burning of cotton in Columbia, December 25th, 1868, and subsidy to Liverpool semi-monthly line of steamships.

Apart from interest and payments on account of debt, it will be seen that there have been again heavy expenditures for additions to and improvements of property, all rendered necessary by the demands of business, or the necessities of the case.

The report of the General Superintendent contains the usual interesting matter in connection with the details of the operative department of the road. The mileage and tonnage tables which accompany it, will be found interesting from their intimate connection with the expenses of management. The excess of tonnage is stated over last year at 25,436 tons, and greatly preponderates in the direction west.

The condition then is, that we are moving heavier masses of freight at lower prices in one direction, and returning a disproportioned number of empty or partially loaded cars, thus rendering the economic management of transportation a very difficult and perplexing task. The wants of this department for the year just entered are as follows: 3 passenger coaches, 50 box cars, 50 platform cars, 2,000 tons rails, new bridge across the Edisto River, trestle and stone culvert near Graniteville.

In so far as the absolute necessities of the road may seem to require outlay, a just regard to the interests of the company, and proper sense of their own responsibilities, will impel the Board to act, but only under such convictions and in such directions. It seems to them eminently fit to consider now the more immediate interests of the stockholders. Certainly, to the establishment of a sound and substantial value of their shares, but with equal certainty in the immediate interests of the public, the revenues of the property have been disposed of. It is meet, now, that these should be restored to their channel at the earliest practicable moment.

The extra work done in this department, the changes in the car and locomotive accounts, are briefly summarised from the Superintendent's report, viz:

Improvements at agencies and at stations on line of road	$9,978 45
Half cost of bridge at Wateree and Hampton Creek, culvert at True Blue	20,766 14
Rail iron laid down to the extent of 1,631 tons	89,607 74
Cars of all classes built at the company shops, fifty-eight	50,693 64

Five new locomotives were purchased to relieve the trains to some extent from the pressure of way freights. Of these, four have been recently received, and one is in North Carolina. Of the four received, three are now running and one is in the shops.

The papers and statements from the auditor convey a full, and, it is believed, faithful account of the transactions in that department for the year. The Board select for your present information the condensed balance sheet:

Roadway, track, structures, depots, &c		$7,733,996 49
Lands		435,378 26
Cars		312,978 66
Locomotives		438,258 00
Supply of materials		58,921 08
Commissary stores		1,808 20
		$8,981,330 69
Cash	$25,726 54	
Agents	97,986 29	
Postoffice department	14,657 21	
		138,330 14
Bonds of Columbia and Augusta Railroad Co		75,000 00
Sundries		19,961 00
Bills receivable		5,448 48
Stocks		448,212 50
Investments in first mortgage bonds and certificates of Indebtedness of Greenville and Columbia Railroad Company		57,398 03
Southwestern Railroad Bank		501,447 00
		$10,222,127 72

Stock		$5,819,275 00
Sterling bonds	$2,342,832 44	
Domestic bonds	1,704,519 00	
		4,047,351 44
Bills payable		295,664 39
Transient creditors	$145,263 38	
Less transient debtors.	85,426 42	59,836 96
		$10,222,127 70

This paper briefly, yet explicitly, expresses the financial condition of the company at the close of the year, and when the heavy losses, and still heavier obligations they have had to meet, are remembered, it will excite the liveliest gratification amongst the stockholders.

The movement of the principal accounts, "Bonds Payable" and "Bills Payable," are thus indicated:

Domestic bond debt, Dec. 31, 1869.	$1,704,519 00
Domestic bond debt, Dec. 31, 1868.	1,585,296 06
Increase in 1869	$119,222 94

This increase is the result of:

First, Issues of new bonds on account of the Southwestern Railroad Bank.	$445,000 00	
To retire past due bonds and coupons and for investments in Greenville and Columbia Railroad Bonds	4,000 00	
Add interest on past due bonds to December 31, 1869	13,651 25	
Making together		$462,651 25
Second, A reduction of past due and unmatured bonds	$316,025 00	
Reduction of interest on past due bonds	27,403 31	
		343,428 31
Producing the result as above stated.		$119,222 94
Bills payable December 31, 1869		$295,664 39
" " 1868		88,060 60
Showing an increase of.		$207,603 79

This has been occasioned by the issue of Notes during the year for the following purposes, viz:

To retire bonds and interest	$68,739 18
For loans	119,500 00
" interest due Bank of Charleston.	21,828 89
" rail iron	20,270 77
" general supplies, etc	35,825 55
Making	$266,164 39
From which deduct payment on account balance 31st December, 1868	58,560 60
And the above result is shown	$207,603 79

The balance of the account on December 31, 1869, is composed of what remains unpaid of balance 31st December, 1868 $29,500 00
And the new issues as stated above 266,164 39
$295,664 39

From this it will appear that, notwithstanding the heavy issues for the objects stated, the Bond Debt of the company has only been increased in the sum of $119,222 94. Nor does this exhibit present, in the most favorable point of view, the condition of that account.

It would be perfectly legitimate, in the opinion of the Board, to credit the amount charged to bonds with such portions of it as represent subscriptions to railroad, steamships and other property, not an integral part of the railroad proper. We should thus have:

Subscription to Macon and Augusta railroad	$160,000
Subscription to steamships	155,000
Making	$315,000
And this amount taken from	1,704,219
Would reduce the bond account to	$1,389,519

Equally favorable explanations can be offered of the bills payable account. As shown, that account, increased for debt and purchases, as compared with 1868 stands, $295,664 39; but upon the opposite side of your sheet you will find assets considerably in excess. Now if these were applied to your bills payable, you would have little or no floating debt. It is true it is not desirable to dispose of these assets: some of them are held for special purposes: all are yearly improving. That, however, does not affect their relation to the debt of the company.

It is doubtless expected that something should be said about future dividends. It was the earnest desire and confident expectation of the Board to commence the payment of dividends on the 1st of January, 1870. The necessity of assuming the payment of the issues of the bank, and the arrangement of other debts, has prevented them from carrying this resolution into effect.

But it is their present purpose, if nothing unforeseen should occur, to commence the payment of moderate quarterly dividends on the 1st of July next. They prefer to begin slowly and proceed cautiously. A portion of the past due bond debt remains out, and in April they have to provide for a portion then to become due. These, and other cash obligations, in a market with so small a money base, force upon them a policy narrower than their inclinations would adopt if any other were practicable.

In the progress of litigation with the Columbia and Augusta Railroad Company, with reasonable assurances of success, it became necessary to call upon the City of Augusta to perform her obligations under a contract made with this company, which contract provided, that no railroad from the City of Charleston or Columbia should be allowed to enter Augusta, except upon payment to the South Carolina Railroad of the subscription to the Macon and Augusta Railroad. This subscription was based upon agreements of such a nature, and these agreements were mainly relied on by the Board in the arrangement of the litigation. But to our surprise we were not only met with refusals, but with counter demands, if we declined the proposals jointly submitted by the Charlotte, Columbia and Augusta Railroad, and the City of Augusta, to conform to old and forgotten conditions of agreements made with preceding administrations, conditions which had never been enforced. These conditions involved the sacrifice of the company's through business—the work of years, of money, toil and care.

The Board could not hesitate. They accepted the proposals offered them, and united in a new contract, whereby litigation was to cease, the rights of this company in future to unrestricted freight arrangements recognized, and a cession until January 1st, 1870, to the Columbia and Augusta Railroad of the use by their trains, of this company's bridges across the Savannah River. In part consideration of which, the Columbia and Augusta Railroad was to pay in its bonds the sum of $75,000.

The stockholders of the road have from time to time been kept advised of the demands made by the holders of the bills of the Southwestern Railroad bank for payment. These demands have been persistently resisted, and every reasonable effort made to avoid a responsibility oppressive in its character and attended with doubts which utterly excluded a ready acknowledgment of our obligation. Nevertheless, it has always been the opinion of the Board that a just and judicious compromise of those claims should be sought in the true interests of the company, and to that end the directors have not failed always to direct their earnest attention. Litigation, however, in this connection assumed an aspect during the summer, which, in conjunction with Legislative enactments referring to banks in suspension, admonished the Board of the danger of delays. They therefore hesitated no longer to accept the offers of compromise submitted to them, and proceeded at once with arrangements for the settlement of the outstanding circulation of the bank. In that direction they have proceeded, until now, but a small sum remains unarranged. The settlements were made chiefly in the six and seven per cent. bonds of the company. The bank, as shown in the auditor's statements, is indebted to the road in the sum of $501,447.

Little is left to the Board to say, beyond the announcement of the fact of the return of the Hon. C. M. Furman from London, where he has been in charge of the negotiation for the past eighteen months of the company's first direct mortgage bonds for the exchange of past due five per cent. sterlings. That measure may be regarded as accomplished. Mr. Furman reports the acceptance of the necessary number of assents, qualified only by the very proper condition that the necessary legislation be had to relieve the company from the State lien originally imposed to protect the old guarantees. This legislation has been applied for as comprehended in the Act thereto appended, has the sanction of the Governor, and is expected to be in the possession of the Board at an early day, when it will be transmitted, and the exchange of bonds be consummated.

The company have 43 locomotives; (of these 33 are effective, 3 under repairs, 6 awaiting repairs, and 1 rebuilding;) 24 first class and 24 second class passenger, 808 box, 70 platform, wood and coal, 14 stock and 392 freight cars. Number of miles run, 801,171. Number of passengers carried, 109,275. Tons of freight, 185,968.

The debt and property accounts of the company at the close of the last and preceding years were as follows:

	1868.	1869.
Capital stock	$5,819,275 00	$5,819,275 00
Sterling bonds	2,275,444 79	2,342,832 44
Domestic bonds	1,585,296 06	1,704,519 00
Certificates of indebtedness	13,257 50	12,612 50
Receivables	17,000 00	20,461 00
Change notes	1,412 50	1,360 50
Bills payable	88,060 60	295,664 39
Coupons, sterling	280,895 98	
" domestic	58,702 50	21,130 00
Pay rolls		13,596 30
Transient creditors.	55,058 73	76,103 08
Net income	1,295,966 09	
	$11,490,369 75	$10,307,554 21
Roadway, track, depots, etc	$6,472,914 45	$7,738,996 49
Lands	435,646 09	435,378 26
Cars	278,030 02	312,978 66
Locomotives	385,853 18	438,253 00
Machinery, etc.	71,196 80	
Supply of materials.	73,057 76	58,921 08
Commissary stores	492 40	1,808 20
Restoration of property	1,123,137 59	
Adjustm'nt of claims	147,203 27	
Loss of property	1,481,431 91	
Cash	37,996 62	25,736 54
Bonds and bills receivable	26,130 93	100,409 43
Agents	91,194 44	97,936 39
Post office depart.	4,866 25	14,657 21
Sterling exchange, etc	116,206 37	
Stocks	396,562 50	448,212 50
Transient debtors	353,449 17	85,426 42
Investment in 1st mort. G. & C. R. R. securities		57,398 03
S. W. R. R. Bank		501,447 00
	$11,490,369 75	$10,307,554 21

President.—Wm. J. Magrath.

Directors.—William J. Magrath, George A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, George W. Williams, Henry Gourdin, Francis J. Pelzer, C. M. Furman, B. H. Rice, H. H. DeLeon, William A. Courtenay, James S. Gibbes, James P. Boyce, Daniel Tyler.

Gen'l Superintendent.—H. T. Peake.

Auditor.—J. R. Emery.

Development of Pennsylvanvia.

The following is a correct copy of the Act recently passed by the Legislature of Pennsylvania, entitled "An Act to facilitate and secure the construction of an additional railway connection between the waters of the Susquehanna and the great lakes, Canada and the northwestern States, by extending the aid and credit of certain corporations to the Jersey Shore, Pine Creek and Buffalo Railway Company, and in like manner to aid the construction of the Pittsburg, Virginia and Charleston Railway, the Clearfield and Buffalo Railway, and the Erie and Allegheny Railway:

WHEREAS, It is a matter of much public importance to the State at large that a railway should be completed at an early date, to form an additional connection between the anthracite and bituminous coal fields of Pennsylvania and the great chain of lakes and States West; also, aid the construction of the Pittsburg, Virginia and Charleston Railway, the Clearfield and Buffalo Railway, and the Erie and Allegheny Railway, and thereby provide outlets for important portions of this Commonwealth that are filled with valuable coal, minerals and other products, now without such highways; and when these lines are constructed, adding greatly to the taxable values for State, county and municipal purposes—as well as to greatly increase the value of productions from those sections of the Commonwealth for manufacturing, agricultural and all other purposes; *And whereas*, It is believed that those desirable objects may be accomplished by the provisions of the annexed bill; and in order to grant sufficient authority for effective aid as aforesaid to secure the same; therefore,

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and is hereby enacted by the authority of the same*, That the Jersey Shore, Pine Creek and Buffalo railway company be and are hereby authorized to execute a first mortgage to the amount of six millions of dollars in lieu and substitution of the loan said company have heretofore been authorized to make, which shall cover all their line of railway to be constructed from Jersey Shore to connect with the Buffalo and Washington railway as set forth in their charter, with its extensions, rights of way, equipment, engine houses, machine shops, tools, and property of every kind whatsoever appurtenant to and requisite for the maintenance, management and operation of said road, together with the corporate rights and franchises acquired and to be acquired, to secure the payment of bonds as hereinafter provided, each bond bearing interest at five per centum per annum, payable semi-annually, from and after the first day of April, A. D., 1870, which bonds shall be payable to the Commonwealth of Pennsylvania, to be deposited in the sinking fund of the Commonwealth, with the interest thereon, for application only to the payment of the public debt; these bonds to be received by the Commonwealth in lieu and substitution of the existing debt of that amount of five per centum bonds that is contracted to be paid by the Pennsylvania Railroad Company, and all liens and claims arising in connection therewith; and the said six millions of dollars of bonds shall be received in full satisfaction of said bonds of the Pennsylvania Railroad Company, and of all liens and claims arising thereunder or therefor.

One hundred thousand dollars of said bond of the Jersey Shore, Pine Creek and Buffalo Railway shall be payable each and every year, beginning with the first day of April, one thousand eight hundred and seventy-five, and so continue annually thereafter, until the first day of April one thousand eight hundred and ninety. On the first day of April, one thousand eight hundred and ninety-one, one million of dollars. On the first day of April, one thousand eight hundred and ninety-two, one million of dollars. On the first day of April, one thousand eight hundred and ninety-three, one million of dollars. And all the remaining balance of the entire debt, with the interest due thereon, shall be fully paid and liquidated on the first day of April, Anno Domini one thousand eight hundred and ninety-four.

Upon the delivery of the bonds and mortgages, as hereinbefore provided, the commissioners of the sinking fund of this Commonwealth are hereby authorized, empowered and directed to deliver to the Jersey Shore, Pine Creek and Buffalo Railway Company the obligations of the Pennsylvania Railroad Company now in the sinking fund, or in any way belonging to the Commonwealth, to the amount of six millions of dollars of five per centum bonds, and to cancel and fully satisfy all mortgages or claims of every nature and kind whatsoever existing therefor by legislative enactment, contract or otherwise, in favor of the Commonwealth against said Pennsylvania Railroad Company, and thereupon the entire proceeds that may be realized from the said bonds and claims against the Pennsylvania Railroad Company shall be applied from time to time by the Jersey Shore, Pine Creek and Buffalo Railway Company only to the immediate construction and equipment of the said line of railway between the points specified in the act incorporating the said company, and the said main line of railway shall be constructed and opened for public use within three years from the passage of this act: *Provided however*, That no delivery or exchange of bonds shall be made under the provisions or authority of this act by the commissioners of the sinking fund until a contract for the construction and equipment of the Jersey Shore, Pine Creek and Buffalo Railway with responsible parties duly executed shall be delivered to said commissioners, and an absolute guarantee for the fulfillment thereof within the time and conditions of this act by the Catawissa and Philadelphia and Reading Railroad Companies, or the Catawissa and Lehigh Valley Railroad Companies, or the Catawissa and Lehigh and Susquehanna Railroad Companies, or by the Philadelphia and Erie, Northern Central and Pennsylvania Railroad Companies, and also a guarantee in like manner of the payment by the Jersey Shore, Pine Creek and Buffalo Railway Company of three hundred thousand dollars interest per annum as it accrues to the State on the said bonds of the Jersey Shore, Pine Creek and Buffalo Railway Company during the construction of said line of railway, and until it is opened for traffic as required by this act.

And said companies, or such of them as may join in said guarantee for the purpose of providing additional security to the State, as aforesaid, are hereby fully authorized and empowered to execute such agreements and obligations, under their corporate seals, as may be needful to perfect their said guarantee as required by this act, and as further security to the Commonwealth for the execution of guarantees, as hereinbefore provided; the same shall be deemed and taken to be a lien upon the railways, their property and franchises, that may enter into the same, and so continue until the conditions thereof are fully complied with: *Provided, however*, That the said Pennsylvania Railroad Company shall give its consent in writing, duly executed under the seal of said company, to the transfer of the said Pennsylvania Railroad Company's bonds to the said Jersey Shore, Pine Creek and Buffalo Railway.

SEC. 2. That the three and a half millions of five per centum bonds now in the hands of the commissioners of the sinking funds given by the Allegheny Railroad Company to the Commonwealth of Pennsylvania, together with all the guarantees connected therewith, be and they are hereby appropriated for aiding in the development of certain districts of the Commonwealth as hereinafter provided: First. To the Pittsburg, Virginia and Charleston Railway Company, and to the branch road to Waynesboro', in Greene county, one million six hundred thousand dollars. Second. To the Clearfield and Buffalo Railway Company, one million four hundred thousand dollars. Third. To the Erie and Allegheny Railway Company, five hundred thousand dollars. For which the Commonwealth of Pennsylvania shall receive their bonds respectively, bearing the same interest, maturing at the same time, as the bonds the Commonwealth now holds in *pro rata* proportion from each company, all of which shall be secured by a second mortgage upon those lines, and the branches thereof, respectively, their property, franchises and equipment, which bonds shall be deposited in the sinking fund, and the proceeds thereof shall be applied only to the payment of the public debt, and the interest thereon, the said companies limiting their first mortgage to an amount not exceeding sixteen thousand dollars per mile, bearing interest at seven per centum per annum, the proceeds thereof, and also the proceeds of all the bonds received from the Commonwealth under this act, to be used only for aiding in the construction and equipment of their roads and branches, all of which bonds and mortgages they are hereby fully authorized and empowered to perfect in the usual form; upon this being done and the five per centum bonds of said companies delivered to them, the said commissioners of sinking fund are hereby authorized, empowered and directed to deliver to the companies named in this section of this act their respective portions of the bonds of the Allegheny Valley Railroad Company now in the sinking fund, or in any way belonging to the Commonwealth, to the amount of three million five hundred thousand dollars of five per centum bonds, and to cancel and fully satisfy all mortgages and claims of every nature and kind whatsoever existing therefor in favor of the Commonwealth against said Allegheny Valley Railroad Company, and the guarantors thereof, the consent of said guarantors to said transfer first being filed with the commissioners of the sinking fund, and to relinquish and transfers all and every claim of the Commonwealth against the Allegheny Valley Railroad Company and the guarantors thereof, to the parties receiving the bonds aforesaid; and the said lines of railway, and the branch to Waynesburg, in Greene county, shall be constructed and open for public use within three years from the passage of this act, as follows:

The Pittsburg, Virginia and Charleston Railway and the branch to Waynesburg, in Greene county, between such point in South Pittsburg, Allegheny county, and Greensboro,' in Greene county, Pennsylvania, including said branch to Waynesburg, by such route as the Pittsburg, Virginia and Charleston Railway Company may adopt.

The Clearfield and Buffalo Railway between such point on the line of the Allegheny Valley Railroad extension in Clearfield county, or other point in said county, and at a point of connection with the Buffalo and Washington Railway, in the county of McKean, by such route as may after careful survey be finally adopted by the Clearfield and Buffalo Railway Company.

The Erie and Allegheny Railway between such point on the Atlantic and Great Western Railway in the counties of Erie or Crawford, and the city of Erie, by such route as the Erie and Allegheny Railway Company may finally adopt: *Provided, however*, That no delivery or exchange of bonds shall be made under the provisions or authority of this act by the commissioners of the sinking fund until a contract for the construction and equipment of said lines of railway, and the said branch to Waynesburg, respectively, with responsible parties, duly executed, shall be delivered to the said commissioners, and an absolute guarantee for the fulfillment thereof, within the time and conditions of this act by a responsible railway company or companies, of which the Pennsylvania Railway Company shall be one, and also a guarantee in like manner of the payment by the said railway company or companies respectively of all interest as it accrues to the State on said bonds belonging to the Commonwealth of said companies respectively, during the construction of their lines of railway, and until they are open for traffic as required by this act. And said company or companies as may join in said guarantee for the purpose of providing security for the said lines, are hereby fully authorized and empowered to execute such agreements and ob-

ligations under their respective seals as may be needful to perfect their guarantee for the fulfillment of their contract as required by the provisions of this act, and as a further security to the Commonwealth for the execution of the guarantees as hereinbefore provided, the same shall be deemed and taken to be a lien on the railway or railways, their property and franchises that may enter into the same, and so continue until the conditions thereof are fully complied with and the guarantees provided for in this bill shall be taken as an entirety, and no delivery of bonds made until all of the said guarantees are executed in due form for delivery to the Commonwealth.

Kansas Pacific Railroad.

The annual meeting of this company was held at Lawrence, Kansas, on the 4th inst. The Report of the President which was presented, shows that the receipts from freight were $1,500,419 27; from passengers, mails and express, $717,551 19; from miscellaneous, $7,909 65—total, $2,225,870 11. The total working expenses were $1,386,180 02; and the net earnings, $839,690 09. The average length of road during the year was 368 miles, being 35 miles more than the previous year. Total number of passengers carried, 146,588; increase 37,251, or 34 per cent. over the previous year. Total amount of freight carried 175,518 tons; increase 5,441 tons, or 41 per cent. over last year. Mercantile traffic, 153,015 tons, an increase of 61,822 tons, nearly 68 per cent. Gross receipts from commercial business, $1,703,405 92, an increase of $421,686 38, nearly 33 per cent. over last year. The operating expenses were a trifle over 62 per cent. of the gross earnings, an increase of eight per cent. over the preceding year, which was occasioned by the general improvement of the road for repairing the damages occasioned by the floods in June and July, the expenses for the latter amounting to over $100,000.

The operations of the land department show the number of acres sold to be 384,185; cash received, $247,286 49; notes, $76,094 98 to $100,819,147; expenses, $3,555,182; net proceeds, $97,263,965.

The road from Kit Carson West is being pushed rapidly. The grading is all under contract, and the iron and other material provided for, and the road will be completed to Denver by September next. The road from Denver to Cheyenne will be in operation by July 1st.

Milwaukee and St. Paul Railway.

The Vice President of this company, Russell Sage, Esq., has notified the New York Stock Exchange that the company intend to increase their preferred capital stock 1,760 shares, and their common capital stock 1,760 shares—3,520 shares, or $352,000 in all—for the purchase of the railroad extending from Austin to the state line, now owned by the Minnesota Central Railway Company, a distance of 11 miles. This increase is made in pursuance of an act of the legislature of Wisconsin, passed April, 1867, and of a vote of the shareholders at their annual meeting held June, 1867.

Also, that the company have agreed to purchase a majority interest in the capital stock of the Western Union Railroad Co., and for this purpose will increase their capital stock and issue 15,075 shares of their common stock. This increase is made in pursuance of an act of the legislature of Wisconsin entitled: "An act to authorize the Milwaukee and St. Paul Railway Co. to own stock in or consolidate with the Western Union Railway Co., approved March 9, 1870.

Pneumatic Propeller.

Experiments were made on Friday and Saturday nights with a pneumatic machine intended to be used for the propulsion of cars on street railroads. The writer witnessed the experiments on both nights. Four cylinders or trunks to contain the compressed air, which is the motive power, were intended to be used on the car, but one of the cylinders had been injured by some thoughtless or malicious person so much that it was worthless, and there were only three fit for use.

On Friday night these three cylinders were charged to a pressure of 250 pounds to the square inch. Captain Roberts, under whose supervision the cylinders had been made, and who has tried them, says they will bear a pressure of over 300 pounds to the square inch. The car was started at Erato street, on the down-town track of the Crescent City Railroad Company, on New Levee street, and, running into Canal street, made the turn table at Magazine street, with a party of twenty-four riding, in eight minutes. Returning, the gauge showed 125 pounds to the square inch remaining. The car was taken back on the same track at a disadvantage, for the track is only used in one direction. Going at a rate of not less than ten miles an hour, a loose rail was met at Girod street, and, the car running off the track, the impetus was not stopped until it nearly reached the curbstone. It was again put upon the track, not without losing much of the compressed air, however, by leakage, caused by jarring. There was another run off the track before the close of the experiment, and at St. Joseph street the motive power was exhausted.

The trial on Saturday night was much more satisfactory. The run was made to Canal street with a car in nine minutes. The start was made with a pressure of 270 pounds to the square inch. At the turn table at Magazine street there were remaining 140 pounds. This time the car was taken up Tchoupitoulas street and was stopped at Erato street.

In these experiments it was immediately shown that curves can be turned and the car stopped as readily when the pneumatic is used as when the mule draws. The distance down and up is computed to be upwards of two miles. Those interested will seek, doubtless, an exact measurement. The machinery is imperfect, permitting a waste of power, nevertheless the trial on Saturday night proved beyond cavil or dispute that, with three cylinders charged to 270 pounds to the square inch, a faultless run of upwards of two miles was made with a car full of passengers. With this fact to deal with it is a simple arithmetical question as how many cylinders are required to propel a car any given distance.—*New Orleans Commerciel Bulletin 4th.*

Albany and Susquehanna Railroad.

At a meeting of the directors of this company, held in Albany on the 5th inst., it was resolved that the transfer books be closed on the 15th of April, and re-opened on the 25th of April at the National Bank of Commerce in the City of New York, which institution, in accordance with the request of the Delaware and Hudson Canal Company, is hereby appointed by this Board (to act until further notice) the sole agency for the transfer of the stock of this Company on and after that date. It was also resolved that as soon as the outstanding floating indebtedness of this Company shall be ascertained and liquidated, the funds realized from the assets of the Company on hand at the time of the lease of this road to the Delaware and Hudson Canal Company, and remaining after payment of all outstanding indebtedness, shall be ratably divided among the stockholders of record, on the closing of the transfer books, April 15, 1870.

Pennsylvania Railroad Legislation.

The Governor of Pennsylvania has vetoed the great railroad bill. The veto message states that the bill is returned without approval, because it violates the Constitution, and because it is against sound policy. The sections of the Constitution which he holds to be violated, are the twenty-fifth section of article one, and the eighth section of article nine, which forbids log rolling legislation, and the fourth, fifth and sixth sections of article nine, relating to the sinking fund, the inviolability of the moneys therein, the disposal of the proceeds of the sale of the public works, the prohibiting the loan of the credit of the Commonwealth to corporations, and forbidding the State to assume the debt of any corporation. The message goes to show the inexpediency of the scheme; that the contract of guarantee required by the bill is illusory, unbinding, and does not provide for the manner in which the road should be constructed or equipped; that the interest upon the six million dollars of bonds, to be surrendered, is payable, according to a recent decision of the Supreme Court, in gold, and the interest on bonds to be renewed would be payable in currency. The State is now receiving $460,000 per annum on bonds to be surrendered. If the contract of guarantee in the bill was performed to the letter, the State would receive but $300,000 for the next three years, and after that time the whole amount would be lost, unless paid by the projected road. The Governor doubts the success of the road, even if built. Similar enterprises present a sad history of failure. The Philadelphia and Erie Road is a conspicuous illustration. Existing roads would be rendered a success, but the proposed scheme is extremely hazardous. The State debt is now too heavy. Nine millions of debt will mature within three years. The debt must be paid off, the taxes reduced, and the State's credit preserved. Her citizens have heretofore condemned all enterprises of doubtful expediency.

Baltimore and Ohio Railroad.

The following is a copy of the resolution adopted by the General Assembly of Maryland, in reference to the application of the company to be released from the further payment of the capitation tax on the Washington Branch road. It passed the lower house by a vote of 57 to 12; and the Senate unanimously:

Be it resolved by the General Assembly of Maryland, That the Governor is hereby authorized to employ additional counsel to assist the Attorney General in instituting all proper proceedings, by suit at law or by bill in equity, to enforce the just demands of the State of Maryland against the Baltimore and Ohio Railroad Company, and that the same should be instituted without delay.

☞ The Crockett (Texas) *Journal* says a corps of Engineers are now in the field surveying the Houston, Trinity and Tyler Railroad. Mr. Converse, the Chief Engineer, commenced the survey at Houston, on the 11th inst.

☞ A movement is on foot to build a railroad from Milwaukee along the lake shore to Manitowoc, thence to Green Bay. Meetings have been held at Green Bay and Depere, and resolutions adopted encouraging the movement.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----	----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	----	----
Atlantic & Gt. Western ... 50	25,879,923	----	----
" " pref. 50	1,919,000	----	----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,360,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----	----
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Bloasburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600	----	----
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec.'69 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----	----
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 1½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy..... 100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	----	----
Camden & Burlington Co.100	331,000	----	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 1½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 5
Catawissa..... 50	1,150,000	----	----
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 7
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia..... 100	4,666,900	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio..... 100	2,600,000	J. & D.	Dec.'69 3
Do. pref..... 100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	----	Oct.'67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton..... 100	5,141,800	M. & S.	Mar.'70 5
" pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 6
Chicago and Milwaukee*..100	2,227,000	----	----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R I & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger....	----	J'n & J'ly	Jan.'68&2
" Street.....	----	J. & J.	Jan.'68&2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	11,420,000	----	----
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	----	----
Conn. & Passump. Rivers.100	139,000	----	----
do. pref.100	1,822,100	F. & A.	Feb.'70 3
Do.	1,700,000	J. & J.	Jan. '70 5
Connecticut River..... 100	1,316,900	A. & O.	Oct. '69 4
Cumberland Valley..... 50	400,000	----	----
Danbury and Norwalk ...100	2,390,646	----	----
Dayton and Michigan*....100	5,000,000	J. & J.	Jan. '70 3
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley..... 100	1,820,200	----	----
Detroit & Milwaukee.....100	1,047,350	----	----
" " pref.100	1,500,000	----	----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb.'70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	Jan.'70 1½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,900	----	----
East Tenn. and Georgia...100	1,290,067	----	----
East Tenn. and Virginia...100	1,902,000	----	----
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,538,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	982,990	----	----
Evansville & Crawfordsv.100	1,143,445	----	----
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. & J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 2
Hannibal and St. Joseph..100	1,900,000	----	----
Do. do. pref.100	5,238,880	----	----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	----	----
" pref..... 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	----	----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central..... 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*..... 100	1,500,000	J. A. J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	----	----
Leeds and Farmington*.....	----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	----	----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex..... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	----	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----	----
Maine Central 100	1,611,500	----	----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.... 50	3,029,778	----	----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	----	June'69 3
Memphis and Ohio 100	570,000	----	----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----	----	----
" " " 1st pref.100	----	----	----
Milw. & St. Paul.....100	7,605,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	----	----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	----	----
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	----	----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	----	----
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '69 2
North Eastern (S.C.) pref.100	155,000	----	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	----	Jan.'70 5s
Norwich & Worcester 100	2,383,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	----	----
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	----	----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----	----
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor'n 50	1,585,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J. A J &O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 5
Portland and Kennebec...100	570,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----	----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	----	----
Richmond and Petersb g..100	847,100	----	----
Rich., Fred. and Potomac.100	1,041,800	----	----
Rockport	98,400	----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....	----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,200,000	----	----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,468,429	----	----
Sandusky and Cincinnati.100	2,088,000	----	----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,841	----	----
Savannah and Charleston.100	1,000,000	----	----
Schuylkill and Susqueh'a. 50	1,269,150	----	----
Second and Third St.(Ph.) 50	203,767	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----	----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	889,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----	Nov.'69 5
Somerville 100	300,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----	----
South Shore 100	259,685	----	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,800	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,988,141	----	----
Stockbridge & Pittsfield*100	448,700	----	----
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	----	----
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	----	----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)....100	1,750,000	----	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	----	----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000	----	----
Tol., Wabash and West....100	5,700,000	----	----
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	----	----
Troy and Greenbush*.....100	374,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----	----
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central..... 100	5,000,000	----	----
Vermont and Massachu'ta.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian....100	357,408	----	----
Virginia Central 100	3,353,679	----	----
Virginia and Tennessee....100	3,506,300	----	----
Western Union 100	2,707,693	----	----
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	----	----
Winchester and Potomac....	----	J. & J.	Jan.'70 3
Warren..... 100	1,547,650	----	----
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	----	----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	----	----
Lehigh Coal and Navigat. 50	8,739,300	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	----	----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----	----
Union..... 50	2,907,850	----	----
" preferred 50	----	----	----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	----	Dec'68 1½
Short Mt. Coal.....	800,000	----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	----	Jan.'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,866	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307,803	252.015	2,770.484
1865	280,503	275,283	299.063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,569	361 701	4.506,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	363,736	501,667	501,259	463,100	403,691	348,996	4,682,505
1870	293,978	323,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,845	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306.231	389.489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	258,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,299	424,580	433,435	4.797,464
1869	333,319	308,208	398,740	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729.759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932.683	754.671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,953	808,524	797,475	1,000.086	1,200,216	1,010.892	712,359	9,299,400
1867	696,147	574,664	766,398	774,279	895,712	893.658	888,214	1,063,236	1,448,942	1,541.057	1,211.530	879.900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,967	1,107.084	1,001,987	13,381,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,500	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262.708	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410.336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	466,373	510,100	423.578	640,179	799.236	661,891	657,141	608,402	6.029.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,688	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,942
1868	587,443	536,165	444,448	518,800	572,551	626,249	549,714	794,325	589,967	931,830	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	93,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,376,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,965	119 169	121,408	1,294.095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,589	131,019	109,620	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,875	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	498,555	429,546	382,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,991,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000±	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,802*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697±	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,966	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	408 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,093
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	360,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	383,669	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	382,823	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	276,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.796,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	285,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	136, 263	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	239,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	813,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,965	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	833,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864.637	693,104	873.153	966,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314.472	631,143	1,006,631	1,159,726	1,113,396	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,284,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,135	170,485	168,699	162,532	166.015	222,953	198,884	244,534	212,227	177,304	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219.160	230,340	206,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,095	2,008,295
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,851	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309.591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,838	484,209	450,203	429,808	323,270	399,429	4,013,204
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	622,560	617,586	758,467	867,632	637,388	716,920	5,760,183
1870	528,529	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	106½
.. .. .. (5-20s)...coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	106½
.. .. .. (5-20s)...coupon		6	" "	1884	110½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	106½
.. .. .. (5-20s)...coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	107½
.. .. .. (5-20s)...coupon		6	" "	1885	110½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	109
.. .. .. (5-20s)...coupon		6	" "	1886	109½
.. .. 3d series (5-20s)...registered	379,593,750	6	" "	1887	111½
.. .. .. (5-20s)...coupon		6	" "	1887	109½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	109½
.. .. .. (5-20s)...coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105½
.. .. .. (10-40s)...coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,565,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	760,50	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,566	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	276,902	var	.....	Due.	....
Treasury Notes (7-30s).....	711,700	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864...	2,311,810	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,621	*nil.*	.....	Dem.	....
Fractional Currency	38,848,500	..	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	96½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	110
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	800,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	93
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	86
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,685,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1860	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	75½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	92½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	75½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	6	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'90	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	101½
.. South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	96½
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	96½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	103½
.. —	720,000	6	" "	'74-'75	106½
.. —	1,430,000	6	" "	1876	107½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	98½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'78-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	92½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	93
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. .. of Sept. 1, 1864..	690,000	6	Mar. & Sept.	'84-'89	98½
.. — .. .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
.. —	5,726,800	6	" "	1873	110
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	47
.. — .. (new).....	3,059,045	6	" "	'92-'98	22½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	102½
.. — (")....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	99½
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	99½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	90
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	88
.. —Funding Bonds	1,282,971	6	" "	'70-'90	82½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	53½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	69½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,785,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,500	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	80
3d Mortgage	175,000	7	May & Nov.	" "	1889	....
Allegheny Valley:						
1st General Mortgage	3,785,000	7.3	April & Oct.	Pittsburg.	1896	....
1st Mortgage Eastern Ex.	59,000	...	" "	"	....	....
Bonds to State of Pennsylvania.	3,500,000	...	" "	"	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000		7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000		7	Jan. & July.	"	1890	34½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	*
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,900	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	6*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	85
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	90½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	92
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	25,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000		6*	May & Nov.	New York.	1900	80
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	92½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'69-'71	99½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	108½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1880	74
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	76
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	92
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1861	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,446	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	87½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1889	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	800,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	8	April & Oct.	"	1872	68½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	[Due.]	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1876	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1876	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	ferred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1895	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	$ 800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97½
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Moutgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	95½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	75
2d Mortgage for $300,000	145,000	7	"	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	380,000	10	April & Oct.	"	1887	106
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93
3d Mortgage (B. & O. R. R. Co.)	140,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $300,000		8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	986,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	...
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	87
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.]	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York'	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg.	2,283,440	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,620,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	89
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1849	401,800	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	...
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	168,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	80
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	82½
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1883	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1878	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	89
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	90
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	608,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	95
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	79
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	57½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	51
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,206	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,199,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	142
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	22½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	282,235	50,993	45.0	131,811	56,342	314,603	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	—	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany....Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	147½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	92½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	98,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	76½
Nov. 30, 1869	207.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.L,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146.1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142
Sept. 30, 1868	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,320	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	—	88.0	879,051	450,949	762,914	2,222,806	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron.....Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	—	—	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,989	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	119
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,002,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—					Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West Jersey.)		—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,988	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	—	—	—	—	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	*	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	105
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	62.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,600,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—					Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	—	—	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,044	322,280	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,783,511	15 891,755	713,526	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)		—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	111½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,018	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—					Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)		631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	74½
Mar. 31, 1869	493.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick.....Ohio.	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lease	es	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton....Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183.305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31,	1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	634,449	7	100	74½
Dec. 31,	1868	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased to Atl. & Gt. Western.)					8	100	...
Nov. 30,	1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,768	6	50	99
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,282,517			6,250,000	3,149,000				(Leased to Lake Shore.)					7	100	93
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000				(Leased to Pittsburg Cincinnati and St. Louis.)						100	17½
Feb. 28,	1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000				(Leased to Pittsburg Cincinnati and St. Louis.)					8	50	17½
Mar. 30,	1868	54.7	—	12.8	—					Columbus and Xenia	Ohio.	1,464,078	*	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)						50	...
Mar. 31,	1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	78½
Mar. 31,	1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542		100	
Mar. 31,	1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(Leased to Concord.)					7	100	108½
Mar. 31,	1869	58.0	—	3 1	—					Concord and Portsmouth	N. Hampshire.	350,000	*			350,000												
May 31,	1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30,	1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	140
Oct. 31,	1868	6.8	—	95.3	—					Connecting (Phila.)	Pennsylvania.	2,178,300	*			100,000	1,000,000	1,178,300		—	(Leased to Phila. & Trent.)						50	
Mar. 31,	1868	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21,710	15,047	8,826	39,337	14,823		100	
Dec. 31,	1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178		50	
Dec. 31,	1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30,	1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	435,538	*	26,000	44,586	400,000	160,000		6,124	23.8	69,630			170,672	51,024	10	100	
Dec. 31,	1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	3,000,000	*			3,000,000	2,000,000			—	(Under construction.)						100	
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin.	Ill.	5,000,000																
Mar. 31,	1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	278,497		100	
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479		100	
Nov. 30,	1868	38.0	—	2.8	—					Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				189,355	loss.		100	
Dec. 31,	1868	84.5	28.0	6.3	—					Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				364,270	61,942	6	100	
Oct. 31,	1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,704,848	12½	50	103½
Dec. 31,	1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0							100	
Dec. 31,	1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	609,913	438,394	287,729	1,718,694	704,458		100	
Dec. 31,	1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			480,000				—	(Leased to Boston & Maine.)			29,000	29,000	3	100	
Mar. 31,	18[illegible]	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000				—	(Leased to Illinois Central.)			973,186		4s	100	108½
Dec. 31,	1868	143.5	—	6.1	—					*Dubuque and Sioux City*	Iowa.	5,267,043	*	107,393	64,767	3,682,123	960,000	653,956	153,124	79.0				176,217			100	
Dec. 31,	1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		—	(In progress.)						100	
Sept 30,	1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000											100	
Sept. 30,	1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	500,000				500,000	1,000,000			—				(In progress.)			100	
Oct. 31,	1868	17.5	—	0.3	—					East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000		—	(Leased to Pennsylvania.)						50	
Nov. 30,	1869	44.1	58.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	117
Dec. 31,	1868	38.5	—	1 8	—					Eastern Shore ¶	Maryland.	850,000				280,000	570,000			—	(Leased to Phila. Wil. & Balt.)						100	
Dec. 31,	1868	7.5	—	3.5	—					East Mahanoy	Pennsylvania.	391,604				392,550				—	(Leased to Phila. & Reading.)					6	50	
Oct. 31,	1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847				654,600	676,900			36.0	244,880	293,720	481,273	565,168	191,033		50	80
Oct. 31,	1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969		100	
Jun. 30,	1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.								(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709		100	
Oct. 31,	1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.									—	(Oper. by Evansville, Henderson & Nashv.)			82,923	8,095		100	
Sept. 30,	1868	46.8	—	2.9	—					Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000				—	(Leased to Northern Central.)				25,000	5	100	
Sept. 30,	1868	78.0	—	14.5	—					Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000			—	(Leased to Northern Central.)				165,000	5	50	56
Oct. 31,	1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18,506,705	46,302,210	23,398,800	6,745,899	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583		100	25½
Sept. 30,	1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369		50	
Oct. 31,	1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.									—	(Leased to Phila. & Reading.)						100	
Dec. 31,	1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	166,758	35,072		100	
Aug. 30,	1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920		100	
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0							100	
Nov. 30,	1869	5.8	—	....	—					Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815		100	
Oct. 31,	1868	12.7	—	0.4	—					Fayette County	Pennsylvania.	130,000				107,400				—	(Leased to Pittsburg and Connellsville.)					7.6	50	
Nov. 30,	1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	134
Dec. 31,	1868	12.0	—	....	—					Flemington	New Jersey.	375,000				150,000	100,000	125,000		—	(Leased to Belvidere Delaware.)						100	
Dec. 31,	1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,964	189,578		100	
Dec. 31,	1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				164.0							100	
Dec. 31,	1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5							100	
Dec. 31,	1868	60.0	—	....	—					*Florida, Atlantic and Gulf Central*	Florida.									60.0							100	
Dec. 31,	1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000			—	(In progress.)						100	
Dec. 31,	1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361		100	
Dec. 31,	1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						675,000			52.0							100	
Mar. 31,	1868	171.0	61.0	....	—	42	28	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	283.0	687,607			1,063,724	491,889	6½	100	109
Dec. 31,	1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0							100	
Dec. 31,	1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0							100	
Dec. 31,	1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572		100	
July 31,	1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,696	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30,	1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055		100	
Aug. 31,	1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.		*			7,600,000	9,760,000			271 0				2,184,167			100	105½
Oct. 31,	1868	36.0	18.0	20.6	—					Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	112½
Nov. 30,	1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Jan. 31,	1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606		2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688		100	
Dec. 31,	1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,166,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8				581,983	211,545		100	
Dec. 31,	1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		186 0				897,617	528,297		100	
Sept. 30,	1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.									50.0							100	
Sept. 30,	1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 382	2,616,607	19,484		13,982,700	6,074,960	1,167		150.0	1,870,180	2,026,303	716,268	5,674,215	1,780,896	3	100	
Oct. 31,	1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051		50	
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,052,816	10	100	149
Dec. 31,	1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.					(In new operating Terre Haute, Alton & St. Louis R. R.)				302.5							100	12½
Dec. 31,	1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,686,339	4,456,485	106,746	6,185,897	8,232,807			75.0	237,250						100	
Dec. 31,	1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.																100	
Dec. 31,	1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.																100	
Jun. 30,	1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*			132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944		100	
Oct. 31,	1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,013	37,322	2,107		50	
Dec. 31,	1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	181,393	116.0				391,849	212,727		100	
Dec. 31,	1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,646	225.0	695,819			1,063,524	264,955		100	67
Dec. 31,	1868	37.0	—	....	—					Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000			—	(Leased to Chicago and Alton.)				152,927	7	100	99
Dec. 31,	1868	45.0	—	....	—					Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased to Michigan Central.)					8	100	
Dec. 31,	1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	70,033	41,937		100	
Dec. 31,	1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,189,000			99.0							100	
Dec. 31,	1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)						100	
Dec. 31,	1868	18.0	—	—	53.0	—	—	—	3	Knoxville and Charleston ¶	Tennessee.									16.0							100	
Dec. 31,	1868	31.6	—	113	84.0	9	8	1	29	Knoxville and Kentucky ¶	Tennessee.									31.0							100	
Oct. 31,	1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772			1,386,000	2,248,090	68,616		80.0	682,181			842,567	302,838		50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.8	—	185	162	83	3,335	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,138	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coal	and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	109	87½
Nov. 30, 1868	101.0	186.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	12,348,779	4,193,059	.....	.....	16,068,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,660	1,769,356	10	50	111
Nov. 30, 1868	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	890,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,000	—	(Operated by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by	L. M. and	Col. & Xenia.)	.....	.....	6	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	961,515	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	6	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	100	....
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,289,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	*	....	124.0	6	3	—	58	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	96,501	103,016	1,500,000	.....	48,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	84.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,466	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,242	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,084	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	3,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.6	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	91½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell.....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,062	8,350,778	5,539,930	472,574	93,814	10	100	140
Jun. 30, 1868	148.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	—	(Owned	& oper. by	Phil., W	. and B.)	13,294	—	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	6.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	98.0	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,488,023	*	23,041	5,500	1,003,500	651,500	37,500	.....	47.5	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,168	3,897,000	.....	.....	100.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	206.0	.....	.....	.....	.....	.....	—	.....	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	.....	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,080,913	692.2	6,212,439	201,629,512	366,196,679	14,381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	197,800	.....	.....	.....	60.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	130.7	7.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	143
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	6,000,000	1,061,500	350,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	464,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	2,000,000	600,000	.....	.....	2,000,000	.....	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
										2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	130	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	.....	.....	.....	13.0	62,797	2,786,824	.....	277,622	103,880	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	200,000	65,000	.....	7.6	11,926	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,800	4,100	.....	.....	448,700	350,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,156	6,214,467	24,308,327	67,705	25,942	5	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	208,056	39,727	23,006	45,818	250 7.0	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Nov. 30, 1868	78.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,980	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	49½
Sept. 30, 1868	6.6	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,575,000	445,289	.....	49.2	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Oct. 31, 1868	57.6	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	26	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	...	...	...	...	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	*	.....	.....	1,351,594	.....	.....	.....	69.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1867	69.6	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	5,000,000	.....	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	—	100	103
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,880,000	724,500	111,646	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	80½
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	...	...	...	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	...	...	...	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	...	...	...	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	10.3	20,760	289,515	.....	56,456	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	...	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	28.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	...	...	...	...	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,898	364,219	.....	3,287,693	4,000,000	1,596,447	.....	63.7	(Leased	to Penney	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	...	West Wisconsin.....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	537,378	252,544	10	50	131
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	.....	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	350,881	171.0	108,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	...	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,628	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 21, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	317,050	52,000	24,533	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	.....	....
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	—	.....	.....	.....	.....	.....	14	100	118
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,563	61,090	102.0	.....	.....	.....	603,067	397,785	—	50	68½
Oct. 31, 1868	173.0	6.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	586,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,290	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	10
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	267,884	29,513	—	50	....
																						124,893	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	18
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,000,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	568,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,264	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	40
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	209,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	37
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken..N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	163,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	67
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	72½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	43
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	26	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.2	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.36	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,462,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	—	.....	.....	20
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,146	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	64
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.04	44	—	Worcester.....Mass.	39,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	136,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	960,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	89
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48½
Hannibal and St. Joseph, pref.	5,258,836	....	....	104
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	....	8	8	....
" " 2d pref.	....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	72½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	....	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,650	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,406,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,176,000	10	10	63
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	...	31½
Mariposa Mining, pref.	5,774,400	7	7	13

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50 @	35 —
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		31 — @	32 —
Pig, American, Forge		30 — @	31 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	97 50
		Store Prices.	
Bar, Swedes, ordinary sizes		115 —	@125 —
Bar, Refined		77 50 @	— —
Bar, Common		72 50 @	— —
Scroll		87 50 @	115 —
Ovals and Half-round		95 — @	110 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		85 — @	120 —
Hoop		105 — @	145 —
Nail Rod	per lb.	— 7 @	7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	12
Sheet, Single D. and T. Common		— 4½ @	6½
Rails, English	(gold) per ton.	59 — @	60 —
Rails, American, at Works in Penns.	c'y.	74 — @	75 —
Anvils, Eagle	per lb.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 16 @	20
English Spring	(2d and 1st quality)	— 7 @	10
English Blister	(2d and 1st quality)	— 11 @	18
English Machinery		— 11½ @	14
English German	(2d and 1st quality)	— 13 @	15
American Blister "Black Diamond"		— — @	12
American, Cast, Tool,	do.	— — @	18
American, Spring,	do.	— 9 @	12
American Machinery	do.	— — @	12
American German	do.	— 10 @	12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb	4 37½ @	4 50
Clinch		5 87½ @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	—20
Copper		— 36 @	— —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	35
Straits	(gold)	— — @	33
English	(gold)	— 31½ @	32

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 8 25 @	8 50	9 75 @	10 —
I. C. Coke	6 50 @	7 50	7 75 @	8 75
Coke Terne	5 75 @	6 —	6 75 @	7 —
Charcoal Terne	7 50 @	8 —	8 75 @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— — @	14½
Crude, 40 @ 47 gravity (in shipping order)		— 19½ @	— —
Refined, prime L. S. to W. (110 @ 115 test)		— 25 @	— —
Refined, Standard White (in ship'g order)		— 26½ @	— —
Refined, prime White (in shipping order)		— 27½ @	— —
Refined, S. W. (in jobbing lots)		— 28 @	29
Refined, S. W. (in tin)		— 31½ @	33
Naptha, Refined, (65 @ 73 gravity)		— 10 @	— —
Residuum	per bbl.	4 50 @	4 62½

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	(Single Thick.) 1st, A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 80	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13
Canton Co.	64½	64½	66½	66½	67½	67
Central Pacific 6s	91½	91½	....	91½	....	92
Central of N. Jersey	103½	104½	104	104½	104½	105
Chicago & Alton	....	....	....	111½	111½	....
" pref.	....	....	....	....	112	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1885	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	73½	72½	73½	73½	74½	74½
" pref.	85	85	84½	85½	85½	85½
" 1st M.	....	....	....	....	94½	94½
" S. F.	....	....	....	....	....	96
" Consol.	90	....	....	89½	89½	89½
Chic., Rock Isl. & Pac.	116	115½	115½	116	116	116½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98½	....	....	....	98½
Clev., Col., C. and Ind.	74½	74½	....	74½	....	....
Clev. and Pittsburg	100	100	100½	101	99	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	....	....	17½	17½	....
" 1 M.	80½	80½	81	81½	81½	81
" 2 M.	62½	....	....	....	....	....
Cumberland Coal pref.	32	31½	....	....	....	....
Del. & Hudson Canal	117	117½	117½	117	....	118
Del. Lack. & Western	103	103	103	103½	103½	103½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	106½	106½	107	....	108½	108½
Erie Railway	25½	25½	25	25	25½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	94	94	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	82½	83	83½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	81½	81½	....	....	81½
Hannibal & St. Joseph	105½	....	....	....	....	....
" pref.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	87½	87½	87½	87½	87½
Lake Shore Div. bonds	....	....	89½	89	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	120	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	97½	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	6
" pref.	13	....	13	....	12½	13
" Tr. 10s cts.	....	....	....	....	....	....
Milw. and St. Paul	60	59	59½	59½	....	60½
" pref.	73½	73½	73½	73½	....	74½
" 1st mort.	91	91½	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	104½	....	....	....
" 7 3-10s con.	....	91½	....	92	91½	....
Missouri 6s	93	92½	92½	93	92½	92½
" H. & St. J. iss.	....	....	....	98	....	....
Morris and Essex	90½	91	91½	91½	91½	91½
" 1st mort.	103	....	102½	102½	....	....
" 2d mort.	....	....	96½	96½	....	95½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	103	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92½	92½	....	....	....	93½
" 6s, S.F. 1887	....	....	91½	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	92½	93	92½	92½
" certificates	89½	89½	89½	89½	....	89½
N. York and Harlem	142	140	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	103½	....	....	....
N. Carolina 6s	46½	....	46½	....	47	....
" new	22	22½	22½	22½	22½	22½
Ohio and Miss.	29½	29½	29½	29½	29½	29½
" pref.	....	....	72½	....	....	....
" 1st M.	....	....	98	97½	....	....
Pacific Mail S. S. Co.	36½	36½	36½	37½	37½	36½
Panama	145	146	....	....	....	150
Phila. and Reading	98½	98½	99½	99	99	99½
Pitts., Ft. W. & Chi. gtd.	94	93½	94	93½	93½	93½
" 1 M.	104	....	104½	....	....	....
" 2 M.	....	....	98	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	10	10	10½
St. L., Alton & T. H.	39	39	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	94½	....	....
" 2 M. pref.	....	....	....	....	....	84
" Income bds	81½	....	....	81½	82½	....
Tennessee 6s	59½	59½	59½	59½	60	59½
" new	52½	53½	53½	53½	53½	53½
Tol., Wab. & Western	46½	47½	48½	49½	48½	49½
" pref.	....	....	....	....	....	....
" 1 M. ex	....	....	....	....	....	....
" 2 M.	....	....	....	....	85	....
" equipment	....	....	79½	....	....	....
Union Pacific 1st mort.	84½	84½	84½	84½	84½	84½
Virginia 6s, ex-coupon	70	70	70½	....	....	70
" new	69½	....	70	69½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..106¼	106	106¼	106¼	....	106¼	
U. S. 5s, 10-40s, reg	105¼	105¼	106¼	105¼	....	
U. S. 6s, 1881, reg	....	114¼	....	....	....	
U. S. 6s, 1881, coup...114¼	114¼	114¼	114¼	114¼	....	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	106	106¼	107¼	106¼	....	
U. S. 6s, 5-20s, c. 1862.110¼	111	111¼	112	111¼	111¼	
U. S. 6s, 5-20s, reg. '64	....	106¼	....	107	106¼	
U. S. 6s, 5-20s, c. 1864.110	110	110¼	111	110¼	110¼	
U. S. 6s, 5-20s, reg. '65	....	....	107¼	....	....	....
U. S. 6s, 5-20s, c. 1865.110	110¼	110¼	111¼	110¼	110¼	
U. S. 6s, 5-20s, r. n. '65	108¾	109¼	....	....	109	
U. S. 6s, 5-20s, c. n. '65.108¼	108¼	109¼	109¼	109	109¼	
U. S. 6s, 5-20s, reg. '67.108¾	108¾	109¾	111¼	....	....	
U. S. 6s, 5-20s, c. 1867.109¼	109¼	109¼	110	109¼	109¼	
U. S. 6s, 5-20s, reg. '68	....	....	109¼	....	....	
U. S. 6s, 5-20s, c. '68 ..109¼	109¼	109¼	110¼	110	109¼	
U. S. 6s, Pac.R.R.issue111¼	111¼	111¼	111¼	111¼	111¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
preferred .. 36¼	36¼	37¼	38	37¾	....	
Camden and Amboy...118	119¼	119¼	119	119	119	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875 95	....	....	....	....	....	....
.. 6s, 1883	....	88	88	....	88¼	
.. 6s, 1889 88	....	88	....	88¼	....	
.. mort. 6s, '89 95	95¼	95	....	95	95	
Elmira & Williamsport	....	....	....	....	....	....
.. pref. 40	....	....	....	....	....	....
.. 7s	....	....	....	93¾	....	....
Lehigh Navigation	32¼	33¼	34¼	....	34¼	34¼
.. 6s, 1884 85	86	86	....	....	....	
.. Gold L.... 89¼	90	89¾	....	....	91	
.. R. R. L.... 90¼	....	....	....	91	....	
Lehigh Valley R. R.... 54¼	55	55	55	55¼	55¼	
.. 6s new coup	....	96¼	....	....	96¼	
.. 6s new reg	....	....	96¼	....	....	
Little Schuylkill R.R	....	43	....	....	....	
.. 7s	....	99	....	....	....	
Minehill	54	....	54	54	54	
Morris Canal	....	....	....	....	....	....
.. pref	....	....	63	63	....	
.. 6s, 1876	79	....	....	....	....	
North Pennsylvania	....	....	38	....	37¼	
.. 6s, 1880 .... 92¼	....	....	....	....	93	
.. 7s	90	....	90	90	....	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	....	....	....	....
Pennsylvania R. R.... 57	57¼	58	58¼	58¼	58¾	
.. 1st M	....	....	....	97½	99¾	
.. 2d M	....	....	96¼x	....	....	
Penn. State, 6s, 1st series	....	....	....	103	103¼	
.. 6s, 2d series	106	....	105¼	106	....	
.. 6s, 3d series	108	....	108	....	....	
.. 6s, W. L	....	....	....	102	....	
Philadelphia City, 6s...100¼	100¼	....	101	101¼	101¼	
.. new 102¼	102¼	102¼	102¾	102¾	102¾	
Philad., Germ. & Nor	....	76¼	....	....	....	....
Phila. & Reading 49	49¼	49¾	49¼	49¼	49¾	
.. 7s, 1893	102	....	....	....	....	....
Philadelphia and Erie.. 28	28¼	28¾	28¼	28¼	29¼	
.. 6s	89	....	....	....	....	....
.. 7s	88¾	....	89	89¼	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	16	....	....	....
.. 6s, 1882	57	....	....	....	....	57½
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	5	....	....	....	....
.. 6s, 1878	45½	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875. 96¼	96	....	....	....	....	
.. 1886	....	....	....	....	93	
.. 1890 ..... 93¼	93¼	93	93	93	92¾	
.. 1884	....	92¼	....	....	....	
Balt and Ohio.....140	140	140	140¼	....	142	
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 94¼	....	....	94¼	94¼	....	
Marietta & Cin. 1st M	92	92¼	....	....	92¼	
.. 2d M..... 7 ⅛	73¼	73¾	73¼	....	73¼	
Northern Central..... 48	48	48	48	48	....	
.. bonds, 1885	....	....	91	....	....	
.. .. 1900. 87	86¼	87	....	....	87	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	17¼	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	146	....	146¼	147¼	....	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	146	146¼	146¼	146¼	
Boston and Providence	....	....	142	142	142	
Boston, Hartford & Erie	4¼	4¼	4¼	3¾	3¾	
.. 7s, new	35¼	35	....	35¼	34¼	
Cheshire, pref	....	....	....	....	89	
Concord	....	80	77	....	78¼	
Connecticut River	....	....	....	....	140	
Eastern	117	117	116¾	117	....	
Fitchburg	....	....	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	119¾	....	120	119¾	
Northern, N. H	....	116¼	....	....	117¼	
Ogdens. & Lake Champ	84	84	....	83¾	83¾	
.. pref	104¼	....	104¼	105	105	
Old Colony & Newport	97	96¼	....	....	....	
Ph., Wil. & Baltimore	52¼	....	52¼	53	52¾	
Portl'd, Saco & Ports	105	....	....	....	105¼	
Union Pacific	....	40¾	....	....	40¾	
" 6s	83¼	83¾	....	83¼	....	
" Land Grant 7s	72¾	73	73	....	73	
" Income 10s	83¼	83¼	....	83¼	83¾	
Vermont & Canada	....	102¾	....	....	103	
Vermont & Mass	....	80¼	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	99¼	....	99¼	....	
Metropolitan ..	67	67	....	....	....	
Middlesex ..	....	....	....	72¼	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	18	....	....	

London Stock Exchange.

	Closing Prices. Mar. 25.	Mar. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	29½— 30½	29½— 30½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	21¾— 22¼	21¾— 22¼
Do. sterig. 6 p. c. convertible bonds	66 — 68	66 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	115 —116	115 —116
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90½— 91¾	90½— 91¾
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	90 — 92	90 — 92
Do. with option to be paid in Phila.	90 — 92	90 — 92

American Railroad Journal.

Saturday, April 16, 1870.

Stock Exchange and Money Market.

A more active call has been noted for Money from speculative and mercantile borrowers since our last, and rates have been stronger generally on the basis of 6@7 per cent. in a temporary form, and 7@10 per cent. per annum in the discount line. The offerings of capital have been less liberal, and lenders have been generally claiming rather higher figures, looking forward to a further increase of the demand for accommodation. The city banks have lost during the week 4⅝ millions of deposits, nearly 2¼ millions of legal tender notes and over a million of specie. They have added nearly half a million to their loan and discount averages; and moderately to their circulation. The legal tender reserve of the city banks is now 47½ millions against 58 millions on the 5th of Feb.; the specie hoard is 28¾ millions, against 40⅛ millions Jan. 29; the deposit average is 201¾ millions, against 214¾ millions, Feb. 5; the loan and discount average is 272⅛ millions, against 258½ millions at the opening of the year. The U. S. Sub-Treasury has added about a million to its coin balance, since our last. Its currency reserve has been further reduced. The coin balance of the Treasury Department was 105½ millions, April 1, against 102¼ millions, March 1; and the currency balance, 7⅛ millions April 1, against 10¼ millions March 1, 1870. The coin reserve of the Department on Monday was $109,277,872, including $37,986,500 in gold certificates; currency balance, $18,538,432.

The specie reserve of the city banks according to the latest return is $28,787,692, against $8,794,543 same time last year. The city bank deposits are now $201,752,434, against $171,495,580 week ending April 10 1869. The legal tender reserve amounts to $47,570,633, against $48,644,782 same time last year. The circulation now stands at $33,754,253, against $24,609,306 same time last year. The loans are now $272,171,388, against $257,480,227 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $79,474,226 a day, against a daily average of $86,008,700 the preceding week, and $80,208,839 the week ending with Mar. 27, 1870. The current week's exchanges average about 78 millions a day. The city banks, last week, reported a loss of $1,099,491 of specie, $4,659,996 of deposits, and $2,441,160 of legal tender notes. They increased their loans, $414,517; and their circulation, $77,689.

The city bank exchanges on Wednesday were 78½ millions.

National Bank notes to the amount of $212,860 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,586,711, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $23,260,108, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,526,608. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,274,650; and for the public deposits, $16,955,500—making a total of $359,230,150. The Treasury Department last week redeemed and destroyed $576,800 of worn and mutilated fractional currency, and issued $352,863 of new.

The U. S. Sub-Treasury receipts, week ending with April 9, were $3,416,825 in coin, (including $2,997,000 from customs duties,) and $3,508,828 in currency; payments, $2,547, 909 in coin, (including $174,976 of coin interest,) and $3,590,010 in currency; balance at the close of the week, $33,434,214 (including $79,620,746, of coin, and $2,596,215 of currency,) against $82,674,337 at the close of the preceding week, showing an increase of $759,877. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $518,697 in coin, (including $426,143 from customs,) and $569,121 in currency; payments, $70,833 in coin, (including $20,093 of coin interest,) and $536,375 in currency. On Tuesday, receipts, $652,266 in coin (including $609,725 from customs), and $133,867 in currency; payments, $37,300 in coin(including $12,926 of coin interest) and $355,785 of currency. The balance at the close of business on Tuesday stood at $83,261,940, (including $2,407,043 of currency, and $80,683,526 of coin,) against $83,228,102 a week previous; and $

100,437 on March 25, 1870. The aggregate receipts of the office in March were $40,664,411, including $12,264,608 from customs; aggregate payments, $41,481,676 including $3,766,313 of coin interest; balance at the close of the month, $82,854,761, against $83,673,026 at the close of February.

The U. S. Sub-Treasurer issued in March $1,615,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,764,714 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $84,057,633.

A slight improvement in the yield of both customs and excises has been noted since our last. The excises, during the week yielded $3,202,377; customs at the port of New York, $2,988,715, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,633,421 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $128,519,596. The receipts from July 1, 1869, to March 31, 1870, were $124,008,603 against $103,499,334 same time preceding fiscal year.

There has been a more confident speculative inquiry for Gold, and the price has been advanced to 114⅛, on more liberal purchases, stimulated in part by the improvement in the foreign exchanges, early in the week under review. The later dealings have been on a less extensive scale, and the market has showed less buoyancy. The extremes of the week have been 111¾ and 114⅛, and the closing quotation on Wednesday was 112¾. The custom demand has been fairly active. The export call has been unimportant. The week's shipments hence of specie were only $77,500, against imports of foreign specie to the amount of $216,749.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $81,386,610.

The customs revenue of the port on Wednesday was $612,000.

The coin interest payments of the Sub-Treasury on Wednesday were $25,791.

The customs demand for Gold last week, averaged $499,500 a day; thus far, this week, it has averaged $537,333 a day, or equal to a weekly aggregate of $3,224,298. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $216,749; and since Jan. 1, 1870, $6,035,703, against $4,766,943 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $102,946,371, against $98,807,977 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 1, was $1,889,655, against $1,915,785 same time last year.

The exports of specie, from this port, last week, were $77,500, against $326,350 same week last year; total, since July 1, 1869, $23,321,373, against $31,416,963 same time preceding fiscal year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $174,976, and since July 1, 1869, $67,167,280, against $67,391,636 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to April 1, were $9,850,562, against $9,512,304 same time last year.

The Foreign Exchanges showed increased firmness and buoyancy early in the week, but closed tamely and in favor of buyers. Bankers' prime sixty day bills on London closed rather buoyantly on Wednesday at 108⅜@109, and on Paris to 5.22½@5.18¾; sight bills on London to 109¼@109⅝, and on Paris to 5.17½@5.16¼. The offerings of produce bills have been up to a fair average. The week's exports of domestic produce have been to the currency value of $3,213,167, making the total since July 1, 1869, $159,503,557, against $125,301,647 same time preceding fiscal year.

Influenced to a considerable extent by the rise in Gold and the Foreign Exchanges, Government securities met with a readier sale at firmer prices, early in the week; but toward the end a lighter business was reported at less buoyant rates. On Wednesday, the latest dealings showed a revival of the purchasing demand, and renewed strength in values. Government bought in on Wednesday a million of Five Twenties at 107.10@107.54 net, out of an aggregate offering of $2,519,000. The accrued interest was $1.91 per cent.

U. S. sixes of 1881 closed here at 114⅛@114⅜; U. S. Five-twenties of 1862, 111¾@112; U. S. Five-twenties of 1864 at 110⅜@110⅝; U. S. Five-twenties of 1865 at 110⅞@111⅛; U. S. Five-twenties of 1865 consolidated, 109¼@109⅜; U. S. Five-twenties of 1867, 109⅝@109⅞; U. S Five-twenties of 1868, 109¾@110; U. S. Ten-forties at 106⅛@106⅜, ex the March coupon; U. S. Six per cent. currency bonds, 111⅛@111⅝.

Central Pacific Sixes closed on Wednesday at Frankfort at 78¾@79.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 30.	April 6.	April 13.
Consols	93½	93¾	94⅛
U. S. 5-20's of 1862	91	91¼	*88⅜
U. S. 5-20s, 1865	90¼	90⅜	*87⅝
" 1867	89¾	89¾	89⅛
" 10-40s	87	87	86
Erie	21¼	21¼	20¾
Ill. Central	115½	115¾	111¾
At. and Gt. West		28½	28

* Ex coupon.

State bonds have been moderately dealt in at variable prices. A fair business, chiefly on investment account, has been reported in Railway bonds at generally firm rates. The Central Pacific Sixes closed at 92@92¼. Union Pacific Sixes at 84½@84⅝; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been somewhat brisker, opening at advancing prices, but closing less firmly.

It has been stated that the St. Paul Company, in exchange for 15,750 shares new Common Stock, receive 21,000 shares, or a controlling interest, in the old Racine and Mississippi Road, of late years known as the Western Union Railroad Company. The line represents 40,000 shares or $4,000,000 Stock, and $3,000,000 Mortgage Bonds. The line is 182 miles in length from Racine on Lake Michigan to a point on the Mississippi River, near Rock Island.

General business has shown rather more animation in the line of domestic produce, but at irregular prices. Middling upland cotton closed on Wednesday at 28¼ cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 2,650 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,405,850 bales, against 1,818,950 bales in 1868–'9; exports, same time 1,633,775 bales, against 1,063,650 bales same time in 1868–'9; stock on hand at latest dates, 347,400 bales, against 344,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 3,684 pkgs., against 7,134 pkgs., same time in 1869. From Boston, 1,035 pkgs. in 1870, against 3,262 pkgs. same time in 1869.

Foreign goods have been in moderate request and generally pretty firm in price. The week's imports of foreign dry goods were to the specie value of $2,018,978; and of foreign merchandise, $4,814,753, making a total of $6,833,731, against $7,982,958 same week last year.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 10@18c., per lb.; week's receipts, 5,748. Milch cows continue dull, at $40@$100 each, receipts, 100. Veal calves have been in moderate request, and quoted easier at from 8@15 c. per lb.; receipts, 1,885. Sheep moderately active at from 5½@9c.; lambs at 17@22c. per lb.; receipts, 15,862. Swine dull at 9@9¾ c. per lb., all live weight; receipts, 10,193.

There has been more animation in Ocean freight. For Liverpool we quote flour at 1s.@1s. 3d. by sail, and 1s. 3d@1s. 6d. by steamer, per bbl.; grain at 3d. by sail, and 3d.@3¼ by steamer, per bushel; cotton at ⅛d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 12s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 474.

The balance in the Sub-Treasury on Wednesday was $84,057,633 19.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending April 12th, and since the beginning of the year:

	1869.	1870.
For the week	$3,617,388	$3,213,167
Previously reported	40,982,106	44,495,386
Since Jan. 1	$34,599,494	$47,708,553

The imports for the week ending April 9, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,288,958	$2,018,978
Gen. merchandise	5,693,865	4,814,753
Total for the week	$7,982,823	$6,833,731
Previously reported	77,367,354	73,816,628
Since January 1	$85,350,177	$80,650,359

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 88; do., 6s, new, Jan. and July, 81⅛; Louisiana 6s, new, 73½; do., 8s, Levee bonds, 92½; Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75⅛; Kentucky 6s, 98; Alabama 8s, 96⅝; California 7s, 110; N. Y. State 7s, Bounty Loan reg., 109¾; St. Louis, Jacksonville and Chicago 1st mort., 91; Mil. and St. Paul 1st mort., Iowa Div., 88; Ohio

and Miss. consol. bonds, 87; Toledo, Peoria and Warsaw 1st mort., W. D., 79; Galena and Chicago 1st mort., 98; Pittsburg, Ft., Wayne and Chicago Equipment 8s, 102; New Jersey R. R., 120; N. Y. and N. H. R. R., 143; do., scrip, 134; do., 6s, 98; St. Louis and Iron Mt. R. R., 43½; do., 1st mort., 87¼; Rome, Watertown and Ogdensburg R. R;, 113; Stonington R. R. 87; Am. Dock and Imp., 7s, 94; Western Union Telegraph, 82½; do., 7s, 91; Adams' Exp., Co., 61; Am. Mer. Union Exp., 33¼; Wells-Fargo Exp., 19½; U. S. Exp., 43½; Benton Gold, 0 05; Central gold, 0.23; Consol Gregory gold, 1.65; Grass Valley gold, 0.23; La Crosse gold, 0.11; N. Y. and El Dorado, 0.35; Quartz Hill gold, 0.40; Rocky Mt. gold, 0.06; Smith and Parmalee gold, 1.45.

Philadelphia.—Belvidere Delaware 3d mort., 83; Phila. and Reading 6s, 1880, 90; Pennsylvania and N. Y. Canal 7s 92½; Lehigh Nav. conv. loan, 78; Lehigh Valley old bonds, 97¾; Morris Canal Boat loan, 76; Harrisburg and Lancaster R. R. bonds, 90; Wilmington and Reading 7s, 90; Chesapeake and Delaware Canal 6s, 93; Delaware Division Canal, 45; East Pennsylvania R. R., 40; Fifth and Sixth streets R. R., 40; Ridge Avenue R. R. 12; Oil Creek and Allegheny River R. R., 40¾; do., bonds, 78; Pennsylvania State 5s, reg., 99½; New Jersey State 6s, 103; Big Mt Coal, 6¼; Ocean Oil, 0.56. The latest quotations are: City 6s, 101@101½; do., free of tax, 102½@102½; State 5s, coupon, 99⅝@—; do., 6s, W. L., 102@103; do., 1st series, 103@103½; do., 2d series, 105½@106; do., 3d series, 107@108; Reading, 49⅝@49⅝; do., 7s, 1893, 102½@104; do., mort. 6s, 1880, 90@90½; Camden and Amboy, 119@119¼; do., mort. 6s, 1889, 95@95; do., 1883, 88⅛@88⅜; do., 1889, 88@88; Penn. R. R., 58⅜@58½; do., 1st mort., 99⅜@99½; do., 2d mort., 97¼@98; Little Schuylkill R. R., 43@43½; Morris Canal, 30@31; do., pref., 63½@65; do., 6s, 80@82; do., scrip 7s, 65@68; Susquehanna Canal, 6¼@10; do., 6s, 46@50; Schuylkill Nav., 6¼@8; do., pref., 16⅜@18; do., 6s, 1882, 57¾@58½; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93¾@94; do., 5s, 59@62; Lehigh Coal and Navigation, 84@84; do., 6s, 1884, 85@86; do., R. R. Loan, 91@—; do., Gold Loan, 91@91¼; North Pennsylvania, 37½@38; do., 6s, 93@93⅝; do., Chattle 10s, 107@—; Philadelphia and Erie, 29@29¼; do., 6s, 88@90; Minehill, 53⅝@53¾; Catawissa, pref., 37⅜@37½; Lehigh Valley, 55⅝@55¾; do., 6s, 97½@98; do., 6s, reg., 96¼@96½; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 43@44; Thirteenth and Fifteenth, 21¼@22; Spruce and Pine, 22@25; Green and Coates, 37@39; Chestnut and Walnut, 43@44; Hestonville, 12⅜@12½; Union, 43@44.

Boston.—Keokuk and St. Paul 8s, 1879, 99⅛; Burlington and Missouri River R. R., 8s, 1879, 98; do. 1894, 100; Vermont Central 1st mort., 81½; do. 2d mort., 42⅛; Stanstead, Shefford and Chambly 7s, 79½; Carthage and Burlington R. R. 8s, 96¼; Eastern (N. H.) R. R., 113¾; Connecticut and Passumpsic River pref., 87; do. 6s, 1876, 92; Norwich and Worcester R. R., 106; Cincinnati, Sandusky and Cleveland R. R., 22½; Boston Water Power Co., 17; Maine 6s, 1889, 97⅞; Missouri 6s, 1874, 95; Massachusetts 5s, 1888, gold, 96¼; do. 1893, 96⅜; do. 1878, 98⅛; Boston 6s, 1880, currency, 101; do. 5s, 1880, gold, 98¼; do. 1882, 99¼; Portland 6s, 1889, 95½; Bath 6s, 1891, 91; Chicago 7s, 96¾; Cook Co., Ills., 7s, 96½; Bridgewater, Mass, 6s, 1874, 96½; Bangor 6s, 1894, R. R. Loan, 85⅞; Charlestown 6s, 1876, 99½; Roxbury 5s, 1877, 91¾; St. Louis 6s, sewerage, 86; St. Paul 6s, 86; Hancock Mining Co., 87½c.; Minnesota, 50c.

Baltimore.—Maryland Defense Loan, 101⅝; Virginia 6s, old, reg., 57; do. 1866, 66⅛; do. 1867, 61⅛; Memphis City 6s, 51; Orange and Alexandria 2d mort., 6s, 75¼; do. 4th mort., 8s, 75; Western Maryland bonds, guar. by Washington Co., 80; do. 2d mort., pref., 64¼; do. 1st mort. unindorsed, 77; Central Ohio 1st mort., 85; Pittsburg and Connellsville bonds, 91¾; Wilmington and Weldon R. R. bonds, 91½; Baltimore Copper, 18; George's Creek Coal, 65. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91½@92; Balt. and Ohio, 141@143; do., 6s, 1875, 95@97; do., 1880, 96@96¼; do., 1885, 93@94½; Northern Central, 47⅜@48; do., 6s, 1885, 90@92; do., 1900, 87@87¼; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23½@26; N. W. Va. 1st mort., 94@96; do., 2d mort., 93⅝@94½; do., 3d mort. 1885, 90⅛@93; Marietta and Cincinnati 7s, 1892, 92¼@92½; do., 2d mort., 73⅜@73⅝; Central Ohio, 23@25; do., 1st mort., 84@85; Western Md. 6s, 1890, 76¼@80; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 85@88; do., 6s, pref., 64@65; do., 6s, guar., by Washington Co., 79⅞@80; Richmond and Danville bonds, 76@80; Orange and Alexandria 1st mort., 6s, 70⅝@78; do., 2d mort., 6s, 75¼@76; do, 3d mort., 8s, 85@87; do., 4th mort., 8s, 75@76; Orange, Alexandria and Manassas 7s, 75@78¼; Virginia and Tennessee 8s, 84@85½; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 71@72; Baltimore 6s, 1875 92½@93½; do., 1886, 92½@93; do., 1890, 92@92¼; do., 1893, 91@92¼; do., 5s, 1838–'70, 72@80; Memphis City 6s, 50⅞@51; Maryland Defense Loan, 1883, 101@101⅝; City Passenger R. R., 18½@19¼; George's Creek Coal, 65@67; Atlantic Coal, 2.50@2.50; Bare Hill, 0.10@0.13.

West Wisconsin Railroad.

The enterprising proprietors of this important road are pushing it on to St. Paul rapidly. The bridge over the Eau Claire River is completed, and that over the Chippewa will be finished by May 1. The track between Eau Claire and Augusta will be ready for the rails by June 1. The business of the road is increasing rapidly as it penetrates farther and farther a region heretofore a stranger to the steam engine, and there is every indication that the West Wisconsin will be one of the best paying roads in the West.

Catawissa Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 5th inst. The report of the President, which was presented, states that the receipts of the year were $620,171 10, and working, maintenance and general expenses, $426,348 18, leaving a balance of $193,822 92. The result of the year's business is considered encouraging. A dividend of 7 per cent. on the preferred stock outstanding was declared,

☞ The earnings of the European and North American Railway in March, 1870, were $15,464 62; against $13,054 78 in March 1869, and $10,871 82 in March, 1868.

Little Rock and Fort Smith Railroad.

The Arkansas (Little Rock) *Gazette* of March 22d, notices the arrival at that place of 600 tons of railroad iron for the above road, with 400 tons more on the way from New Orleans, which, with the track already laid, will be sufficient to complete about 15 miles of road. Other shipments will rapidly follow as the work progresses. The ties are already laid down, and the bridges and culverts finished for 25 miles west. Work is also progressing rapidly on the remainder of the 3d, and on the 4th, 5th, 6th, 7th and 8th divisions. Track laying will commence at once and be prosecuted with all the energy and force the company can command.

The same paper notices the arrival of the locomotive "Pulaski," the pioneer engine on the above road, with two box and nine platform cars. The work of transporting the iron will be immediately commenced to the present temporary head of railroad navigation, near the Mountain Gap, three miles out, where track laying will commence. The *Gazette* thinks it may be safely said that the next sixty days will witness the completion of the road to the Palarm. It is proposed to have the cars running to Lewisburg, by the 1st of July, and if no untoward event happen, the rails will be laid through to Van Buren and Fort Smith, by the 15th of March, 1871. Two additional locomotives have been ordered and will be received by the time they are needed.

Houston and Gt. Northern Railroad.

The Houston *Telegraph* says it is confidently believed that before another season comes round the Houston and Gt. Northern Railroad will be in operation from that city to the Trinity Valley, in Walker county. This road was chartered by the Legislature of Texas in 1866–'67. Its route is from Houston, nearly north through Montgomery and Walker counties, crossing the Trinity into Houston county, and then proceeding direct to connect with the Memphis, El Paso and Pacific Railroad at the town of Clarksville, in Red River county. This is probably one of the most valuable charters in the State, as the road passes through a tier of counties about midway between the Texas Central, on the west, and the Red River on the east.

☞ A new bridge, a recent invention of Thos. A. Brien, of Queen Anne's county, Maryland, was exhibited at the council chamber, Baltimore, on the 11th inst. It is a caisson bridge that rises with the flood sufficient to allow all debris to pass, and resume its position as the water subsides. It requires no machinery, but works by the action of the water. It is claimed that by adopting this plan of bridge there will be no occasion for widening the falls, provided the proper height of wa be given.

☞ The following gentlemen have been elec ed directors of the Panama Railroad Company for the ensuing year: William H. Aspinwall, Joseph Alsop, James M. Brown, Henry Chauncey, Frederic G. Foster, David Doadley, Charles G. Francklyn, Governeur Kemble, Charles P. Leverich, Howard Potter, Theodore W. Riley, David Stewart and William Whitewright, Jr.

☞ The Howe Scale Company, at Brandon, Vt., and the Sampson Scale Company at New York have consolidated.

Journal of Railroad Law.

RAILROAD COMPANIES—MEASURE OF DAMAGES—WHEN CONTRACTS NEED NOT BE PERFORMED IN INSTALMENTS.

The facts of the recent case of The Illinois Central Railroad Company *vs.* Demars (44 Ill., 292,) are fully and clearly stated in the following opinion by

WALKER, CH. J.—This was an action of assumpsit, brought by appellee, in the Kankakee Circuit Court against appellant, to recover for a breach of contract to furnish six passenger cars upon three days' notice. On the trial below, appellee introduced in evidence a letter written by W. P. Johnson, as general passenger agent, in which he says that appellee's communication to Mr. Hughitt, general Superintendent, had been placed in his hands to reply. He says they will charter appellee six cars to Chicago, and to return, for fifty-six dollars each; that he can have them at any time by giving the station agent three days' notice, and requesting him to give notice. This was dated the 28th day of August, 1856.

Appellee proved that on the 22d of September following, he gave notice to the station agent that he wanted four cars on the following Tuesday morning. The agent telegraphed to Johnson on the day appellee gave notice that he wanted the cars. The station agent received no reply, nor were the cars furnished. The station agent testified that he had no authority to make a contract for cars with appellee, nor did he make any; that Hughitt was the agent for letting the cars. Appellee proved that he sold two hundred and forty-three tickets, at one dollar and fifty cents each, for the excursion, on the 25th of September, and that the money was refunded.

The jury found a verdict in favor of the appellee for $376. A motion for a new trial was entered, and overruled, and judgment rendered by the court on the verdict, to reverse which this appeal is prosecuted.

It is urged that the court below erred in allowing appellee to introduce evidence of the number of persons at the depot on the morning of the 25th of September, the time he had given notice that his excursion would be made. This was error, unless it had appeared that these persons intended to go on the cars chartered by the appellee, and were not of those who had purchased tickets. Had that appeared, then the jury would have been authorized to take into consideration the amount he would have thus received over and above that received on the sale of tickets. The object of this evidence was to ascertain the loss he had sustained by not obtaining the cars. It could, therefore, have made no difference what number of persons were there, unless they had intended to go on appellee's excursion train on that day.

The measure of damages would be the amount of money appellee lost by the breach of contract, and to ascertain the amount he had received by the sale of tickets and the sum he would have received from others had the train gone as proposed, and any other loss sustained, and from the gross sum deduct the cost of the cars and the difference would have been the damage sustained. This evidence was therefore improper and should have been excluded.

It is likewise urged, that the evidence did not warrant the verdict, as the damages were excessive. We have seen that appellee sold two hundred and forty-three tickets, which, at one dollar and fifty cents each, make the aggregate sum of $364 50. The amount he would have been required to pay for four cars would have amounted to $224, which, taken from the amount received for tickets, would have left $140 50, which might have been increased by proving expense for advertising and the payment of agents to sell the tickets. But in no view we can take of the evidence could such expense have reached the amount of the verdict. If twenty-five or thirty dollars were allowed for advertising, the sale of tickets and other incidental expenses, still the verdict would be more than $100 too large. The jury evidently overlooked the fact that the cost of the cars would have to be deducted from the receipts on the sale of tickets. The remainder would, under the evidence in this record, have been the measure for the recovery. For this error the court below should have set aside the verdict and granted a new trial.

The evidence no doubt varied from the contract described in the first count. It averred a contract to furnish six cars on three days' notice while the proof showed a request to furnish but four. When the company agreed to furnish a certain number of cars, they were guilty of no breach of contract in failing to furnish a larger or smaller number. Their contract was not to furnish four cars, but six. A demand to furnish but four was not a request to perform the contract they had made, but it was for a different thing. They could not be in default by refusing to perform their contract in parts. They had contracted to furnish a specific number to be furnished all at the same time, and appellee had no right to compel them to furnish the cars in instalments. They had a right to perform their contract as an entirety, and to require it to be performed otherwise would be to make for the parties a new contract. Until he demanded the six cars he claims to have contracted for, and the company had refused to furnish them, there was no breach of contract authorizing a recovery. The evidence does not tend to prove such demand, and the judgment was therefore unauthorized, and must be reversed and the cause remanded.

Judgment reversed.

Chicago and Northwestern Railway.

In response to an invitation issued by the Vice President of the Chicago and Northwestern Railway, a large number of the leading residents of Oconto and Menomonee counties, met him to confer in relation to the extension of the Northwestern Railway from Green Bay, the present terminus, to Menomonee and Escanaba. The building of this extension will complete a line of railway communication between Milwaukee and Marquette, and the iron mines of Lake Superior. Upward of twenty of the principal business men of the region vitally interested in the extension of the railway through the great lumbering district were present, and were unanimous in their desire for its completion. A committee was appointed to secure the right of way and solicit subscriptions to the building fund. The gentlemen present, representing the ownership of a large proportion of the lands along the line, signed the necessary papers granting the right of way through their territory. The prospect is that the road will be put through at an early day.

American Steel Rail Works.

Four large steel works for making rails have already been established in this country, and a fifth is nearly completed.

John A. Griswold & Co., proprietors of the Bessemer Steel Works, of Troy, N. Y., made about 2,000 tons of steel rails, half of them for the Erie Railroad, prior to the burning of their works in October, 1868. None of these rails have broken, and official certificates testify that they are equal to the best foreign rails. The new works, now nearly completed, will enable the proprietors to produce steel rails at the rate of 15,000 to 20,000 tons per year.

The Pennsylvania Steel Works at Harrisburg are now, and have been for some time, producing steel rails at the rate of 13,000 tons annually. They are mostly laid on the Pennsylvania Railroad, and the official reports show them to be equal to the best foreign rails. The yearly capacity of the works is 20,000 tons.

The Cleveland Rolling Mill Company is producing steel rails at the rate of 6,000 to 8,000 tons per year. The mill has only recently started and is not yet in full operation. Its capacity is from 15,000 to 20,000 tons per year. The steel is of Lake Superior iron, and is of excellent quality.

The Freedom Iron and steel works at Lewistown, Pa., are producing rails for the Pennsylvania and other roads, at the rate of some 8,000 tons per year. Their annual capacity is 10,000 to 12,000 tons. Their steel is pronounced by the Pennsylvania Railroad Company, after rigid tests, equal to the foreign.

The Cambria Iron Company has a Bessemer, steel works nearly completed at Johnstown, Pa. Its capacity will be 20,000 tons.

The above statements indicate that we shall be able the coming year to produce annually at least 80,000 tons of good American-made steel rails, a fact full of promise for the future of American railways.

Brooks' Patent Paraffine Insulator.

David Brooks, Esq., of Philadelphia, has issued a circular pamphlet in reference to his patent Paraffine Insulator. This circular contains about forty certificates. Some are from the highest authorities in this country and in Europe. Professor Morse, in his late report to Congress, speaks of this invention in the highest terms.

Besides certificates, the pamphlet contains an interesting article on the subject of insulation. The American certificates are from railroad companies who have adopted this insulator with great success.

But the greatest proof of its worth is the guarantee of the inventor. This guarantee is to exceed the ordinary glass insulator, in wet weather, one hundred times, which is equivalent to exceeding the English standard of a meghom per mile fifty times; and he agrees to maintain for any length of time this immense difference, at a compensation of two dollars per mile per annum, for one wire, and three dollars per mile for two wires.

Although the first cost of this insulator is about twice that of the ordinary insulator, the subsequent cost of maintenance makes the Paraffine Insulator much the cheaper, not taking into account the vast difference in results obtained.—*Telegrapher.*

Russian Railways.

The St. Petersburg papers announce the completion and opening of the Kharkov-Taganrog Railway, and thus, for the first time in the history of Russia, a rapid and uninterrupted communication is established from sea to sea across the whole breadth of the Empire. The two great ports of Russia in the southeast—Rostock, on the Don, and Taganrog, on the sea of Azoff—are, by the almost simultaneous completion of the Khar-

kov line and of that along the Azoff seaboard, brought into close connection with several of the great centres of Russian trade—Kharkov, Kourak, Orel, Tula, Moscow.

Quicksilver Mining Company.

At the annual meeting of the stockholders of the Quicksilver Mining Company, the following amendment to the by-laws and resolutions were adopted, by a unanimous vote of 75,658 shares:

Certificates of stock amounting to $10,000,000 shall represent the value of the property of the corporation, and the capital stock shall be divided into 100,000 shares of $100 each. Certificates of stock upon which $5 per share shall be paid, shall be distinguished as preferred stock.

The referred stock shall be entitled to interest at the rate of seven per cent. per annum, from the 1st of May, 1870, to be paid annually out of the net earnings of the Company for each year. Should there remain a surplus of earnings after the payment of the said interest upon the preferred stock, then this surplus shall be divided pro rata among the holders of preferred and common stock, in proportion to their several interests.

Resolved, That a preferred stock of the Company be issued in shares of $100 each, and that the Treasurer be directed to open books at the office of the Company, in the City of New York, and to receive subscriptions to said preferred stock. Such subscriptions shall be received only from the holders of the common stock of the Company on their surrendering to the Company common stock and paying to the Treasurer $5 per share on each share of stock surrendered.

The common stock, so surrendered, shall be cancelled before the issue of the preferred stock, share for share.

Resolved, That the books for subscription to the preferred stock shall be closed by the Board of Directors whenever the interests of the Company, in their opinion, will be promoted by so doing.

The Board of Directors have ordered that the books for subscription to the preferred stock shall be closed on Monday, April 18, at 3 o'clock P. M.

Pittsburg, Virginia and Charleston R. R.

We hope the friends of this important enterprise will not flag in their zeal on account of the failure of the railroad scheme vetoed by the Governor. An enterprise of such vital interest to our section of the State is important, and should be strong enough to stand on its own merits. The trade and traffic for the first one hundred miles south from this city, everybody knows, is ready for the proposed railway. Could trains be run immediately they would do a fine business from the start. It must be remembered that there are no less than a hundred coal mines within that distance, each giving employment to numerous miners, boatmen, mechanics, etc.

Nearly a score of prosperous towns are anxiously awaiting the completion of the railway within the limits of our own State, while the enthusiasm for the Pittsburg, Virginia and Charleston Railroad, throughout the contiguous portions of West Virginia, is too well known to need any extended mention.

We urge the Board of Directors, therefore, to go ahead. Show the Governor that the securities offered to be substituted by this railroad are considered good enough by our own moneyed men and institutions, no matter what may be thought of the Jersey Shore and Erie and Allegheny Railroads.

Mr. Walton's bill, authorizing the issue of five millions of first mortgage bonds, is law; those bonds would only need to be partially touched to place the first hundred miles under contract, after the subscribed capital has been used, and, we are sure, the parties most interested in the completion of the road to White Sulphur Springs and Christianburg, would be soon enough forthcoming to insure the completion to these points. It must be borne in mind that through Pittsburg only can be found the shortest route between New York and Chattanooga.—*Pittsburg Chronicle.*

Milwaukee and Rockford Railroad.

Among the most important bills passed by the Legislature at its late session was one incorporating the Milwaukee and Rockford Railroad. At an early day in the history of our city a railroad to this point was considered most important, and but for untoward circumstances it would have been built. There has been no time when such a road was not necessary, but now it is absolutely indispensable. In the bill the parties named as incorporators are: Angus Smith, Timothy Mower, Chas. W. Smith, Otis Preston, John Nazro, Martin Field, P. G. Harrington, Cyrus Church and Henry Dennis, and their associates and successors. All these gentlemen are active business men. The Milwaukee and Rockford road will accomplish a desirable object. It will give us an air line to St. Louis and the country in that vicinity. Section two of the law empowers the corporation to survey, locate and construct and perpetually to have, use, enjoy maintain and operate a railroad, with one or more tracks or lines over such route as they may select, from the city of Milwaukee, in the village of Mukwanago, in the county of Waukesha to East Troy and the village of Elkhorn, in the county of Walworth, and to the state line between Wisconsin and Illinois, at or near the village of Sharon, in the county of Walworth.

It is further provided that the first meeting of said company shall be held in the village of Elkhorn on the first Wednesday of the month of May next.—*Mil. Wis.*

Illinois Central Railroad.

The statement of this Company for the month of March, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,016.42 for	$57,342 80
Acres Int. Fund Lands sold	200.00 for	2,090 00
Acres Free Lands sold	360.00 for	6,560 00
Total sales during month of Mar., 1870	6,576.42 for	$65,992 80
To which add Town Lot Sales		95 00
Total of all	6,576.42 for	$66,087 80
Cash collected in March, 1870		$160,265 72

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258¼ Miles.	Total. 965¼ Miles.
Freight	$321,366 00	$62,471 00	$383,837 00
Passengers	143,272 55	33,889 90	177,162 45
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Tot'l Mar.,'70.	$545,013 55	$99,360 90	$644,374 45
Total actual earn'gs, Mar. 1869	$611,365 02	$98,279 36	$709,644 38

☞ The Nesquehoning Valley Railroad, 16 miles long, and connecting the Catawissa with the Lehigh and Susquehanna Railroad, is completed. By it the distance from that region to New York is shortened 20 miles. It will also give Catawissa another connection with Philadelphia as short as by the Reading Railroad. The importance of this road to the Lehigh Navigation Company is very great.

☞ At a meeting of the directors of the Kent County (Md.) Railroad, last week, it was decided to commence running tri-weekly trains from Kennedyville, on Mondays, Wednesdays and Fridays, until further notice. It also was decided to increase the force on the grading and bridging between Kennedyville and Chestertown.

Missisquoi Railroad.

The St. Albans (Vt.) *Transcript* says that every obstacle to the progress of this road has melted away. At the town meeting held in Richford on the 16th to see whether or no the town would bond in aid of the road, S. P. Carpenter, after a somewhat lengthy address presented the following resolution:

That the town aid in the construction of the Missisquoi Railroad, by issuing bonds to the amount of $19,900, payable after five and within twenty years, with interest annually; provided the road was completed and the cars running within two years: and that H. D. Farrar, James G. Powell and W. R. Willard be appointed commissioners to carry out the provisions of the resolution.

Which was adopted by a vote of 202 yeas, to 21 nays. A majority of the grand list was signed on the spot, and nearly a majority of the names.

Maryland Central Railroad.

This road, if built, will pass through the most fertile and densely settled portions of Baltimore and Hartford counties, and when finished is expected to add greatly to the trade and travel of this city. The council has passed an ordinance to endorse $600,000 of its bonds, which will be submitted to the voters in June next. It is learned that the corporators will hold a preliminary meeting in a few days to organize and prepare for the commencement of the work. The following are the corporators: John Hopkins, William B. Norris, H. L. Whitridge, Wm. Stirling, H. A. Silver, John H. Price, J. C. Neilson, Herman Stump, Robert Lehr, Wm. T. Walters, Thomas Symington, E. Stanley Rogers, John E. McJilton, Stevenson Archer, Benjamin Silver, Thomas E. Bond, Robert Gilmor, Jr., Jer. Yellott, James H. Warden, Cheyney Hoskins and James Silver.—*Balt. Sun.*

Iowa Railroad Tax Bill.

A bill has passed both Houses of the Iowa Legislature which provides for a tax of one per cent. on the gross earnings of all roads whose receipts exceed $4,000 per mile, two per cent. on all gross earnings between $4,000 and $6,000 per mile, and three per cent. on all gross earnings of over $6,000 per mile. Four-fifths of this tax is to be assigned to the counties, proportioned to the number of miles of road in each county; the remaining one-fifth goes into the State Treasury to be applied to the usual purpose of State taxes. The bridges across the Mississippi and Missouri rivers are to be taxed as other property in the localities where situated.

☞ Winchendon, the northern terminus of the proposed Ware River Road, voted to subscribe to the stock of the road to the amount of 8 per cent. of its valuation by a vote of 349 to 16. This amount is all that the town has authority to take, on account of its having previously subscribed to the stock of the Monadnock Railroad.

☞ The election held in Baltimore on the 7th inst., to decide whether or not the city should issue not exceeding $2,500,000 for the improvement of Jones' falls on the Tyson plan, resulted in the adoption of the measure. There were 16,382 votes polled, of which 8,989 were for the ordinance and 7,393 against it—making the majority for the measure 1,596.

☞ The Southern Pacific Railroad now running to Hallsville, 20 miles west of Marshall, Texas, is to be completed to Tyler, 20 miles further by the 1st of May—making a completed road of 80 miles.

Washington and Ohio Railroad.

The Moorfield (W. Va.) *Advertiser* states that the chief engineer of the Washington and Ohio (formerly Alexandria, Hampshire and Loudoun) Railroad Company and his corps of assistants have proceeded to Pomroy to begin the survey of that improvement at that end of the route. They will complete the survey it is thought, in the course of three months. The route has been surveyed from the present terminus of the road to some distance west of Moorfield. Pomroy is the point on the Ohio where the road will strike it, and it is about thirty miles from that point to a road leading direct to the city of Chicago. It is understood that as soon as the survey is finished the company will go to work locating and constructing.

☞ Messrs. Heckart, Reynolds and Keaveny have commenced work on the Columbia and Port Deposit Railroad, at the end near the Octorara creek, about three miles above Port Deposit, to which point, from the latter place, the road has been finished.

☞ The Honduras *Gazette* states the first and most difficult section of the Inter-Ocean Railroad, between Cortez and Santiago, will be finished this year.

☞ Templeton, Mass., has voted, 365 to 54, to subscribe $50,000 to the stock of the Ware River Railroad.

☞ The Grand trunk Railway of Canada, it is stated, will pay a cash instead of a stock dividend on its first preference bonds.

☞ The Welland canal will be opened for the passage of vessels on the 20th inst.

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in
IRON AND STEEL,
Also Agents for
Oxford Iron Company, Oxford,
CUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

Notice to Contractors.

SEALED PROPOSALS will be received till one P. M. April, 22, 1870, for grading of the proposed extension of Cape Cod Railroad from Orleans to Wellfleet, eleven and one half (11½) miles.

The right is reserved to reject all bids not satisfactory.

Profiles and Specifications may be seen at the office of the Company in Hyannis or Orleans.

E. N. WINSLOW, Engineer.

Notice to Contractors.

SEALED PROPOSALS will be received until the 26th of April next for the grading, masonry, bridging and superstructure of the Sugar River Railroad from Bradford, N. H., about thirty (30) miles to the Sullivan Railroad in Claremont.

The work will be let entire or in sections, as may be desired.

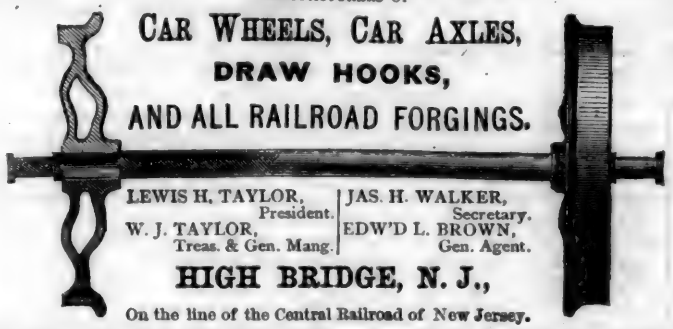
The right to reject all bids not satisfactory is claimed.

Plans, profiles and specifications can be seen at the office of the Company at Newport, N. H., or at the office of the Northern Railroad at Concord, N. H.

A. M. SHAW.

Newport, N. H., March 28, 1870.

TAYLOR IRON WORKS,
Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.
MANUFACTURERS OF
CAR WHEELS, CAR AXLES,
DRAW HOOKS,
AND ALL RAILROAD FORGINGS.



Wheels and Axles, made in the best and most careful manner, furnished separately, or "*fitted*," making complete sets.

Standard Draw Hooks, finished, ready for immediate use, with Nuts and Plates, with or without links.

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JAS. H. WALKER, Secretary.
EDW'D L. BROWN, Gen. Agent.
HIGH BRIDGE, N. J.,
On the line of the Central Railroad of New Jersey.

BORDEN & LOVELL
COMMISSION MERCHANTS,
70 and 71 West St., New York,
Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,
BORDEN MINING COMPANY'S
CUMBERLAND COALS.

McKay Iron and Locomotive WORKS,
MANUFACTURER OF
LOCOMOTIVE ENGINES,
JERSEY CITY, N. J.
Iron Bridges of all Classes.
Office 119 BROADWAY, New York.

RAILROAD IRON.
4,000 TONS 60-LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
18 William street,
4149 New York.

JOHN BLAKELEY,
DEALER IN
WOOL & COTTON WASTE,
For Railroad and Steamboat Use. Steam Packing, &c.,
No. 233 Church Street, Philadelphia, Pa.,
SOLE AGENT FOR
CLEVELAND STEAM GAUGE CO.,
HOLT'S PATENT STEAM GAUGES,
For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

FOR SALE.
A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to
D. L. WELLS,
Milwaukee, Wis.

J. MILTON HAGY,
Iron Commission Merchant,
And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
512 Walnut Street,
PHILADELPHIA.
RAILROAD CROSS TIES.

LARGE PEREMPTORY SALE.
Very Valuable Machinery.
RICHARD NORRIS & SON'S
LOCOMOTIVE WORKS,
17th Street between Pennsylvania Avenue and Spring Garden Street.,
PHILADELPHIA, PENN.
THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 10 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

THOS. BIRCH & SON,
Auctioneers, No. 1110 Chestnut St.,
8t11 Philadelphia, Pa.

49 Walnut St., Cin., O.
CHEAP PAINTING.—
1/2 COST LEAD
100 lbs. of the PEORIA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.
or 75 Maiden Lane, N. Y.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, *New York*.
Orders by mail promptly answered.



I. A. WILLIAMS',

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adopted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, JR.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

STAR RUBBER CO.,

TRENTON, NEW JERSEY,

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS,

STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

W. W. WARD, Sec'y. J. J. BURGESS, Pres't

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 24th, 1860.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to

GEO. W. LORD,
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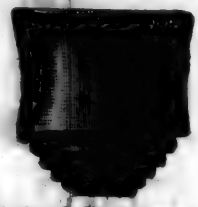
ROPER CALORIC ENGINE CO.,
No. 46 Cortlandt st., N. Y.
New style Hot Air Engines. Send for Circular.

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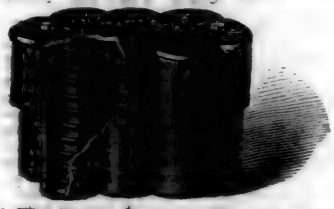
National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,

MANUFACTURERS OF

RAILWAY CAR SPRINGS.



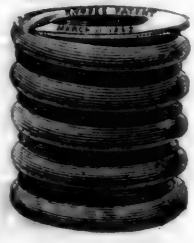
The Original Standard Volute Buffer Spring.
Patented—All others are Infringements.



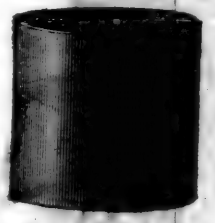
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



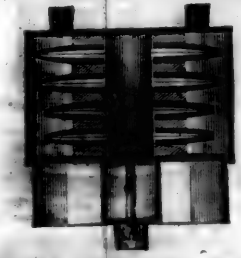
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, April 23, 1870.

Saratoga, Schuylerville and Hoosac Tunnel Railroad.

Articles of association have been filed in the office of the Secretary of State of the State of New York by the Saratoga, Schuylerville and Hoosac Tunnel Railroad Company. The capital stock is fixed at $300,000. A committee appointed to consider the feasibility of the various routes proposed, have decided in favor of the one running directly east from Saratoga Springs, crossing the Hudson at Schuylerville, and thence through Greenwich or Union village, Washington Co., to Eagle Bridge and Hoosac Tunnel. A road is now constructed from the tunnel via Eagle Bridge and Johnsonville, on the Troy and Boston road, to Greenwich or Union village—thus making a complete line from the west mouth of the tunnel to Greenwich, a point only seventeen miles east from Saratoga. The exact distance from the point of departure in the village of Saratoga Springs to the center of the Hudson river at Schuylerville is twelve miles, and from that point to Greenwich, five and one-fourth miles. The entire line to be constructed, therefore, to secure complete railroad communication with the Hoosac Tunnel, will be about 17 miles. Competent engineers estimate that this line between Saratoga and the Hudson river can be constructed and laid with rails for actual service at a cost not exceeding $20,000 per mile.

Utica, Chenango and Susquehanna Valley Railroad.

The Delaware, Lackawanna and Western Railroad Company has leased the Utica, Chenango and Susquehanna Valley Railroad, agreeing to pay therefor a regular six per cent. dividend on all the stock of the company. The lease will continue during the term of the charter, and the company proposes to take possession on the first of May. The road is now in operation from Utica to Norwich 54 miles, and the lessees propose to extend it to Chenango Forks a further distance of 37 miles, there to connect with the road running directly to Scranton, and by way of the Morris and Essex Railroad to this city. It will probably be completed to Richfield Springs by the first of June, and that will also be included in the lease. The lessees contract to hasten the extension to Chenango Forks, and to make the necessary connections at an early day.

Pittsburg and Connellsville Railroad.

The work of extending the Connellsville railroad to Cumberland is being pushed forward with vigor, the progress making is in the highest degree satisfactory. We learn from the officers of the company that twenty-four hundred laboring men and upwards of four hundred horses are engaged upon the work. The first three miles of the road east of Connellsville are already completed and in operation. From that point to Brook Tunnell, about thirty-one miles distant the road bed is nearly completed, and will soon be ready for the track.

The contractor for Brook and Pinkerton Tunnels, with three intervening sections, is progressing finely with his work now, and says he is confident that he can finish his work within the required time, ready for the track; from that point to Meyers Mills, the heaviest part of the road is already completed; the remaining part being very light can easily be gotten ready. At the Mills there is still some very heavy work, but the contractors are confident of having all done within time. Next comes Sand Patch Tunnel, nearly five thousand feet long. The heading of the tunnel has been completed, but there is some bottoming yet to remove. Some three or four hundred feet of arching has been completed. The contractors are working energetically and expect to complete their work by the specified time. The East portal of the tunnel is completed and is said to be a very substantial as well as handsome piece of work. The remainder of the road from Sand Patch to Cumberland is well advanced, and will be completed as soon as the other portions.

It is expected that track laying will be commenced early in June. In consequence of the heavy work on some of the sections, it has been impossible to open the road to any great extent. These sections, however, are now far advanced towards completion, and when the laying of the track is once commenced the road will be opened up rapidly. It is expected that the road will be completed to Cumberland by November next and every effort will be made to secure the realization of those expectations. President Hughart, the engineers and other officers of the road, deserve credit for the energy displayed in pushing forward this important enterprise.—*Pittsburg Chronicle.*

Sky Railways.

Under this heading *Chamber's Journal* of April 2d has an interesting article descriptive of the wire tramway system. The following is a brief extract:

There are now several short lines of this singular overhead tramway at work, and others in course of construction. One, opened last year, is at Messrs. Ellis and Everard's granite quarry in Leicestershire. It is only three miles long, but it very well illustrates the kind of service which the system is fitted to render. It conveys granite from the quarry to the nearest railway station. The arrangement, when seen from a distance, has a good deal the appearance of an electric telegraph; but the posts are higher and stouter, and the wire-rope is much thicker than the single wires of a telegraph. A portable steam-engine, such as is used by well-to-do farmers for agricultural purposes, drives or rather draws the rope at a speed of about five miles an hour. The boxes hold a hundred weight of stone each, and follow one another merrily along the rope. The full boxes travel along one length or line of the rope; the empty boxes return along the other length; and all of them deftly keep clear of the supporting post, in virtue of the peculiar and ingenious mode of suspension. And so the loads travel on from Bardon Hill Quarry to the nearest railway station. The quarry owners used to employ a large number of horses, vehicles, and men to manage the transport; but now the Wire Tramway Company, who are working Mr. Hodgson's system, do the labor at the rate of thirty thousand tons of stone per annum. The supporting posts are a hundred

and fifty feet apart, except one bold span of six hundred feet across a difficult bit of country. The wire-rope is only half an inch thick, and yet it will bear upwards of a hundred laden boxes hanging to it at once, all at different stages of advance between the starting point and the terminus.

Commerce and Navigation.

The following is an abstract of the Report of the Bureau of Statistics, showing the foreign trade of the United States for the calender year ending December 31, 1869, compared with the corresponding period of 1868. Reducing our domestic exports to specie values, and adding the amount of the re-exports thereto, a careful analysis of the following table demonstrates the fact that our imports for the calendar year exceeded our exports to the extent of $68,817,092:

	Imports.*	Domestic Exports.†	Re-exp'ts.‡
In 1869.	$463,461,427	$464,878,309	$29,221,514
In 1868.	382,701,510	441,800,072	20,904,978

*Gold values. †Mixed values. ‡Foreign commodities.

The proportions of the foregoing shipped in American and foreign vessels, respectively, in 1869, are as follows:

Vessels.	Imports.	Exports.	Re-exp'ts.
American.	$146,362,766	$160,912,677	$15,798,226
Foreign ..	317,098,661	303,960,632	13,423,288

The percentage of total foreign trade carried in foreign bottoms is 66.26.

Of the total imports for the twelve months ended December 31, 1869, $416,718,974 were dutiable, $267,467,053 entered for consumption, and $195,994,374 entered warehouse.

Of the total value of re-exports for the twelve months, $12,280,063 were dutiable, $16,941,451 free of duty, $11,647,237 from warehouse, and $17,574,277 not from warehouse.

On December 31, 1869, foreign commodities valued at $51,763,403 remained in warehouse, against $39,736,163 December 31, 1868.

The entrances and clearances of vessels engaged in the foreign trade in 1868 and 1869 was as follows:

	Entered.		Cleared.	
1868.	No.	Tons.	No.	Tons.
American..	10,098	3,394,226	9,862	3,414,022
Foreign ...	17,810	4,792,750	18,135	4,994,145
Total..	27,908	8,186,976	27,997	8,408,167

	Entered.		Cleared.	
1869.	No.	Tons.	No.	Tons.
American..	10,319	3,368,299	10,011	3,460,842
Foreign ...	19,749	5,753,097	19,617	5,753,701
Total..	30,068	9,191,396	28,628	9,214,543

Baltimore and Ohio Railroad.

Ex-Governor Phillip Francis Thomas, Hon. S. Teackle Wallis and Hon. I. Nevitt Steele have been engaged by Governor Bowie to assist Attorney General Jones in prosecuting the claim of the people of the State of Maryland against the Baltimore and Ohio Railroad Company, under the joint resolutions passed at the late session of the Legislature. The resolutions are as follows:

Resolved, That it is the sense of this General Assembly that by section 8 of the fifth article of the Constitution, and under the act of Assembly of 1868, chapter 471, authority and power are conferred on the Governor to direct the Attorney Governor to institute appropriate proceedings in a court of justice having jurisdiction to enforce the legal obligations of the Baltimore and Ohio Railroad under its charter.

Resolved, That in the opinion of the General Assembly the public interest requires that the Governor should execute the power thus conferred upon him, unless within twenty days after the passage of these resolutions the said Railroad Company shall comply with and perform its obligations to the State under its charter.

Resolved, That the Governor be and he is hereby authorized, if in his discretion he considers it necessary, to employ additional counsel to aid the Attorney General in such proceedings.

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$248,637 20	$264,817 41
" freight	315,461 72	332,562 17
" mail	11,200 00	11,200 00
" express.....	10,871 43	8,274 00
" use of cars.....	13,202 45	14,100 56
" extra baggage ..	448 55	353 65
	$599,821 35	$631,307 79
Expenses, viz:		
Maintenance of way...	$117,603 16	$120,607 39
Repairs of engines.....	30,095 94	28,487 59
Repairs of cars.....	42,696 79	55,096 88
Fuel consumed.....	69,850 14	70,327 84
Train expenses.....	48,878 56	54,782 97
Station expenses.....	52,375 28	51,474 68
Salaries	11,606 08	11,946 07
Insurance and taxes...	6,199 60	9,304 61
All other expenses....	5,531 90	5,943 19
U. S. excise tax	6,491 14	6,920 27
	$391,328 59	$414,890 99
Net earnings.....	$208,492 76	$216,417 80
Add amounts received for rents, military service previous years, consolidated bonds sold, notes payable, etc		9,507 18
Total.....		$225,928 98
From which deduct—		
Interest on bonds.....	$85,322 92	
Interest on other loans....	7,303 84	
Fourth and fifth stock dividend.....	34,899 00	
Yarmouth stock dividend..	12,144 00	
Rent of Somerset and Kennebec Railroad.....	36,000 00	
Principal Funded Interest bonds.....	3,513 08	
1½ per cent. instalment on $800,000 loan.....	11,325 00	
Paid sinking fund arrears and interest	12,850 00	
15 freight cars purchased..	8,700 00	
Paid on Portland loan, etc.	3,075 53	
	$215,133 37	
Less for coupons outstanding.....	5,679 00	
		209,454 37
Leaving a balance of.....		$16,469 61
Add balance from previous year ($112,204 31—less $22,015 57, bills of 1868 paid, and unadjusted claims).		90,152 74
Total surplus		$106,622 35
Consisting of—		
Fuel on hand		$30,840 89
Stock in storehouse and shops.....		41,723 25
Balances due the company.....		5,599 01
Investments		2,500 00
Cash on hand January 1, 1870.....		25,136 68
Total, as above.....		$106,622 35

The road is 63 miles in length, extending from Portland to Augusta, Me.; Barnch line, Brunswick to Bath, 9 miles; Somerset and Kennebec Railroad (leased) 37 miles—total length of road operated, 109 miles.

The company have 17 locomotives, 21 passenger, 12 baggage and mail, and 259 freight cars.

The trains have run 354,756 miles during the year, divided as follows: passenger, 143,610; freight, 155,235; wood and construction, 59,909; at a cost of $1.13 per mile. Number of passengers carried, 321,417. Tons of freight moved, 163,829. The report says:

The past year, though one of comparative depression in the general business of the country, exhibits a substantial increase in the traffic of your road over the previous year. This result is gratifying, as it not only shows the appreciation in which your road is held by the community in which it is located, but also that this community remains comparatively unaffected by the general depression which pervades the country.

It has been the policy of the managers of your road to afford the greatest possible accommodation to its patrons for the smallest possible tax upon them consistent with its safe and efficient administration. The success of all railroad enterprises is dependent upon the general prosperity of the country, but more especially upon the prosperity of the communities in which they are located. This is emphatically the case with the railroads of Maine, which, from their geographical position, can receive little support from the traffic of communities outside of the State, but must depend for their business almost wholly upon the enterprise and productive capacity of our own people, with whose prosperity our success is closely and inevitably identified.

The condition of the road for safety and efficiency has been fully kept up by supplying one new passenger car, twenty-five flat and box freight cars, fourteen section cars, and all needful repairs on those in use. Our engines have also been kept in good and efficient working condition, and several of them substantially rebuilt, while the capacity and efficiency of our shops for manufacture and repairs have been fully maintained.

Eight hundred tons of new and re-rolled iron have been placed in our track, together with a large quantity of repaired rails; 38,000 new sleepers have been laid, and fifteen miles of new fence built, and also a large quantity of gravel placed upon the road-bed. A new bridge has been constructed across the Presumpscot river at Falmouth to replace one which was accidentally destroyed by fire, but which was fully insured, and for which compensation will undoubtedly be obtained from the underwriters. In short it has been the object of the Directors to keep the road and its equipments at all times in such condition as to be able promptly to respond to all requisitions that may be made upon it, they have also made provision to meet any increase of business which may come during the ensuing year.

We have introduced what is known as the "Mileage Ticket System," by which customers having business at various points along the line of our road may purchase tickets for 500 or 1,000 miles, at reduced rates per mile, but which can be used on any part of the road, thus saving the higher rates of local fares, and the trouble of frequent purchases of tickets. These tickets have been received with much favor by the public and have been sold to the amount of 186,856 miles during the last year. In all cases where parties pay their fares in the cars we furnish an "excess ticket" for which they pay twenty-five cents more than is required for a ticket for the same trip at the regular ticket offices. A scrip is however given for this excess, which on presentation to any ticket office will be repaid in cash. The object of this is to discourage the sale of tickets in the cars, and to keep a responsible account of all tickets sold. Its operation has been satisfactory.

Our relations with other roads continue of the same friendly character as heretofore. The various railroad enterprises referred to in our last Report, have been prosecuted with as much vigor as could have been anticipated under the stringent condition of the money market during the

last year. Many of those roads are now rapidly approaching completion, and will, when completed, materially aid in the development of the sections of the country through which they pass, and directly or incidentally contribute to the business of this Company.

One of these new roads, the European and North American, we deem of particular importance to our railroad system, if that can be called a *system* which consists of a multiplicity of disjointed parts without legal connection or cohesion. This road now running to Matawamkeag Point, some fifty-five miles from Bangor east, will, when completed to the State line, constitute the last link unprovided for in an unbroken chain of railroad from New York through Maine to Halifax, and will place us in the shortest line, in time, between the commercial capital of the United States and Europe. In this respect it assumes the importance of an international thoroughfare, and as such, as well as for its local importance, should be cherished and encouraged by our people.

A bill is now before the Legislature authorizing railroad companies in this State who may agree upon terms of union, to consolidate and become one corporation, thus placing under one management, and in harmonious action roads now under different and often discordant and conflicting administrations. By this process it is believed our various railroad enterprises may be systematized and rendered more efficient and useful to the public and profitable to their stockholders, who hitherto have received little or no remuneration for their investments. In case this law should be passed, and no good reason is perceived why it should not be, preliminary arrangements have been made (subject to the approval of the stockholders, of course,) between the Maine Central Railroad Company and this company, for the immediate consolidation of the two lines, and looking also to the ultimate incorporation of other roads into the same consolidated company. If, however, from any cause the bill should fail to become a law, the same result may, and probably will be attained, under legal powers now existing; and though that form of consolidation would not be as convenient for the roads it would, so far as the public is concerned, be in effect the same.

Our city and town loan will fall due in November next. The sum for which we shall be called upon to provide will amount, after applying our sinking fund to its reduction, to about four hundred thousand dollars. For this we have already made provision in the consolidated bonds of the company, which may be negotiated at or near par, for its payment or re-investment—or in case the road shall be consolidated with any other road—then this loan will be provided for by the consolidated company. In any event we see no cause for solicitude on account of this maturing debt. As we are, we can provide for it without inconvenience—consolidated, we think our strength would be increased.

STATEMENT OF LIABILITIES.

Capital stock issued		$582,800 00
Yarmouth stock		202,400 00
City and town loan	$800,000 00	
Less sinking fund	247,628 48	
		452,371 52
First mortgage bonds extended		229,200 00
Funded interest bonds		31,115 78
Consolidated bonds		361,300 80
Portland loan		109,000 00
Notes payable		3,605 00
Total		$1,971,292 30

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. B. Patten, N. H. Whitmore, Philander Coburn.

Superintendent.—LEVI L. LINCOLN.

Treasurer.—JOHN S. CUSHING.

Gen'l Ticket Agent.—J. W. CLAFF.

The Arkansas (Little Rock) *Gazette* notices the arrival at the mouth of the river of 800 tons of railroad iron for the above road, together with the new locomotive "Conway," and 28 box and flat cars, and then adds:

It is with peculiar satisfaction that we record the preparations making by the company which has this road in charge. Since the resuscitation of the company in 1866, its progress has been unostentatious, steady and unintermitted, until now, it stands possessed of the full faith of the public, as to the determination and ability of those who manage it to prosecute the work to an early and successful completion. The company has already actually expended more than one and a half millions of dollars in cash, on the line of the road in our State, and in the purchase of locomotives, cars and iron, without asking of our people the aid of a dollar. How stands the other side of the account? Within a few days past bonds of the State to the sum of $200,000 have been turned over to the company, upon the shrowing that twenty miles of the road have been made ready for the iron. Nothing, however, has been realized on them as yet. Other items are wanting.

Arkansas.—Its Resources and Advantages.

Arkansas is a part of the purchase made by the United States from the French in 1882. It was erected into a separate Territory in 1819, taking its name from the large river which flows across it from west to east, and was admitted into the Union in June, 1836. It lies between latitude 33 deg. and 36 deg. and 30 min. north. In its width, from east to west, it varies from 170 to 250 miles, and extends 242 miles from north to south, possessing an area 52,158 square miles, or 33,382,120 acres, of which 15,000,000 acres remain open to purchase or entry from the State and United States governments. Of these lands, a large portion may be entered under the homestead acts of Congress by parties desirous of becoming actual settlers thereon.

Arkansas is bounded on the north by the State of Missouri; on the east, by the Mississippi and St. Francis rivers; on the south, by the States of Louisiana and Texas, and, on the west, by the State of Texas and the Indian Territory. Geographically its position is second to none and apperior to most of the States in the Union. On its eastern side the Father of Waters, burthened with the wealth of the many States above us, hastens with its freight to the highway of the world; and if, as has been demonstrated within the last two years, Wisconsin and Minnesota, one thousand miles north of us, can deliver their produce at European ports, by the way of New Orleans, at less cost of carriage than by any other route, it surely needs no argument to show that we can deliver the products of our labor at the same market at far less cost to the tiller of the soil.

On the west lies the Indian Territory, with a soil as good as any, the products of which will be carried through the center of this State by railroad or river paying tribute, as it passes in its transit, to the sea.

A railroad from Memphis, Tennessee, running west in almost a direct line through Little Rock, will strike the projected 35th Parallel Pacific Railroad at Fort Smith, on the border of the Indian Territory, and the projected South Pacific Railroad will run through Little Rock, *via* El Paso, in Texas, to the Gulf of California and San Francisco, making two grand highways of the nation through Arkansas—an indispensable necessity to at least three-fourths of the States in the Union—giving us equal facilities of communication with those old and wealthy States bordering the Atlantic, and the vast country west of us, to the Pacific shore.

There are to be found within the limits of this State every variety of soil and scenery, from the flat bottom lands bordering rivers, lakes and bayous, to the cloud-capped summit of the Boston [illegible] the State are level or undulating, while the northern and western portions are more broken and hilly, becoming in some localities mountainous.

The surface of the country is usually covered with a heavy growth of timber on the bottoms, consisting of several varieties of oak, hickory, gum, pecan, elm, black walnut, maple and ash, with an undergrowth of spice, paw-paw and large grape vines; and the hilly and mountainous regions are covered with a growth of oak, hickory, maple and pine remarkably straight, often fifty feet without a limb. Arkansas has untold wealth on her surface, in live growth of forest trees, sufficient to make her lumber interest of the first importance to the State.

Occasionally, throughout the State, small prairies are at intervals interspersed, covered with rich and nutritious native grasses. Cultivated grasses do well in all parts of the State—clover, white and red, timothy and blue grass.

The lamented David Dale Owen, late State Geologist of Arkansas, says of the soil of the bottoms: "These lands are not excelled for fertility by any in the world." Speaking of the black sand soil in the northeast part of the State, between Crowley's Ridge and the Mississippi river, he says: "The black sand soil is remarkably deep and rich, and will yield, on new land, eighty to one hundred bushels of corn to the acre; it is a quick, warm soil, and stands both dry and wet seasons well."

The soil of the valleys between the hills, called "hammock" or "second bottom," is good, but not as good as the first bottom. It, however, grows all kind of crops well. The ridges, hills and slopes, for fruit growing and grazing, cannot be surpassed. No locality excels the northern and western portions of the State in the growth of timothy, blue grass and clover. Springs are abundant and the water is pure. Stock raisers, dairymen and fruit growers can find no better location.

While in other States, until supplied by art with means of transit, farmers were obliged to haul their produce, in many instances, one hundred and fifty miles to a market, in this State an all-wise Providence has so disturbed the water courses that, intersecting every portion of the State, they give free access and egress by steamers to every part of this commonwealth.

The St. Francis River, rising in southeastern Missouri, runs through or borders parts of the counties of Green, Craighead, Poinsett, Mississippi, Cross, Crittenden, St. Francis and Phillips, and is navigable in this State to the Missouri line.

The White River has its rise in Washington county, runs into the State of Missouri, from thence southward through the following counties in Arkansas: Carroll, Marion, Izard, Independence, Jackson, White, Woodruff, Monroe, Arkansas and Desha. This stream is navigable for 300 miles at all times, and 100 miles further during high water.

Black River rises in southeastern Missouri and runs through the following counties in Arkansas: Green, Randolph, Lawrence, Independence and Jackson. This stream is navigable for small boats to the Missouri line.

Arkansas River comes through the Indian Territory from the Rocky Mountains, and enters this State, on the western border, at Fort Smith. It flows across the State through the counties of Crawford, Sebastian, Franklin, Johnson, Yell, Pope, Perry, Conway, Pulaski, Jefferson, Arkansas and Desha. It is navigable entirely across the State, and, in high water, far up into the Indian Territory.

Ouachita River rises in Polk, and runs through the counties of Montgomery, Hot Spring, Clark, Dallas, Ouachita, Calhoun, Union and Ashley, passing into the State of Louisiana. It is navigable in this State for one hundred and fifty miles, in high water, at least two hundred and fifty miles.

Saline River rises in Saline and runs through Hot Spring, Dallas, Jefferson, Bradley, Drew, Ashley and Calhoun counties, and is navigable one hundred miles.

Bayou Bartholomew is navigable in the counties of Desha, Drew, Chicot and Ashley. It empties into the Ouachita, and is navigable in this State about one hundred and fifty miles.

Red River running through the south-western portion of the State, is navigable in the counties through which it passes, viz: Little River, Hempstead, and Lafayette—a distance of about one hundred miles.

The Mississippi River forms the eastern boundary of the State, and borders the counties of Mississippi, Crittendon, Phillips, Desha and Chicot, a distance of about 400 miles.

Thus it will be seen that of the sixty-one counties in this State forty-three are watered by streams, each navigable in their course, through different counties, from seventy-five to four hundred miles, making, with their branches a navigable highway within this State of over 3,000 miles. And let it be borne in mind that the ice in Arkansas never obstructs navigation.

These streams have their rise in mountainous and hilly regions in the northwestern part of the State, in springs of clear, sparkling water that leaps from the craggy mountain side as if Moses had smitten the rugged cairn with his dividing rod, or, welling up from their base, become rivers where they bust from the Titanic grasp of the Genie of the hill.

One of these springs is so remarkable that I copy a description of it from Prof. D. D. Owen's Geological Reconnoisance of Arkansas:

"The country is well watered, and possesses many fine water powers—even at the very fountain-head of some of its numerous limpid calcareous streams, which frequently burst forth from among the ledges of rock. One of the most remarkable of these, forms the fountain-head of the main fork of Spring river, known as the "Mammoth Spring," welling up on the south side of a low, rocky ridge, from a submerged abyss beneath of sixty-four feet, and constituting, at its very source, a respectable lake of about one-sixteenth of a mile from north to south, and one-fifth to one-sixth of that distance from east to west.

"It is said by those who have sounded the bottom that there are large cavities and crevices in the rock, and that the main body of the water issues from a large cavernous opening of some forty yards in circumference. It has been estimated that it boils up at the rate of about eight thousand barrels per minute; the correctness of this estimate we had no means of verifying, but it may be safely estimated that the average constant flow would be at least sufficient to propel from twelve to fifteen run of stones.

"The uniform temperature and composition of the water is peculiarly congenial to the growth of a variety of cryptogamic, aquatic plants, possessing highly nutrative qualities, both for herbiverous animals and birds.

"In the early settlement of the country, herds of herbiverous wild animals traveled from great distances to this fountain for both food and water, as well as flocks of wild fowl. Now, the cattle of the neighboring farms may be seen wading in its waters up to their middle, and browsing on the herbage, which appears peculiarly congenial to their tastes; it is, also a general resort of geese, ducks, and other aquatic birds.

"This mammoth spring is located just south of the east and west line between Missouri and Arkansas, on section 5, township 21 north, range 7 west, of the 5th (fifth) principle meridian, and forms the most interesting feature of this section of the country, since it affords a water power which, if properly improved, might supply valuable mill-sites and water privileges for manufacturing purposes in general.

"The water of this remarkable fountain remains at a nearly uniform temperature, never freezing in winter. On the 17th of December, 1857, the temperature of the air being 17 deg. Fahrenheit, the spring showed only 57 deg. Fahrenheit. But the average temperature, when the thermometer is sunk deep in the spring, will probably be found to be 60 deg.

"The extent of the range of extreme low and high water is but three to four inches, so that the variation in the supply of water is very slight.

"A large proportion of the water now runs to waste, the present mill only requiring a limited supply; but if it were all saved, which it could easily be, there would be enough for many grist mills, as well as woolen factories, which would be well adapted to the resources of the country, since both the climate and herbage seem to be well suited to raising sheep. At least, the small flocks of sheep seen in the range appear both healthy and vigorous.

"The water is generally clear and limpid. It only becomes slightly muddy after long continued rains. From ten to eleven feet of fall can be obtained between the fountain-head and the present site of the dam.

"Many years can not elapse until, in such a country, locations of this description will become very valuable. Already the little mill at this point attracts custom from thirty miles distance."

At the commencement of the rebellion several railroads were in process of being built.

The Memphis and Little Rock road was graded nearly the whole distance, and running seventy miles of its length. During the latter part of the war only fifty miles at the Little Rock end of the road was in operation—this being the section between the Arkansas and White rivers. There is now in operation an additional 50 miles from Memphis to L'Anguille river. It is one of the most important roads in the State—running through a magnificent country and connecting Memphis, a large city, with Little Rock, a city which is the capital of the State and destined always to be its commercial center. This road, which is now under contract, will be completed and running through trains six months from this date. It has aid from the State to the amount of $10,000 per mile for ninety miles of its length.

The Little Rock and Fort Smith Railroad, which will, with the Memphis and Little Rock Railroad, form a continuous line from the eastern to the western boundary of Arkansas, has a valuable grant of land and some stock subscription. It is now under contract and will be completed at an early day, connecting Little Rock with the Indian territory at Fort Smith—an important commercial town in this State,—and being an important link in the 35th parallel Pacific route, it must prove a good investment and a paying road. This road has also State aid to the amount of 10,000 per mile for 150 miles. Of this road, the president, Jesse Turner, in his report to the Governor of Arkansas, says:

"Aside from its great importance, considered merely as an Arkansas road it will, in all probability, become the main trunk of a great national highway, commencing at a point on the Mississippi river, opposite the city of Memphis, and running thence near the thirty-fifth parallel of north latitude to the Pacific ocean. If this should be its destiny, and I confidently believe it will, it will, in my estimation, give it a prospective importance second to no railroad on the continent.

There was, also, before the war, a railroad projected from Pine Bluff, in Jefferson county, to Napoleon, at the mouth of the Arkansas river. This road is graded nearly its entire length, and will probably be completed at an early day. It passes through the valley of the Arkansas—as rich a cotton growing district as the sun shines upon.

A road was also projected from Eunice, on the Mississippi river, across the Ouachita, via Camden, to Red river into Texas. This road is partly graded, and, prior to the war, had cars running for a few miles on the eastern end of its line. It is now under contract, and will be speedily pushed to completion. It gives an outlet to one of the richest planting sections of the State, runs through extensive coal fields, and has upon its line some of the finest pine and oak timber in the world. This road will probably be constructed from the Mississippi river to Camden, a distance of about 100 miles, within the next twelve months, and will be pushed rapidly to completion. It has a large amount of land, and State aid to the amount of $15,000 per mile for 100 miles of its line.

The Cairo and Fulton is another important projected railroad. This road will run through a fertile country, has a large land grant from the general government, and is one of the most important roads. It runs diagonally across the State from the northeast to the southwest corner, and is about 300 miles long. It is the first link in the southwestern Pacific Railroad. This road has aid from the State to the amount of $10,000 per mile for its entire length.

Another of the most important projected roads in the State is the Little Rock, Pine Bluff and New Orleans Railroad. It will extend from Little Rock south, via Pine Bluff, to the State line; thence to connect with a road via Vicksburg to New Orleans. People residing along the line of this road estimate the amount of lands that will be contributed to it by parties on the line at 500,000 acres. It has State aid for 112 miles of its length, at $15,000 per mile. This road will connect with the Little Rock and Fort Smith Railroad at Little Rock, forming a continuous line of rail from New Orleans to Fort Smith, connecting at that point with the 35th Parallel Pacific Railroad, or a branch from the Central Pacific Road, in Kansas, to that place. Surveys are now being made, and it is estimated that this route will be completed by the 1st of January, 1871.

A railroad is also contemplated from Helena, on the Mississippi river, to Little Rock. This road will pass through a beautiful country. It has State aid to the amount of $15,000 per mile, and is expected to be completed at an early day.

There is also a railroad projected from Springfield, Missouri, to Fort Smith, which will run through the western and northwestern part of this State. With that finished, Arkansas will furnish the early fruit for St. Louis, Chicago and other cities farther north.

Gentlemen conducting these enterprises confidently assert that these railroads will give employment to from 3,000 to 5,000 laborers for the next three years.

The great staple of export for Arkansas has always been cotton. By growing this fibre, many became immensely rich, and all made money. It is now, on land particularly adapted to it, the most profitable crop raised in this State, and the bottom lands of Arkansas are second to none in the southwest. There is no country in the world, except, perhaps, a narrow strip upon the coast of Georgia, that can produce as much cotton, of as good quality, on a given area, as can be produced upon the bottom lands of this State. A fair crop, on these bottoms, is 450 pounds of lint cotton per acre, which, at the present price, (Sept. 1st, 1869,) 30c. per pound, will make the product of one acre $135. One man, in an ordinary season, can easily tend ten acres, making the result of his labor for one year $1,350, which is nearly double the product of one man's labor in raising corn or wheat in the more northern States.

These bottoms are also particularly adapted to the growth of corn. From sixty to eighty bushels per acre is not an unusual crop; and it is the opinion of good farmers that, let the same system of culture prevail here that has been adopted in Iowa and Wisconsin, and the crop of maize can be safely calculated to average sixty bushels per acre. The corn is not as flinty here as in the more northern States, and is considered better for feeding purposes.

Cotton and corn may safely be set down as the great staples of the bottoms. In addition to these, however, all the crops grown in the hills can be grown in the bottoms, viz: wheat, oats, rye, peas, beans, Irish and sweet potatoes, ground nuts, turnips, tobacco, hops, etc., also all kinds of roots and vegetables.

Wheat does well in the bottoms, in the seasons favorable to it, producing immensely—sometimes as high as sixty bushels per acre; but it is not considered as sure a crop there as in the hills in the northern and western part of the State, where the usual yield is from twenty to twenty-two bushels per acre. It is said to produce finely,

also, in the Red river country, in the southwestern part of the State. Winter wheat is usually grown here and is of a very superior quality.

Oats, barley and rye do well in all parts of the State, especially in the northern portion.

Peas produce immensely everywhere, and are a sure crop. No northern State can compete with Arkansas in the growth of the field-pea.

Beans grow and produce well. The delicious Lima, or butter-bean, is grown as easily here as the common white bean in the Northern States, and is one of our most common vegetables.

Irish potatoes do well, and, with care, keep as well as in the Northern States.

Sweet potatoes yield from three to five hundred bushels per acre, and are not surpassed in quality by any grown on any part of this continent. They sell readily at seventy-five cents per bushel, and must at an early day form no inconsiderable part of the exports of this State.

The uplands of Arkansas are peculiarly adapted to the growth of the ground-nut, or *goober pea*, the poorest soil growing them in great abundance; they yield largely. There is a great and increasing demand for them, not only as an article of food, but on account of the oil compressed from them, an article of great commercial value.

Turnips have here a most prolific growth. They are to be seen in the fields as late as January, growing with an exuberance unsurpassed, a single one often weighing nine or ten pounds. In connection with sheep raising in the hilly portions of the State, peas and turnips must prove very valuable crops.

All the varieties of garden vegetables, raised in any country, grow well here—squashes, peas, beans, okra, egg-plant, beets, turnips, radishes, onions, cabbage, celery, oyster-plant, lettuce and tomatoes. Vegetables are plenty in market in April, and last until Christmas.

Blue grass, in the timber on the bottoms, grows finely, and in the western and northwestern districts seems indigenous to the soil. In the report of Washburne and Denckla, to the Little Rock and Fort Smith Railroad Company, these gentlemen assert that "corn, cotton, cereals, grasses, (especially blue grass, which takes hold of the soil and spreads rapidly and close,) clover and fruits, are all grown here in great perfection." These gentlemen also assert that "tobacco grows far better than in Maryland, while hemp does as well as in Kentucky or Missouri."

Tobacco has long been grown here, and is of a very superior quality.

Hops grow wild, and when cultivated yield bountifully.

Honey is very plenty throughout the State. It is found wild in the hollow trees of every forest, and is accumulated by every one who desires it without any trouble. The numerous flowers afford to the bees plenty of food in summer, while the short, mild winters create a very light demand upon the stock. With hives arranged with caps, the farmer or bee-fancier can always supply himself through the year with honey without disturbing the swarm.

No portion of the United States is better adapted to stock-growing than this. Cattle, horses, and mules thrive and keep fat the year through, without care or feeding, in the central and southern portions of the State, where, in addition to the grasses, they feed and do remarkably well on small cane, which, in many localities, grows luxuriantly the entire year, affording a nutritious range during the winter. Fat cattle from this State find a ready market at St. Louis or Memphis. Hogs are raised here without cost, and fatten readily in the fall from the abundance of mast in the woods, acorns being plenty everywhere—that from the over-cup oak is nearly two inches in length, very nutritious, palatable, and is devoured by the hogs greedily.

There is no better corn country than this. With its natural advantages and facilities for a market, it must speedily become one of the first stock-growing States in the Union.

The rivers, lakes and bayous are well-stocked with good fish. Among the varieties are pickerell, black bass, buffalo, and cat-fish—the last are sometimes taken weighing 150 pounds.

Game is very plenty, and of almost every kind, consisting of bear, deer, turkey, duck, prairie chicken, and quail.

No locality in the world can grow a greater variety of fruit, and to greater perfection, than can be grown within the limits of this State. Apples, pears, peaches, apricots, figs, plums, and grapes, all do well. This is a natural peach country. They grow large, are well-flavored, and need no care.

Shrubs and flowers grow luxuriantly. The magnolia, the pride of the South, is in almost every inclosure; the glossy, green holly is by every road side, while roses of infinite variety blush and glow in this soft, genial climate from early March till late December. All kinds of flowering shrubs do well, many hot-house plants growing here in the open air eight months of the year.

The genial climate of this State, neither too cold in winter nor too hot in summer, is peculiarly adapted to the growth of the vine. Dr. Richard Thornton, with many years' experience, asserts that there is no portion of the American continent where the grape can be grown so successfully as in Western Arkansas. Leonard Withoff, Esq., of Van Buren, himself a native of a vine-growing region, near Wurtenberg, and for twenty-five years a resident of Arkansas, having been engaged in grape growing for twelve years, says the Catawba and White Hamburg have neither of them ever failed, and that in 1864 his Catawba yielded him one and one half gallons to the vine. Dr. Dibbrell, a well-known resident of this State, asserts that he has raised the Catawba, Diana, and Delaware, and has never known either of them to fail or be troubled with mildew.

There is said to grow wild, south of Fort Smith, a large, white, native grape, of very delicious flavor. Indeed, in every portion of the State, wild grapes of different varieties are abundant.

Says Mr. John R. Eakin, author of a work on grape culture: "This is the best region of wild grapes in America. What we mean to assert is, that the region between the Mississippi and the staked plains, and between the Missouri river and the swamp lands of the Gulf, produce more and larger and better wild grapes than any other portion of the known world. This is deliberately said, after much reading, inquiry, travel, and extensive observation."

Speaking of Arkansas, he further says:

"In the Eastern and Northwestern States, they all try to avoid a northern exposure. Our country is somewhat differently situated, especially that portion lying west of the Ouachita and between the mountain ranges south of the Arkansas. It may be well to dwell on this a little. This section of country, and also that north of the Arkansas river for a considerable distance, is the only part of the United States protected against violent winds. The mountains which shield it range east and west. The Blue Ridge, Allegheny and Cumberland mountains run in a north and south direction, and, except in sheltered nooks, protected by spurs, the winds rush down on each side of them from Labrador and Hudson's Bay. The same is the case with the northern portion of Missouri, with Ohio, Illinois, and Indiana, and on down the Mississippi and the Southern States east of the river. These north winds are very sudden and destructive, bringing in twenty-four hours the climate of the frigid zone—throwing against vegetation the identical air that was but yesterday on an iceburg. This influence is greatly modified with us. These hills, to our north, perform the same office which the Alps do to Italy. This is indeed, as to climate, the Italy of the United States."

Sudden changes are less frequent than in the Eastern States in the same latitude—and not to be compared to the country further west, where sudden northers sweep down to the Gulf, often causing the cattle to perish on the plains of Texas as far south as San Antonio. All evidence demonstrates that there is not, on this continent, any locality superior to this for the profitable growth of the grape; and, for the reason adduced above, it is believed that the climate of Arkansas possesses the most equable temperature of any State in the Union. The thermometer does not show here as high a temperature during the summer months as in the more northern States, and in our short winter—which hardly deserves the name—it rarely drops down to zero. The time cannot be far distant when our valleys, hill slopes and mountains' sides will rival sunny France in the products of the vine.

(To be continued.)

South Carolina Railroad.

The Charleston *News* says that Captain Alfred L. Tyler has formally accepted the position of Vice-President of the South Carolina Railroad Company. The prospects of the road are remarkably good. With the completion of the Macon and Augusta Railroad in June next, a vast field will be thrown open to the South Carolina Railroad, which must largely increase its business; and the proposed extension of the line, in Charleston to the water front will enable the company to carry on its huge operations with the closest economy and quickest dispatch. As an indication of what the South Carolina Railroad Company is now doing, we may remark that its freight business for the month of March was, in quantity and in amount of money, the largest month's business had since the close of the war.

☞ A company has been organized to build a railroad connecting Middle Village, Stonybrook, Setauket and Port Jefferson with New York. The term of the existence of the company is to be 99 years, and the capital stock $200,000, divided into shares of $25 each. The following persons were elected directors: J. Lawrence Smith, L. B. Smith, T. S. Seabury, J. M. Bayles, H. W. Sweny, T. S. Griffing, Jonas Smith, Nathaniel Smith, S. A. Smith, H. C. Webb, C. C. Smith, Milton Smith, Stephen Tabor, J. M. Waterbury and William Snyder. It is understood that the Long Island Railroad Company will subscribe toward the stock, and on completion lease the road of the stockholders.

☞ The rails on the Sag Harbor branch of the Long Island Railroad have been laid to within about a mile and a half of the Bridgehampton depot, and the road would have been completed to that place by the middle of next week were it not for a strike among the workmen. On Tuesday morning the laborers struck for $2 per day, they having heretofore received $1 75. On Wednesday, however, a small number of the men resumed work. The contract for building the depot at Sag Harbor has been awarded. It will cost about $6,000, and will be a neat structure when completed.

☞ Mr. Richard Randolph, of the Baltimore and Ohio Railroad, assisted by Mr. Charles G. Dandridge, with his corps of engineers, have commenced the survey of the Valley Railroad from Harrisonburg to Salem. When completed this will give a line of unbroken railroad communication from Boston *via* New York, Philadelphia, Baltimore, Winchester to New Orleans, and all parts of the South.

☞ The extension of the Cape Cod Railroad from New Orleans to Wellfleet has been commenced, and will be completed early in the autumn.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec'69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & NewU'n..100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 7
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref...100	785,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar...100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	800,000	----------	----------
Conn. & Passum'q Rivers.100	139,000	----------	----------
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,390,646	----------	----------
Delaware*..... 50	594,280	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May '70—
Dubuque and Sioux City..100	1,678,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	Jan. '70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,383,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.100	1,148,448	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	948,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M & N.	M'y'67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	114,245	J. & J.	Jan. '70 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Grand'o.....100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,500,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,233,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec.'69 2
L. M. & C. and X. (Joint\..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref...100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	----------	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central..... 100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,:63	Feb. 1870	$7 & 2s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '70 4
Mobile and Ohio	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck.....100	1,426,800	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	896,000	----------	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,929,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 5
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central..... 50	5,000,000	M. & N.	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	231,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	8614,515	----------	----------
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	----------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry — 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	$79,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred..... 100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,060	J. & J.	Jan'70 2½
Seaboard and Roanoke.....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	369,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	2,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,180	----------	----------
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	596,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	----------	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W.D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May60 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan.'70 5
Wilm. and Weldon.....100	1,468,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan.'70 3
Warren..... 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,598	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,028,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	----------	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170.910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,276	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,698	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	230,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	248,993	4,682,505
1870	293,978	328,825	344,366	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,479
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,305	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,900	419,100	508,000	440,300	480,900	579,000	681,000	475,800	387,700	5,274 667
1870	362,800	398,200	448,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,666	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,586	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712,350	9,299,436
1867	696,147	574,664	766,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,500	236,435	193,959	208,696	218,347	271,425	287,451	293,296	262,798	220,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870	201,500	218,600	244,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,536	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	628,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	605,266	605,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	804,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	828,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	9,823,482
1870	554,587	663,391	644,374	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,982	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,528	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,086
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264,935	241,236	189,145	235 012	308,106	378,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,926,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,000	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,309	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	216,449	308,168	375,488	339,794	306,186	3,188,068
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	38 0,430	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	856,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,168	596,550	7,249,270
1870	396,171	382,825	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	359,348	372,618	412,553	284,319	3,793,065
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,185	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	329,044	296.027	254,896	2,915,543
1870	196,787	218,234	253,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,874	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	436,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	628,009	6,324,083
1864	436,742	582,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,063	608,306	110,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196.955	702 685	10 083 026
1866	738,061	725,967	779,198	861,004	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10 697,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	618,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,681	1,159,726	1,113,398	589,924	8,725,088
1869	479,236	625,490	755,423	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,285,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,998	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	206,095	180,971	2,218,402
1868	127,503	133,392	149,164	156,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,763
1869	132,623	127,817	176,950	171,866	157,398	154,133	144,164	186,889	202,238	205,750	199,351	160,085	2,008,265
1870	152,392	158,789	172,216	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,804	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	257,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	336,480	3,960,263
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	464,209	450,203	429,898	323,270	309,430	4,013,206
1869	284,192	265,127	242,705	311,883	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	581,420	706,602	623,500	617,585	758,467	857,333	837,388	716,899	5,700,193
1870	528,539	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	107½
.. .. .. (5-20s).....coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	107½
.. .. .. (5-20s).....coupon		6	" "	1884	111
Loan of June 30, 1864 (5-20s)...registered	125,661,300	6	" "	1884	107½
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	208,327,250	6	" "	1885	107½
.. .. .. (5-20s).....coupon		6	" "	1885	111½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	109½
.. .. .. (5-20s).....coupon		6	" "	1886	110
.. .. 3d series (5-20s)...registered	379,593,750	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	109½
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	112
Certificates of Mar. 2, 1867, and July 25, 1868..	45,565,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	760,50	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	276,902	var	.....	Due.	....
Treasury Notes (7-30s).....	711,700	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,311,810	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,621	nil.	.....	Dem.	....
Fractional Currency	38,848,500	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	99½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	110½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. — .. .. " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93½
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	36
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'06	76
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	92½
.. — .. .. (Funding).....	494,800	6	Various.	'88-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	96
" — .. .. 1827.....	24,000	5	" "	1880	....
" — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
" — .. .. 1838-'39.....	525,006	6	" "	'89-'99	....
" — .. .. 1838-'39.....	46,232	5	" "	1890	79
" Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	101½
" South Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	96½
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	97½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	103½
.. —	720,000	6	" "	'74-'75	106½
.. —	1,430,000	6	" "	1876	106½
.. — .. .. 1862.....	600,000	6	" "	'77-'78	98½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	0	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	92½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	6	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
.. —	5,726,800	6	" "	1873	110
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'60-'91	46½
.. — .. (new).....	3,059,045	6	" "	'92-'98	22½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	100½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	6	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	90
.. —Funding Bonds	1,282,971	6	" "	'70-'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	56½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	96½
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	69½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'82	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	80
3d Mortgage	175,000	7	May & Nov.	" "	1889	....
Allegheny Valley:						
1st General Mortgage	3,785,000	7.3	April & Oct.	Pittsburg.	1896	....
1st Mortgage Eastern Ex.	59,000	...	" "	"	....	....
Bonds to State of Pennsylvania.	3,500,000	...	" "	"	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99⅛
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	92,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	708,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94⅜
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	34½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95⅝
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85⅞
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,296	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	85
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'96-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91⅛
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1893	104⅛
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	80
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	97⅝
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	92½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	83
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	87
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	....
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	75
Cincinnati and Indianapolis Junc.:						79
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1864	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,507,000	7	May & Nov.	" "	1876	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	80½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	61½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	92
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	95
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	87½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,500,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	90
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1896	33
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1883	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1894	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	$800,000	8	Jan. & July.	New York.	1876	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	300,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	96½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1896	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,236,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1883	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	73
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	95½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	106
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1886	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	94½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	79
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	94
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96½
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	94
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	80
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	81
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	"	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	...
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	85
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	89
1st Mortgage unendorsed	400,000	6	" "	" "	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	" "	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	" "	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	96
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	79
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	56
Improvement Loan	1,601,670	6	May & Nov.	"	1876	51
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	13	7	182	Albany and Susquehanna ¶...New York.	5,839,508	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,863	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,199,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	.....	.....	8	100	142
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*...Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	536,033	L158,572	—	100	23½
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	600,000	—	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ot. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,011	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	146½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	144
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N.Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,320	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,686	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	72
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	72
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased to West Jersey.)			—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,000	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	455	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	*	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			—	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	105½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 8 01,755	718,5..6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	112
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,859 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	145½
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867		Lease	es	of S	an.	&	Ol	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,468	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,986	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,975	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	77
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,827	—	296,300	—	2,056,750	1,682,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	....
Dec. 31, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....	Ohio & Penn.	10,432,683	*	150,976	497,368	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	99½
Nov. 30, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Pittsburg Lake Shore.)					7	100	93
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Leased to Pittsburg Cincinnati and St. Louis.)					—	100	17½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	....
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord.....	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,496	10	50	77
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont.	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,642	—	100	....
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth..	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to Concord.)					7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump.	Riv.. Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4.799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,190	202,840	10	100	140
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.).....	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contocook River	New Hampshire.	—	—	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,516	523,329	163,178	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,516,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....	Penn. & Md.	1,498,237	*	96,071	312,155	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1868	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	—	—	—	—	—	—	141.4	—	—	—	965,853	273,497	—	100	....
Apr. 30, 1869	—	—	—	—	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,084	*	—	—	76,000	527,449	12,768	—	42.0	—	—	—	139,355	loss.	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western.....	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware.....	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13½	50	103½
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western.....	Penn.	11,021,259	2,067,617	—	—	14,100,600	3,683,000	1,008,102	—	168.0	—	—	—	—	—	—	100	....
Oct. 31, 1868	113.0	....	—	—	98	15	8	3,734	Des Moines Valley.....	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	189.0	600,913	438,304	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee.....	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee....	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Illinois Central.)			973,186	.....	4a	100	107
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	79.0	—	—	—	176,217	—	—	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western.....	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	—	(In progress.)					—	100	....
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg...	N. York.	365,000	—	—	—	280,000	—	—	—	—	—	—	—	(In progress.)		—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	—	—	—	50	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	—	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)					—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	259,806	—	—	—	1,000,000	1,620,000	—	198,222	144.4	959,318	57,357.609	8,896,106	1,675,238	529,914	8	100	118
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	—	—	(Leased to Phila., Wil. & Balt.)					—	100	....
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila. & Reading.)					6	50	80
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	36.0	244,880	293,720	481,273	565,168	191,035	—	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	140.8	—	—	—	512,864	60,969	—	100	....
Oct. 31, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶.	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	130.0	350,378	82,593	71,288	537,691	135,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	266	East Tennessee and Virginia ¶.	Tenn.	—	—	—	—	—	—	—	(Oper. by	—	Evansville, Henderson & Nashv.)			25,000	5	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....	Tenn.	—	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)					—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	50	56
Sept. 30, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,620,000	—	—	—	280,000	570,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	460.0	90.0	389.6	—	371	187	300	5,856	Erie.....	New Jersey, N. York & Pa.	56,486,006	*	2,276,118	18 506,705	46,302,210	25,398,800	6,745,809	84,707	816.2	6,882,970	2,194.348	3,908,243	14,276,872	3,244,583	—	50	24½
Sept. 30, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,645	147,041	434,005	636,916	245,360	—	50	....
Oct. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶..	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶.	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Jun. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville..	Indiana.	2,402,734	358,321	—	14,384	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	....
Aug. 30, 1868	68.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	330,089	—	21,759	208	150,000	228,450	17,000	—	5.8	10,881	395,465	—	29,687	6,815	—	100	....
Nov. 30, 1869	12.7	—	0.4	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	....
Oct. 31, 1868	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	134
Nov. 30, 1869	—	—	—	—	—	—	—	—	Flemington.....	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*.....	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*.....	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*.....	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	....	—	—	4	—	—	34	*Florida, Atlantic and Gulf Central.*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	....	—	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)					—	100	....
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Frechold & Jamesburg Agricultural.	N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson.	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia.....	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,063,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*.....	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	Grand River Valley.....	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶.....	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶.....	Canada.	25,692,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶ ...	S. Carolina.	3,081,213	*	80,495	....	1,510,374	1,737,500	200,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶.....	Missouri.	—	*	—	—	1,182,550	760,000	—	22,441	271 0	—	—	—	2,184,167	—	—	100	109½
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	*	—	—	1,182,550	760,000	—	—	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	112½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven....	Connecticut.	3,407,286	*	—	—	3,360,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	....
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,995	123,332	2 000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶.....	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135 0	—	—	—	897,617	528,297	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria.....	Texas	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River.....	New York.	16,669 382	2,516,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt....	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	32,785,264	*	9,721,826	1,691,280	25,278.710	8,018,170	10,901,508	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140½
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	Indianapolis and St. Louis.....	Indiana.	—	—	—	(Is now operating Terre Haute, Alton & St. Louis R. R.)	—	—	—	—	302.5	—	—	—	—	—	—	50	124
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette.	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	75.0	937,280	—	—	—	—	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago..	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line..	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Jnn. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton.....	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	87,322	2,107	—	50	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	*Jackson, Lansing and Saginaw*..	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	301,849	212,727	—	100	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	244,955	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago.....	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)					—	100	....
Dec. 31, 1868	37.0	....	—	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					—	100	....
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central.....	Kentucky.	—	—	—	—	—	1,159.000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul.....	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶...	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky ¶....	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.6	—	113	34.0	2	—	1	20	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772	—	—	1,335,000	2,248,090	68,616	—	80.0	532,181	—	—	842,567	302,838	—	50	....
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46.035	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,083	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	—	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	88½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	1,027,418	325.468	—	50	....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington...Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	—	6.6	25,980	880,706	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,59.	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	46.0	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	—	—	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	—	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	—	9.0	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	—	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,429	4,080	1,109,594	262,519	8,776	241.255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200.000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	—	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester. ¶. Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	—	—	.....	(In h	ands of re	ceiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	—	(Owned by Concord.)						—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	646	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶.....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	—	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles. Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	—	—	(Oper. by L.& N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126.931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	.....	.....	.....	—	—	(Oper.	by Erie 5	mos.)	.....	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	108,502	212,300	38,886	—	—	.....	.....	.....	14,000	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	95,750	.....	14,168	—	6.6	.....	.....	.....	14,000	3,547	—	100	....
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	.....	*	.....	.....	17,409,372	17,132,500	.....	—	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	—	(Leased	to Phila. a	nd Reading.)	.....	302,048	8	50	106½
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missies. Cent. and Tenn. ¶..Miss. & Tenn.	1,250,000	*	.....	.....	1,200,000	320,000	.....	—	43.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	—	236.0	367,976	.....	.....	102,119	.....	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	729,355	114,348	—	100	9
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	1.620,978	*	.....	.....	1,229,034	417,500	15,590	—	63.5	.....	.....	.....	293,171	116,844	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	149.876	39,606	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,801	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	—	89.0	.....	.....	.....	1,539,009	382,410	7	100	93
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶.....Tenn. and Ala.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	—	173.0	.....	.....	.....	960,489	283,015	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	—	—	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Oct. 31, 1868	14.2	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	2,500,000	*	.....	.....	.....	927,000	.....	—	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	421,007	4,000	.....	.....	266,667	154,500	3,000	—	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp. Conn. & Mass.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	7,341,278	*	.....	.....	6,250,000	850,000	.....	—	47.5	(In	cluded in	United Co	mpanies)	.....	—	10	120
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	—	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	—	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	—	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	142½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147.045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)															—	100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	85		
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1,015,394	388,240	5s	50	75		
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100			
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			4,303,783	983,763	6	50	96		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	408	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	811,904	52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117½		
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100			
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106		
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994					
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	83		
Dec. 31, 1868	340.0	—	....	—	79	39	21	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	30½		
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	81		
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	98½		
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940.187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72		
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....		
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	....		
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	....		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	—			7,000,000	1,192,000			47.6						24	100	153		
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				—	(Leased to Erie.)				53,400	8	100	....		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			—	(Leased to Erie)					—	100	....		
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			—	(Leased to Erie.)				26,500	5	100	....		
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,660	160,000			—	(Leased to Camden and Amboy.)					—	100	....		
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	117		
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0						20	50	225		
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000			—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....		
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			—						—	100	....		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	....		
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		39.0	87,111			156,746	12,424	—	50	....		
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		287.5				2,804,250		—	50	58		
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	157		
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	99½		
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	—		329,063	1,259,120				26.5				995,196	290,585	10	100	118		
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	108		
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pitg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097			2,338,531	646,465	—	50	....		
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	100	....		
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....		
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In hands of Receiver.)					23.0	34,971			60,642	5,313	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	105		
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000				—	(Leased to Concord.)				24,500	7	100	....		
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—			170,000	200,000			—	(Leased to Eastern.)			77,755	24,737	—	100	....		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	....		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½		
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.															—	100	....		
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	....		
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000			—	159,744			178,456	26,995	—	50	....		
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6¾	100	93		
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	295,726	101,742	—	100	....		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	40.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....		
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000			—	(Not in operation.)					—	100	....		
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....		
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)				—	100	....		
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	19,183	642,054	218.2				1,208,941	429,856	10	100	113		
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	—							166.3	694,409	4 069,421	11,712,202	993,239		—	100	20		
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000			—		(About $5 0,000 a month.)				—	100	72½		
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to Ind. & St. Louis.)		517,941		—	100	38		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	—			10,000,000	4,000,000			129.0				612,000	171,000	—	100	43½		
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—	(Leased to Chi. & Alton.)			240,000		—	100	....		
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030			—	(Under construction.)					—	100	....		
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—	(Under construction.)					—	100	....		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,963,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	....		
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000			—	(Leased to West Jersey.)				16,533	6	50	....		
Nov. 30, 1869	10.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91	—					17,500	1½	100	....		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,052	—	100	....		
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,299,150	97,000	148,578		54.0	152,360			167,518	344	—	50	....		
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—			576,050				—	(Leased to Phila. and Reading.)					5	50	....		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000									—	100	....		
Feb. 29, 1868	61.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	....		
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,589,450	—			869,450	700,000			28.0	178,705			277,763	85,511	5	50	....		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	40	Sheboygan and Fond du Lac	Wisconsin.	985,000	—			748,190	264,000	121,000	—	25.0		265,000	165,000	32,260	11,145	—	100	....		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—			100,000	37,800			20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....		
May 31, 1868	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	....		
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	90	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009			75.0				127,000		—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	....		
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—			438,300				—	(Leased to Central of New Jersey.)					6	100	....		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000						(In progress.)				—	100	....		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,107	39,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,982	9,513	—	100	....		
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000	—			(Not in full operation.)				—	100	....		
Sept. 30, 1868	123 0	6.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under construction.)						—	100	....		
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											260,000		—	100	....		
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....			....	....	....	....	91.0	....	....	....	....	....	—	100	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	350,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,760	.....	.....	.....					.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....					.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697					.....	.....		50	....
Dec. 31, 1868	12.0	—	12.0	—					Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....		100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the		Rondout	and Oswego Line.)											
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700				11.1	64,100	2,262,375	839,342	259,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....									
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,190,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	50
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)				.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....		(Leased to Vt. & Mass.,			R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....		(Leased to Pennsylvania.)						100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	41½
Dec. 31, 1868	100.0	—	....	....					*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,890,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	179,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....		(Leased to Vermont Central.)					8	100	105
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,880,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	61½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	763,200	.....	.....		(Leased to Rutland.)						100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 553	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	..	—	26	13	11	184	Virginia Central † .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee † .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	135.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0								
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	(Opened Nov. 20, 1867.)			.....	.....		100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
I-ec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....			(Not in operation.)		537,378	252,544	10	50	131
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....			(Not in operation.)		.....	.....		100	....
Dec. 31, 1868	20.8	—	....	6 5	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....					.....	.....		100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....		(Oper. by Boston, Concord and Montreal.)					100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....					596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	.....	Winchester and Alabama †...Tennessee	960,000	*	.....	.....	.....	1,160,782	.....	.....		(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	317,050	62,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....			
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)						—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)									14	100	121
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,067	397,786	—	50	67½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	12½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....					267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany ..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton). Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown ..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City ..... Md.	.....	.....	.....	.....	.....	.....	.....	100	100	18
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea ..... Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn) ..... N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City ..... N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb.. N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street ..... N.Y.	318,909	60,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) ..... N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	39	Cambridge (Boston) ..... Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	100
Sept. 30,'68	1.76	—	—	Central City (Syracuse) ..... N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street ..... O.	.....	.....	.....	.....	.....	.....	.....	100	100	....
Oct. 31,'68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) ..... Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.) ..... O.	.....	.....	.....	.....	.....	.....	.....	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) .. N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C) N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ..... N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton ..... Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City) N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville.. Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse) ..... N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	40
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.) ..... Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27½
Oct. 31,'68	5.40	125	25	Girard College (Phila.) ..... Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	16	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	37
Sept. 30,'68	—	—	—	Greenpoint & Wmbg. (Bkn) N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City ..... Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield . Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31,'68	—	—	—	Hoboken and Hudson City . N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken . N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn) .... N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point. N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	3.56	28	9	Kingston and Rondout ..... N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse ..... Mass.	69,416	55,530	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston ..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.80	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston). Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn). Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley ..... Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn) ... N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .... Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston) ..... Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	72½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City) N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston) .. Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.) Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark ..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) ..... O.	100,000	100,000	—	—	—	—	—	100	100	....
Dec. 31,'68	9.17	30	8	Peoples' street (Scranton) ... Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	43½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby ..... Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Sept. 30,'68	8.50	140	28	Philadelphia & Gray's Ferry. Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	132,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham .. Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	....
Dec. 31,'68	0.88	92	16	Portland ..... Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston) ..... Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ... N.Y.	74,000	59,000	15,000	—	31,490	11,299	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers ..... Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) .... Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.) ..... Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	43
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.) .. Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City) .. N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston) ..... Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston ..... Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston).. Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) ..... Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes ..... N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ... N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City) N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.) Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
Sept. 30,'68	3.47	32	5	Troy and Albra ..... N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg ..... N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	—	—	—	Troy and Cohoes ..... N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	4.50	449	74	Union (Boston) ..... Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham. N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn) .. N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) ..... N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken ..... N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia ..... Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	64
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston... Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport ..... Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston) .... Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester ..... Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	800,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M. & N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E. River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,200	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J. & J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N.	1878	....
Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J. & J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A. & O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J. & D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N.	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	5	J. & J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A. & O.	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,499,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74⅜
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	89
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,000,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	84⅜
Cleveland and Mahoning,* guar.	2,050,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86⅜
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	243,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48⅛
Hannibal and St. Joseph, pref.	5,253,836	...	...	109
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	72
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	73½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65
Sandusky and Cincinnati, pref.	445,500	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	63
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	...	6	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	31½
Mariposa Mining, pref.	5,774,400	7	7	13½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	32 50 @ 35 —
Pig, American, No. 1	33 — @ 34 —
Pig, American, No. 2	31 — @ 32 —
Pig, American, Forge	30 — @ 31 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @ 97 50
	Store Prices.
Bar, Swedes, ordinary sizes	115 — @125 —
Bar, Refined	77 50 @ - —
Bar, Common	72 50 @ — —
Scroll	87 50 @115 —
Ovals and Half-round	95 — @110 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	85 — @120 —
Hoop	105 — @145 —
Nail Rod per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s (gold)	— 11 @ — 12
Sheet, Single D. and T. Common	— 4½@ — 6½
Rails, English (gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna. c'y.	71 — @ 72 —
Anvils, Eagle per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 16 @ — 20
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 11 @ — 18
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 12
American Machinery do.	— — @ — 12
American German do.	— 10 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d per 100 lb	4 25 @ 4 50
Clinch	5 75 @ 6 —
Horse Shoe, Forged (No. 10 to 6) per lb.	— 23 @ —29
Copper	— 36 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 37½
Straits (gold).	— — @ — 34
English (gold).	— 31½@ — 34

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 25 @ 8 50	9 75 @ 10 —
I. C. Coke	6 50 @ 7 25	7 75 @ 8 75
Coke Terne	5 75 @ 6 —	6 75 @ 7 —
Charcoal Terne	7 25 @ 7 75	8 50 @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— — @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 19½@ — —
Refined, prime L. S. to W. (110 @115 test)	— 25 @ — —
Refined, Standard White (in ship'g order)	— 26 @ - —
Refined, prime White (in shipping order)	— 27 @ — —
Refined, S. W. (in jobbing lots)	— 28 @ — 29
Refined, S. W. (in tin)	— 31½@ — 33
Naptha, Refined, (65 @ 73 gravity)	— 10 @ — —
Residuum per bbl.	4 50 @ 4 62½

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Canton Co.	69½	....	69½	70	....	....
Central Pacific 6s	91½	....	91½	91¼	....	91½
Central of N. Jersey	106	....	106	105½	105½	106
Chicago & Alton	111½	....	....	111½	....	112
" pref.	....	....	....	....	113	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	145½
" 8s, 1883	....	....	113	....	....	113
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	74½	....	73⅜	73⅜	73½	73⅜
" pref.	85½	....	85½	85½	84⅜	84⅜
" 1st M.	....	....	94½	94½	....	....
" S. F.	....	....	96	....	....	....
" Consol.	89½	....	89	....	....	88½
Chic., Rock Isl. & Pac.	....	....	116⅜	116	116½	116½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	98½	....	98½	98½
Clev., Col., C. and Ind.	75	....	....	76½	77	....
Clev. and Pittsburg	100½	....	99½	99½	....	99½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	....	....	17½	....	17½
" 1 M.	....	....	80½	80½	80½	80½
" 2 M.	....	....	61½	....	....	61½
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	118	....	120	120	120	121½
Del. Lack. & Western	103½	....	103½	103½	103½	103½
" 1 M. 7s	....	....	....	96	....	....
" 2 M. 7s	96½	....	....	....	....	97½
Dubuque & Sioux City	....	....	107	....	107	....
Erie Railway	24½	....	....	25	....	....
" pref.	48	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	95
" 3 M. 7s, 1883	....	....	....	....	88½	....
" 4 M. 7s, 1880	84½	....	....	84½	....	84½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81½	....	....	....	81½	....
Hannibal & St. Joseph	....	....	105½	....	107	107½
" pref.	106	....	....	106½	....	107½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	....	....	103	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	138	....	139½	....	140½	140½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88	....	88½	88½	88	89
Lake Shore Div. bonds.	90½	....	....	90½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	19	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	120	120	120½	121	....
" S. F. 8s, 1882	....	....	....	....	....	117
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	101½	102	....	....	....
" 2 M.	....	97	97	....	....	....
Mariposa Mining Co.	6½	....	....	....	....	....
" pref.	13	....	13½	14½	14½	14
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	60½	....	59½	59½	59½	59½
" pref.	74⅜	....	73½	73½	73⅜	73⅜
" 1st mort.	....	....	....	....	93½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	105	....	....	105	....	....
" 7 3-10s con.	92	....	....	....	....	92
Missouri 6s	92½	....	92½	92½	....	92½
" H. & St. J. 1ss.	92½	....	....	....	....	....
Morris and Essex	92	....	92	92½	....	93
" 1st mort.	102⅜	....	....	103	103	....
" 2d mort.	96½	....	....	96½	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	103	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	....	93½	93½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93	....	92⅜	93	93	92⅜
" certificates.	88⅜	....	89½	89⅜	89⅜	89½
N. York and Harlem	143	....	142½	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	....	46⅜	....	....
" new	....	....	22½	22½	....	22½
Ohio and Miss.	29⅜	....	29⅜	30½	30	....
" pref.	....	....	....	....	....	72
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	37½	....	36½	....	36⅜	....
Panama	153	....	....	....	....	....
Phila. and Reading	98½	....	99½	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.	93½	....	93	93	92⅜	92½
" 1 M.	....	....	....	....	....	105
" 2 M.	97½	....	....	....	....	....
" 3 M.	....	....	....	94	....	....
Quicksilver Mining Co.	9½	....	9½	9½	9½	....
St. L., Alton & T. H.	38½	....	....	38	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	94½
" 2 M. pref.	....	....	....	....	....	83½
" Income bds.	....	....	81½	....	....	....
Tennessee 6s	59½	....	60	59⅜	59⅜	....
" new	55½	....	54⅜	54½	54½	55½
Tol., Wab. & Western	48½	....	48½	50	49½	50½
" pref.	75	....	....	....	....	76
" 1 M. ex.	....	....	93	....	93	....
" 2 M.	....	....	....	....	....	84½
" Equipment	....	....	....	80	....	....
Union Pacific 1st mort.	84⅜	....	84½	84⅜	84⅜	....
Virginia 6s, ex-coupon	70½	....	69⅜	....	69½	70
" new	....	....	69	69½	....	69

New York Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	....	106½	106⅝	106⅝	....
U. S. 5s, 10-40s, reg	105¾	....	105⅝	....	....	106⅝
U. S. 6s, 1881, reg	....	....	114¼	....	....	....
U. S. 6s, 1881, coup	114¼	....	114¼	114¼	114¼	114¼
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	106⅝	....	107¼	....	107¼	107¼
U. S. 6s, 5-20s, c. 1862	111¾	....	112¼	....	112¾	112¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	107¾
U. S. 6s, 5-20s, c. 1864	110¼	....	111	111	111¼	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¼	....	111¾	111¼	111¾	....
U. S. 6s, 5-20s, r. n. '65	....	....	109⅞	109¾	....	....
U. S. 6s, 5-20s, c. n. '65	109¼	....	109⅞	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '67	....	....	109¾	109¾	....	109⅝
U. S. 6s, 5-20s, c. 1867	109⅝	....	110	110¼	110¼	110⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109⅝	....	110	110¼	110¼	....
U. S. 6s, Pac.R.R.issue	111⅛	....	....	111⅛	111⅛	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
" preferred	37¼	37¼	....	37¼	....	....
Camden and Amboy	119	119	....	119	119¼	119
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	88¼	....	88¼	....	88¼
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	95	95¼	95¼
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	40	....	....	....	....
" 7s	....	93¼	....	94	....	....
Lehigh Navigation	34¼	34	....	....	34	32½
" 6s, 1884	....	....	....	86	86	86
" Gold L	....	....	....	92	91½	....
" R. R. L	91	....	....	91	....	....
Lehigh Valley R. R	55⅝	56	....	56	56	56
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53¾	53¾	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	37½	....	....	....	....	....
" 6s, 1880	93	93	....	....	....	....
" 7s	90¼	90½	....	90¼	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	48	....
Pennsylvania R. R	58½	58¼	....	58½	58½	58⅝
" 1st M	99⅛	....	....	99⅝	....	....
" 2d M	....	....	....	97¼	....	97
Penn. State, 6s. 1st series	103¼	103½	....	....	....	....
" 6s, 2d series	....	105¾	....	106	....	106¼
" 6s, 3d series	....	108	....	108	....	....
" 6s, W. L	....	102	....	....	....	....
Philadelphia City, 6s	101½	101½	....	....	....	101½
" new	102½	102½	....	102¾	102¾	102¾
Philad., Germ. & Nor	....	....	....	....	78	78½
Phila. & Reading	49¼	49¼	....	49⅜	49⅜	49¼
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	29½	29	....	....	....	....
" 6s	....	....	....	88	....	....
" 7s	89½	89½	....	89⅝	89½	89⅝
Schuylkill Navigation	....	....	....	....	6¾	....
" pref	17	....	....	17	....	....
" 6s, 1882	57⅝	58	....	....	....	....
" 6s, 1876	51	....	....	....	....	....
" 6s, 1872	....	80	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	46
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	....	43½	....	....	....	....
Green & Coates	....	38½	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	....	....	....	93	93	93¼
" 1886	....	....	....	92	....	....
" 1890	92½	92	....	93	92½	92½
" 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	94½	....	....
Marietta & Cin. 1st M	92½	....	....	92½	....	....
" 2d M	7 ⅛	73⅜	....	73½	73½	73⅛
Northern Central	....	....	....	....	....	48
" bonds, 1885	....	....	....	....	....	91½
" " 1900	....	....	....	....	....	87
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	94½	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	....	....	149	....	148½	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	146½	146½	....	....	
Boston and Providence	....	....	143	....	144	
Boston, Hartford & Erie	4½	....	4½	3⅞	3⅞	4
" 7s, new	35½	....	35	34	34	34½
Cheshire, pref	....	....	88	....	....	89
Concord	....	....	....	....	....	77
Connecticut River	....	....	....	....	....	....
Eastern	....	....	117⅞	....	....	118
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	....	119⅞	120	120	120⅛
Northern, N. H	....	....	....	117	117	117½
Ogdens. & Lake Champ	83	....	83	83	....	83
" pref	105	....	105	....	105	....
Old Colony & Newport	97½	....	98	....	....	98¾
Ph., Wil. & Baltimore	....	....	53½	54	54	....
Portl'd, Saco & Ports	....	....	....	....	....	105
Union Pacific	41½	....	42	....	....	41½
" 6s	....	....	83½	83½	83½	83½
" Land Grant 7s	73½	....	73	....	....	73½
" Income 10s	83	....	83½	83	83	83
Vermont & Canada	....	....	....	....	105	105
Vermont & Mass	61	....	60½	....	....	61½
South Boston (Horse)	....	....	....	....	62½	....
Cambridge	....	....	....	99½	100	100
Metropolitan	....	....	....	....	....	68¼
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	5	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	18	....	18	18½	....	....

London Stock Exchange.

	Closing Prices. Mar. 25.	Closing Prices. April 1.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	29½— 30½	27½— 28½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	21½— 22½	21 — 22½
Do. sterlg. 6 p. c. convertible bonds	66 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	99 —101
Do. 7 per cent., 1875	— — —	85 — 90
Do. 100 dol. shares, all paid	115 —116	114 —115
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	94 — 96
Do. General mort. 6 p. c. 1910	90½— 91½	90½— 91½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	90 — 92	88 — 92
Do. with option to be paid in Phila.	90 — 92	88 — 92

American Railroad Journal.

Saturday, April 23, 1870.

Stock Exchange and Money Market.

A very favorable city bank exhibit prepared the market for money for a turn in favor of the borrowing interest. The influx of lawful money from the West and Southwest has been unusually liberal, enabling the city banks to show, in their last weekly return, an increase of nearly 2⅝ millions in their legal tender averages, with a gain of $1,161,555 in their deposit item, and a reduction of over 2⅛ millions in their loan and discount line. Their specie reserve was reduced nearly two millions. The T. S. Sub-Treasury has added over two millions to its coin balances, within the week, or equal to a little more than the reported specie loss of the banks. The demand for money, though fairly active, has been readily met, at rates more favorable to borrowers, the closing figures having been from 4@6 per cent. on call, and 7@10 per cent. per annum, in the discount form, at which the offerings on Wednesday were decidedly liberal, especially in a temporary way to the leading street houses, in the Government and Stock business. On Wednesday, Government converted, by sale, a million of Gold into lawful money, on the basis of 113 41@113 51. The aggregate of the bids for the million was fully $3,470,000.

The specie reserve of the city banks according to the latest return is $26,879,513, against $7,811,780 same time last year. The city bank deposits are now $202,913,989, against $172,203,494 week ending April 17, 1869. The legal tender reserve amounts to $50,180,040, against $51,001,288 same time last year. The circulation now stands at $33,698,258, against $24,436,769 same time last year. The loans are now $269,981,721, against $255,184,882 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $71,561,500 a day, against a daily average of $79,474,226 the preceding week, and $86,008,700 the week ending with April 2, 1870. The current week's exchanges average about 75 millions a day. The city banks, last week, reported a loss of $1,908,179 of specie, with an increase of $2,161,555 of deposits, and $2,609,407 of legal tender notes. They reduced their loans, $2,189,667; and their circulation, $55,995.

The city bank exchanges on Wednesday were about 75 millions.

National Bank notes to the amount of $257,450 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,844,161, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $23,336,373, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,507,788. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,246,350; and for the public deposits, $16,950 500—making a total of $359,196,850. The Treasury Department last week redeemed and destroyed $437,100 of worn and mutilated fractional currency, and issued $1,603,382 of new.

The U. S. Sub-Treasury receipts, week ending with April 16, were $3,991,425 in coin, (including $3,365,000 from customs duties,) and $2,994,855 in currency; payments, $1,908,455 in coin, (including $99,387 of coin interest,) and $3,553,383 in currency; balance at the close of the week, $85,231,397 (including $81,703,716, of coin, and $2,037,687 of currency,) against $83,434,214 at the close of the preceding week, showing an increase of $1,797,183. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $635,462 in coin, (including $551,000 from customs,) and $174,284 in currency; payments, $25,015 in coin, (including $17,024 of coin interest,) and $348,372 in currency. On Tuesday, receipts, $502,707 in coin (including $439,223 from customs), and $196,412 in currency; payments $63,819 in coin(including $35,176 of coin interest) and $105,750 of currency. The balance at the close of business on Tuesday stood at $84,803,840, (including $1,654,261 of currency, and $82,753,051 of coin) against $83,261,940 a week previous; and $83,223,102 on April 2, 1870. The aggregate receipts of the office in March were $40,664,411, including $12,264,608 from customs; aggregate payments, $41,481,676 including $3,766,313 of

coin interest; balance at the close of the month, $82,854,761, against $83,673,026 at the close of February.

The U. S. Sub-Treasurer issued in March $1,615,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $3,067,653 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $85,361,718.

Government revenues have been yielding liberally since our last. The excises, during the week yielded $3,100,000; customs at the port of New York, $3,278,654, and at the outports about $1,150,000 (in coin) more, making the grand total income for the week equal to about $8,082,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $131,296,812. The receipts from July 1, 1869, to March 31, 1870, were $124,008,603 against $103,499,334 same time preceding fiscal year.

Gold has been in fairly active demand, through the week, chiefly on speculative account, at from 112½@113⅞, leaving off on Wednesday at 113⅜@113½. The customs inquiry has been somewhat brisker. The export drain has been under half a million. The Gold Exchange Bank clearances were up to 67 millions on Saturday, and down to 31½ millions on Tuesday. On Wednesday, they reached 40½ millions, with resulting balances on that day of 1¼ millions in coin, and about 1½ millions in currency. Government sold a million of Gold on Wednesday at from 113 41@113 51.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $83,382,994.

The customs revenue of the port on Wednesday was $662,000.

The coin interest payments of the Sub-Treasury on Wednesday were $22,838.

The customs demand for Gold last week, averaged $560,921 a day; thus far, this week, it has averaged $481,500 a day, or equal to a weekly aggregate of $2,889,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $66,936; and since Jan. 1, 1870, $6,102,639, against $7,187,685 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $106,312,085, against $101,258,005 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 7, was $1,974,178, against $2,080,560 same time last year.

The exports of specie, from this port, last week, were $425,139, against $68,575 same week last year; total, since July 1, 1869, $23,746,514, against $31,485,538 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $99,387, and since July 1, 1869, $67,266,667, against $68,046,720 in 1868–'69.

The specie exports from San Francisco, from change compare as follows with former returns: Jan. 1 to April 17, were $11,656,874, against $10,861,276 same time last year.

Foreign Exchanges has been in reduced supply and fair demand at advanced rates, closing firmly. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 109@109¼, and on Paris to 5.22½@5.18½; sight bills on London to 109⅝@109⅞, and on Paris to 5.17½@5.16¼. The offerings of produce bills have been up to a fair average. The week's exports of domestic produce have been to the currency value of $8,306,325, making the total since July 1, 1869, $162,809,882, against $128,991,466 same time preceding fiscal year.

Government securities have been attracting more attention, and have been quoted higher, on light offerings of all issues, especially of the six per cent. coin-bearing bonds. The home investment inquiry has been increasing. There has been some export call for the six per cent. gold bonds, and also for the Ten Forties. The currency sixes have been in relatively less request, but have held their own well as to price, not having been offered in any considerable amounts. There has been no practical progress made in shaping the funding project now before Congress, and rumors have been circulated to the effect that an entirely new bill would be presently introduced, more simple in its details and more satisfactory to the country. The country, judging by the expression of the popular sentiment through the public journals, would be more generally satisfied, if Congress abandoned all funding projects, for the time being, and applied itself to the practical adjustment of the tariff and tax burthens, on an equitable and permanent basis, so as to enable business men to resume active operations, in good earnest, and without apprehensions of the disturbance of their plans and negotiations by legislative action.

U. S. sixes of 1881 closed here at 114¼@114½; U. S. Five-twenties of 1862, 112⅞@113; U. S. Five-twenties of 1864 at 111⅛@111⅜; U. S. Five-twenties of 1865 at 111⅞@112; U. S. Five-twenties of 1865 consolidated, 109⅞@110; U. S. Five-twenties of 1867, 110⅜@110½; U. S Five-twenties of 1868, 110¼@110½; U. S. Ten-forties at 106½@106¾, ex the March coupon; U. S. Six per cent. currency bonds, 111¾@112.

Central Pacific Sixes closed on Wednesday at Frankfort at 77¾@77⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	April 6.	April 13.	April 20.
Consols	93¾	94⅛	94¼
U. S. 5-20's of 1862...	91¼	*88⅜	88⅛
U. S. 5-20s, 1865	90¾	*87⅝	87¾
" 1867.....	89¾	89⅛	89⅛
" 10 40s	87	87	86
Erie	21¼	20¾	20¼
Ill. Central 115¾		111¾	113
At. and Gt. West	28½	28	....

* Ex coupon.

State bonds have been more sought after and quoted as a rule stronger in price. There has been more inquiry for Railway bonds and quoted steady. The Central Pacific Sixes closed at 91¼@92. Union Pacific Sixes at84⅞@85; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been more active, but quite variable in price. The later dealings showed less firmness.

General business has been on a moderate scale, though toward the close, rather more animation was apparent. Bread stuffs and provisions closed stronger. Cotton closed a fraction dearer. Middling upland cotton closed on Wednesday at 23⅛ cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged abont 3,400 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,448,600 bales, against 1,847,000 bales in 1868–'9; exports, same time 1,687,350 bales, against 1,108,325 bales same time in 1868–'9; stock on hand at latest dates, 355,100 bales, against 320,300 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 3,926 pkgs., against 8,380 pkgs., same time in 1869. From Boston, 1,100 pkgs. in 1870, against 3,322 pkgs. same time in 1869.

The coin balance of the Treasury Department on Monday was $111,365,000, including $37,036,000 on private deposit; currency balance, $10,922,000.

Foreign goods have been in rather more demand and steadier in price, as a rule. The week's imports of foreign dry goods were to the specie value of $2,131,875; and of foreign merchandise, $4,291,603, making a total of $6,423,478, against $7,558,167 same week last year.

At the Live Stock markets, this week, Beeves have been in less demand and depressed in price at from 11½@16½c., per lb.; week's receipts, 6,597. Milch cows continue dull, at $40@$100 each, receipts, 84. Veal calves have been in liberal supply and moderate request, at from 6@13c. per lb.; receipts, 2,095. Sheep less active at from 6@9½c.; lambs at 12@20c. per lb.; receipts, 19,225. Swine dull at 9⅜@9⅞c. per lb., all live weight; receipts, 7,735.

There has been less activity in Ocean freights, with some irregularity in rates. For Liverpool we quote flour at 1s. by sail, and 1s. 3d@1s. 6d. by steamer, per bbl.; grain at 3d.@3½ by sail, and 3¾d.@4 by steamer, per bushel; cotton at ⅛d. by sail, and ¼d. by steamer per lb; and heavy goods 10s.@25s. by sail, and 12s.6d.@85s. by steamer, per ton. Total number of vessels in port on Wednesday, 502.

The balance in the Sub-Treasury on Wednesday was $85,361,717 50.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending April 19th, and since the beginning of the year:

	1869.	1870.
For the week....	$3,689,819	$3,306,325
Previously reported...	44,599,495	47,708,553
Since Jan. 1	$48,289,314	$51,014,878

The imports for the week ending April 16, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,263,406	$2,131,875
Gen. merchandise.....	5,294,761	4,291,603
Total for the week.....	$7,558,167	$6,423,478
Previously reported....	85,350,177	80,650,359
Since January 1.....	$92,908,344	$87,073,837

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 7s, issued to Little Rock and Fort Smith R. R. Co., 75; Pacific R. R. 7s,

guar. by Mo., 94; St. Louis and Iron Mt. 1st mort., 88; N. Y. and N. H. scrip, 134; do., 6s, 99; Morris and Essex con. bonds, 88½; Gt. Eastern Inc. bonds, 50; North Missouri 1st mort, 87; St. Louis, Jacksonville and Chicago 1st mort., 90; Buffalo, New York and Erie 1st mort., 90; Hannibal and St. Joseph L. G. bonds, 105¼; Galena and Chicago 1st mort., 99; Long Dock bonds, 88; New Jersey R. R., 120; Louisiana 6s, 76; do., 6s, Levee bonds, 76½; South Carolina 6s, 90; do., 6s, new, April and Oct., 81½; do., Jan. and July, 82⅛; Alabama 8s, 99½; Georgia 7s, 93½; New York State 7s, Bounty Loan coup., 109¾; Connecticut 6s, 100½; Brooklyn 6s, W. L., 94½; Adams' Exp., Co., 61¼; Am. Mer. Union Exp., 38; Wells-Fargo Exp., 19¼; U. S. Exp., 43½; Western Union Telegraph, 32⅝; do., 7s, 93; Atlantic Mail Steamship Co., 24; Pennsylvania Coal, 220; Black Hawk Gold, 0.30; Consol. Gregory gold, 1.60; Central gold, 0.23; Grass Valley gold, 0.21; Quartz Hill gold, 0.28; Smith and Parmalee, 1.35.

Philadelphia.—Phila. and Reading 6s, 1843-'80, 92; do., 6s, 1886, 100; West Jersey R. R. 6s, 91½; do., 7s, 97½; Wilmington and Reading bonds, 90; Connecting R. R. bonds, 88½; Lehigh Valley old bonds, 98; Sunbury and Erie 7s 96½; East Pennsylvania R. R., 40; Chesapeake and Delaware Canal, 40; do., 6s, 94; Oil Creek and Allegheny River R. R., 40½; do., bonds, 79; Philadelphia and Trenton R. R., 118; Allegheny Co., 5s, 77; Pennsylvania State coupon 5s, 100⅜; do., reg., 100; New Jersey State 6s, 1880, free, 103¼; N. Carbondale Coal, 2. The latest quotations are: City 6s, 101½@101¾; do., free of tax, 102⅜@102¾; State 5s, coupon, 100⅝@—; do. 6s, W. L., 102¼@103; do., 1st series, 103@103½; do., 2d series, 106¼@106¼; do., 3d series, 108½@—; Reading, 49⅝@49⅝; do., 7s, 1893, 103@105; do., mort. 6s, 1880, 92@92¼; Camden and Amboy, 119@119½; do., mort. 6s, 1889, 95@96¼; do., 1883, 88¼@88½; do., 1889, 88@88; Penn. R. R., 58¼@58⅜; do., 1st mort., 99¾@100; do., 2d mort., 97@97½; Little Schuylkill R. R., 43@43½; Morris Canal, 25@30; do., pref., 63@65; do., 6s, 80@82; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 46@47; Schuylkill Nav., 6⅜@8; do., pref., 17@18; do., 6s, 1882, 58½@60; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93@94; do., 5s, 59@62; Lehigh Coal and Navigation, 33⅝@33⅞; do., 6s, 1884, 86@86; do., R. R. Loan, 91¼@—; do., Gold Loan, 92⅜@92⅝; North Pennsylvania, 37@38; do., 6s, 92½@93¼; do., 7s, 90@91; do., Chattle 10s, 107@—; Philadelphia and Erie, 28¾@29; do., 6s, 88@89; Minehill, 53¼@53½; Catawissa, pref., 37⅛@37¼; Lehigh Valley, 55¾@55⅞; do., 6s, 97@97½; do., 6s, reg., 96½@97½; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 43@44; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 22@24; Green and Coates, 38@39; Chestnut and Walnut, 43@44¼; Hestonville, 12⅞@13; Union, 42@45.

Boston.—Cedar Rapids and Missouri R. R. 7s, 1916, 88; Keokuk and St. Paul R. R. 8s, 1879, 99; Eastern R. R. 6s, 1874, 96; Vermont Central 1st mort., 82½; do. 2d mort., 42½; Stanstead, Shefford and Chambly 7s, 79; Burlington and Missouri River R. R. 8s, 100; Connecticut and Passumpsic River pref., 86⅝; do. 7s, 1876, 99¾; Cape Cod R. R., 72; Rutland pref., 73½; Summit Branch, 27; Boston and Lowell, old, 133¾; Boston Water Power Co., 17; Cary Imp., 6¾; Massachusetts 5s, 1893, gold, 97⅜; do. 6s, 1872, gold, 106½; do. 1873, gold, 108¾; do. 1876, gold, 106⅝; Maine 6s, 1889, 97¾; Missouri 6s, 1874, 94; Boston 6s, currency, 101; do. 5s, 1878, gold, 97½; Bath 6s, 1891, 86⅞; Portland 6s, 1877, 95½; Chicago 7s, municipal, 96⅝; do. River Imp., 97¾; do. sewage, 97¼; do. Water Loan, 97⅛; do. Tunnel, 97; Brooklyn 7s, 93¼; St. Paul 6s, 75; Roxbury 5s, 1877, 91⅞.

Baltimore.—Virginia 6s, old, reg., 57; Maryland Defense Loan, 101½; Orange and Alexandria 2d mort., 6s, 76; do. 3d mort., 8s, 85⅝; Orange, Alexandria and Manassas 7s, 77½; Western Maryland R. R., guar. by Washington Co., 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91⅝@91¾; Balt. and Ohio, 136@139; do., 6s, 1875, 96@98; do., 1880, 95⅞@96; do., 1885, 94⅞@95; Northern Central, 47½@48; do., 6s, 1885, 91@92; do., 1900, 86⅞@87; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23@26; N. W. Va. 1st mort., 95@96; do., 2d mort., 93½@94¾; do., 3d mort. 1885, 90⅛@92; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 73⅜@73½; Central Ohio, 24@25; do., 1st mort., 83@85; Western Md. 6s, 1890, 76@80; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 85@88; do., 6s, pref., 65@67; do., 6s, guar., by Washington Co., 80@85; Richmond and Danville bonds, 76@77½; Orange and Alexandria 1st mort., 6s, 70⅝@78; do., 2d mort., 6s, 76@78; do, 3d mort., 8s 86@86; do., 4th mort., 8s, 75@—; Orange, Alexandria and Manassas 7s, 77@78½; Virginia and Tennessee 8s, 83@86; do., 6s, 1st. mort., 75@—; do., 6s 2d mort., 72@74½; Baltimore 6s, 1875 93@94; do., 1886, 92@93; do., 1890, 92¾@92⅞; do., 1893, 91@92¼; do., 5s, 1838-'70, 73@75; Memphis City 6s, 50⅞@51; Maryland Defense Loan, 1883, 101¼@101½; City Passenger R. R., 18¾@19¼; George's Creek Coal, 65@67; Atlantic Coal, 2.50@2.50; Bare Hill, 0.10@0.15.

☞ Articles of association have been filed of the Boston, Saratoga and Western Railway Company. The road is to run from Saratoga, or from a point of junction on the line of the Adirondack road, at or near Sackett's Harbor or Oswego, with a right to construct a branch to Utica. Length of road to be about 150 miles. Capital stock, $10,000,000.

☞ The Savannah, Griffin and North Alabama Railroad will be completed from Griffin to Newnan by the first day of June next. Surveys of the route west of Newnan are now progressing.

☞ The survey of the Helena and Iron Mountain railroad has been commenced. The design is to construct immediately that portion of the line between Helena and Forrest City.

☞ The stockholders of the Woodstock (Vt.) Railroad have voted to increase the mortgage on the road $100,000, making in all $350,000.

☞ The City of Baton Rouge has voted in favor of a bonus of $35,000 to the New Orleans, Baton Rouge and Vicksburg railroad.

☞ The railway between Bombay and Calcutta has been opened for through traffic.

International Coal and Railway Co.

The Cape Breton *News*, of 26th ult., says the railway works of this company, between Sydney and Bridgeport, are being vigorously advanced from both ends of the line. The pier works on the eastern shore of the harbor, although somewhat interrupted, owing to the absence of the customary strong river ice, are also in a creditably forward condition. Mr. Rogers, the Superintendent, is advancing the work throughout with all possible expedition. There are at present over two hundred persons employed in and about the works.

This is the road now being constructed by Mr. Duncan Macdonald of Montreal. We further understand, in addition to the information conveyed above, that the rails have been contracted for, and that the work will be fully completed six months ahead of the contract time.

Honduras Railway.

The London *Railway Times* says that the work on the first section is now being proceeded with by the contractors, Messrs. Waring Brothers, under the personal supervision of Mr. W. M'Candlish. The second section is also to be commenced forthwith, and on Saturday, April 2, Mr. Drew, the representative of Messrs. Waring Brothers and M'Candlish, accompanied by a numerous staff of engineers, left Liverpool by the Cuba steamship for Honduras, and they hope to be able to commence work immediately on their arrival. When both sections are finished there will be complete communication between Puerto Caballos, on the Atlantic side, and Camayagua, the capital of the country.

☞ The Pine Bluff (Ark.) *Republican* says that work has actually commenced on the Little Rock, Pine Bluff and New Orleans Levee Railroad. We believe this company falls heir to the work and effects the original railroad project between Little Rock and Napoleon. A large amount of work in the way of cutting out timber and throwing up a road bed for half the distance between Pine Bluff and Napoleon, was done by the original company, before the war. This work already done, and the State aid granted, will go very far towards building it when a start is fairly made.

☞ As an evidence of Southern progress, it is stated that the two Carolinas, Georgia and Florida have twenty great railroads in progress of construction, while Delaware, Maryland, West Virginia, Missouri, Arkansas, Texas, Louisiana, Mississippi, and Alabama have about forty. These are additional to the roads already complete and in operation in these States.

☞ Articles of association have been filed for the organization of the Utica, Chenango and Cortland Railroad Company. The road is to run from the terminus of the Ithaca and Cortland Railroad, in the village of Cortland, to a branch of the Midland Railroad in the town of Otselic, Chenango county, a distance of about thirty-two miles. The capital stock is fixed at $800,000.

☞ O. H. Waldo has been elected President, and R. P. Ober Vice President of the Milwaukee and Northern Railroad Company. It is determined by the officers and those interested to make arrangements for building the road without delay.

Journal of Railroad Law.

RAILROAD COMPANIES—PASSENGERS PASSING FROM TRAIN AND RECEIVING INJURY GUILTY OF NEGLIGENCE—WHEN PASSENGER TRAIN MAY RUN ON SIDE TRACK.

The facts of the recent case of The Ohio and Mississippi Railroad Company *vs.* Schrebe (44 Ill. p. 400) are fully and clearly stated in the following opinion by

WALKER, J.—This was an action on the case brought by appellee, in the St. Clair Circuit Court, against appellants, for negligence in operating their trains, whereby he was injured. It appears that appellee became a passenger at Illinoistown for Lebanon, on a passenger train of appellants. That, on arriving at Lebanon, a freight train being too long for the side-track had stopped on the main track, and the passenger train, having slackened up, moved upon the side track to permit the freight train to pass. As the passenger train started, appellee attempted to get off, and in doing so fell, and one of his arms was crushed, and afterward amputated. He insists that the injury was produced by the carelessness of the employees of the company, while they contend that it arose from his own want of care and prudence.

Appellee swears, that, after the train had stopped and was starting again, some one said that the train was going to Summerfield, which was the next station. That he thereupon took his baggage and went out upon the platform, and just at that time "the locomotive gave a push backward, and I fell down by the wheels, and the locomotive then went backward and the wheel went over my right arm," and the doctor amputated it. "The locomotive came back with great force." "I think a man and his wife got out before me safely; it was forty or fifty yards from the station where I was hurt; I cannot tell whether Lebanon was announced or not; I did not hear it; I did not see any thing of the conductor, or any brakeman when I went to the door of the car, and no one told me not to get out." He says the night was very dark, and in this he is supported by other testimony.

Two witnesses, besides the conductor, testified that the conductor told him not to get off there; that it was not the station. They say they heard the warning. They were just behind him and had started to pass from the car. They say this occurred at the door of the car, and as the conductor met appellee on the platform in coming from the next car. Another passenger in the same car testifies, that, as the crowd started to go out, he heard some one at the door say. "We have not got to the station yet;" that it was about the time appellee was hurt. He says he does not know who it was that gave the warning; that he was about the middle of the car.

The conductor testified, that, as he came out of one car to the platform, appellee was coming out of the opposite car with some bundles in his hands, that witness said to him, "Do not get off here, we are not at the station;" but appellee walked along and stepped down on the steps of the car, and that he (witness) took hold of his shoulder and said, "Don't get off here," but appellee was too heavy for him to hold, in the position which witness then occupied, and he fell. There seems to be no other witness than appellee who testified that there was a violent jerking by the train at the time the accident occurred. Some of the witnesses gave it as their opinion that appellee was under the influence of liquor at the time; but this he denied, and said he only drank one glass of beer that day, and that was in the morning.

If the testimony given by appellee was alone considered, the jury might have been warranted in the conclusion at which they arrived; but his testimony is overcome by the testimony of at least four witnesses as to the warning given. "That they had not reached the station;" and three of them state positively that he was directed by the conductor, not to pass from the cars at that place. These witnesses, so far as we can see from this record, stand unimpeached, and are entitled to to credit. This evidence, may no doubt, be reconciled. Appellee may have been so fully possessed with the idea of getting from the cars, and thus avoid being taken to the next station, that he failed to give ordinary attention to what was said and done at the time. If his mind was greatly preoccupied with such an apprehension, and he was not giving his attention to what others were doing, he might and probably would not hear the warning or directions given by the conductor. The others, however, seem to have been giving proper attention, and state positively that the warning was given, and that they heard it distinctly.

Appellee states that the conductor did not take hold of him, while the latter states that he did, and is fully supported in the statement of Ellen Macken. We are wholly unable to comprehend how so many witnesses could be mistaken as to what they saw and heard. On the other hand appellee may have been, and no doubt was, badly stunned by the fall, and would be less likely to recall the circumstances, than others not subjected to such a peril. It is more than probable that the conductor took hold of him while he was in the act of falling, and if so, it was natural for appellee to have been entirely occupied with his situation, and the apprehension of its results; under such circumstances it would be remarkable if his attention was attracted to the fact that the conductor had hold of him, or, if noticed at the instant, that he could not recall it to memory. The evidence we think preponderates largely in favor of the occurrence as detailed by appellants witnesses.

This case proceeds upon the ground of negligence on the part of appellants. But, when we consider the circumstances, we are unable to see that they have been derelict in any duty. Appellee says he did not hear the name of the station announced, and it was, we presume not done, as the train had not reached the station. He either failed for want of attention to hear the emphatic warning of the conductor, or he failed to regard it. Nor was there any negligence shown in running the train on the side track, to permit the freight train to pass on the same track. The evidence shows that such a course was not unusual and in this instance it was necessary. And the weight of evidence is, that there was no violent jerking of the train; but if there had been, it was not negligence, as the train had not reached the platform where passengers were expected to get off. Appellee was attempting to pass from the train while in motion, and at an unusual place. If there was negligence it was on the part of appellee.

The judgment of the court below is reversed and the cause remanded.

Judgment reversed.

Trade and Commerce of Milwaukee.

The Twelfth Annual Report of the Trade and Commerce of Milwaukee, complied for the Milwaukee Chamber of Commerce by Secretary Langsdon, has been issued. From this we learn that the total receipts of grain at Milwaukee, in 1869, were 19,407,054 bushels of which 17,745,238 bushels were wheat. The receipts of flour were 807,763 barrels, and the amount manufactured in the city, 481,511 barrels—total 1, 288,274 barrels. The shipments of wheat from the city to Eastern and Canadian markets, during the year, amounted to 14,272,799 bushels, and of flour, to 1,220,058 barrels.

The following is a comparative statement, from official sources, of the receipts and shipments of wheat at Milwaukee and Chicago during 1869:

	Receipts. Bushels.	Shipments. Bushels.
At Milwaukee	17,745,238	14,272,799
At Chicago	16,876,760	13,244,249
Difference	868,478	1,028,550

It will be seen that Milwaukee received 868,478 bushels more, and shipped 1,028,550 bushels more wheat than Chicago, in 1869. But the amount claimed as receipts at Chicago, includes 312,515 bushels shipped from Milwaukee by rail in the early part of the year, to eastern points *via* Chicago. Deducting this from the receipts at Chicago, it will be seen that Milwaukee is 1,180,993 bushels ahead on receipts.

The total number of hogs packed during the season just closed, was 175,000, against 133,244 the previous season.

The total quantity of eastern and foreign merchandise carried to Milwaukee, in 1869, by railroads and lake steamers, exclusive of railroad iron, pig iron, salt, plaster and other articles of coarse freight, was 111,256 tons, against 94,468 tons in 1868.

In extent of marine commerce, Milwaukee ranks as the fourth city in the Union. The number of entries at the Custom House during the year, was 4,878, with a total tonnage of 1,974,119 tons, and of clearances 4,877, representing an aggregate tonnage of 1,938,414 tons.

The assessed valuation of real estate and personal property in the city is $43,493,313, against $39,204,542 in 1868.

There were manufactured in Milwaukee during 1869 a total of 481,511 barrels of flour.

The receipts of salt during the year were 179,673 barrels.

There were made there 90,509 barrels of beer, and 17,263 barrels of high wines.

Eighty-seven thousand six hundred and ninety tons of coal were received by lake, and 49,207 cords of wood.

During the year 1869 the receipts of American and foreign railroad iron at Milwaukee amounted to about 31,601 tons, and 9,000 tons additional were manufactured by the rolling mill there, making a grand total of 43,601 tons, worth, at the average price of $80 per ton laid down there, $3,488,080, or sufficient to iron 436 miles of road. Of the amount received by lake, 28,178 bars, or about 6,261 tons, were foreign iron. The American iron as entered at the Custom House, was

68,291 bars and 18,165 tons, total—estimating 4½ rails to the ton—28,340 tons. Nearly all of this iron was forwarded westward by rail from Milwaukee, to iron part of the new railroads, built last year in Western Wisconsin, Northern Iowa and Minnesota. From present indications a much larger amount of iron will be laid down this year. Double the amount that was made last year will be manufactured there, requiring for this purpose alone upwards of fifty thousand tons of coal. 12,180 tons of pig iron were received there during the year, and 4,695 tons of iron ore.

New York Savings Banks.

The annual report of the Superintendent of the Banking Department on Savings Banks, contains the following interesting points: Resources January 1, 1869, $181,958,648; do., January 1, 1870, $208,607,148. Amounts due depositors, 1869, $169,808,718; 1870, $194,360,299. Other liabilities, 1869, $61,714; 1870, $222,969. Excess of assets over liabilities, 1869, $12,088,216; 1870, $14,023,880.

	1869.	1870.
Number of institutions reporting	110	123
Number of open acco'ts	588,556	651,474
Average to each depositor or account	$288 51	$296 80
Number of accounts opened during the last year	183,822	209,624
Number of accounts closed during the last year	139,812	148,145
Amount deposited (not including interest credited) during the last year	$110,148,050	$133,389,700
Amount deposited (including interest credited) during the last year	118,814,424	143,709,907
Amount withdrawn during the last year	101,133,308	119,105,499
Interest or profits received or earned during the last ysar	11,283,415	12,918,009
Interest credited to depositors during last year	8,666,374	10,320,207

The management of the savings banks is highly commended, and they are defended by the Superintendent from the charge that their expenses are excessive. The proposal to sequestrate unclaimed deposits for the benefit of the State is strongly denounced.

Bridge over the Hudson River at Albany.

The Albany *Evening Journal* has obtained from official sources the following facts in reference to the new railroad bridge to be constructed over the Hudson River at Albany:

The east end of the Bridge will be located between the old Hudson River depot and the Boston freight house. The west end will touch Quay street on the south side of Maiden Lane, taking a portion of the building on the corner of these streets, and so curving, in a northwesterly direction, across Maiden Lane into the old depot, gradually descending, until it reaches the ground level, in the rear of the Delavan House.

The contract for the foundation and stone work of the bridge has been awarded to Charles E. Newman, of Hudson, the well known enterprising and accomplished Bridge Superintendent of the Hudson River road. The figures for this part of the work are not made public; but the contract price is surmised to be not far from $250,000. Bids for the superstructure are in hands of the engineer, but no award has yet been made.

The work will be begun early in the summer, and pushed with all proper speed.

The old bridge will remain where it now is, to be used after the new bridge is completed, exclusively for freight transit. The present wooden superstructure is to be superseded by iron.

The new bridge will be used exclusively for passenger trains. It is expected that its construction will occupy about eighteen months.

Bangor, Oldtown and Milford Railroad.

This road, as is well known, has been purchased by the European and North American Railway Company, and is to be discontinued. It was one of the first railroads built in Maine, was for a long time in sole possession of the late General Samuel Veazie, and has always been exceedingly profitable. The last passenger train over this road is to be run this afternoon, starting from Bangor, passing over the entire line, and returning this evening. It will partake of the nature of a farewell excursion, and of course a great many of the old citizens of Bangor will take advantage of the occasion. The formal discontinuance of a railroad which has never failed to give a handsome return on its cost, simply because it is superseded by another route, is a very rare occurrence in this country.—*Boston Adv. April* 16.

☞ The Boston *Commercial Bulletin* says that a provisional contract has been made with the government of Costa Rica by Overman, Freund & Co., of London, to build a railroad from the port of Limon, on the Atlantic, to Pacuare, about thirty miles inland, to meet there the cart road from San Jose, the capital, running through Cartago. The contractors give the government a loan, to pay for the same, and also for harbor improvements at Limon at seventy per cent., bearing interest at seven per cent. per annum, re payable in twenty-two years by a two per cent. sinking fund. Engineers will be sent out at once from London to survey the route.

☞ At a special town meeting, held at Essex, Mass., on the 11th inst., it was voted, 258 yeas to 35 nays, "that the town raise and appropriate the sum of fifty thousand dollars ($50,000) to aid the Eastern Railroad Company in the construction of a branch railroad, beginning at some point in the town of Essex, convenient for the business and travel of said town, and terminating at such point on the Eastern Railroad, or the Gloucester branch of said road, as may be found most suitable."

☞ The Milwaukee *Wisconsin* says the citizens of Platteville, Wis., expect the cars to be running to that place, on the Dubuque and Milwaukee road by the 1st of June. The President of the road has returned from New York, having effected an arrangement by which money is secured to complete the railroad to Platteville, and secured iron enough for the balance of the road, which will be pushed forward rapidly.

☞ The survey of the proposed railroad extension from Pittsfield to Alton Bay has been made. A mass meeting of all concerned in the enterprise is to be held at Gilmanton Iron Works, N. H., on the 10th of May.

☞ The following are the directors of the Green Bay and Lake Pepin Railroad Company; Anton Klaus, C. D. Robinson, W. J. Abrams, Joshua Whitney, Henry Ketchum, J. S. Featherly, J. H. Elmore, D. M. Kelly, Geo. Sommers.

☞ The engineers have completed the survey of the route of the Lynchburg and Danville Railroad.

Lake Superior Railroad.

A correspondent of the Baltimore *Sun*, writing from St. Paul, Min., says: "The Lake Superior Railroad, which is probably attracting the attention of the entire country more than any other road in the northwest, is now open to Kettle river, ninety-six miles, and the balance (fifty miles to Duluth) will be completed at the rate of about one mile a day, although the formal opening will probably not occur until the 4th of July next. Over two thousand men are constantly employed on the road. Negotiations are pending, to be completed in a few days, for a lease of the Sioux City Railroad to the Pennsylvania Central, thus virtually carrying out the original plan of having one controlling power and one unbroken line from Lake Superior via St. Paul to Sioux City, and then on to a junction with the Union Pacific Railroad. Men are already at work in surveying the Northern Pacific route, and in less than four years cars will run direct from St. Paul to Portland, Oregon."

Railway in Japan.

The last advices from Japan describe arrangements which have been completed for the first introduction of railways into that country. The line is to connect Yeddo and Osaka, the new and old capitals of the empire, a distance of 300 miles; and there are also to be branches from Yeddo to Yokohama, and from Osaka to Tsuruga, which will be along the Biwa Lake, and will connect the west coast with the two capitals. The work will belong to the Japanese Government, but it is to be carried out under the advice of English engineers. An English loan of one million sterling is to be raised to meet the cost, and this be secured not only by the line itself, but by a morgage on the Customs' duties collected at the ports. From three to five years are to be allowed for completion.

Richmond and York River Railroad.

We are authorized to state, in reference to this work, that surveys of the line to the lower waters of the Plankatank river were completed two months ago, and since then the President has been actively prosecuting his efforts to arrange for the necessary capital to put the work under immediate construction. Last week, at a meeting of the Board of Directors, the President was authorized to create the necessary liens by mortgage on the new work to raise the means required. He has already had the mortgage prepared, and on Thursday several capitalists from Baltimore were here in treaty with the President on this subject. Other arrangements have been effected that will probably secure not only dispatch, but also great economy in the execution of the work. —*Richmond Whig.*

☞ The Great Western Railway Company of Canada gives notice that from the accounts for the half-year ending 31st January last, after providing for a dividend on the preference stock, a dividend on the ordinary shares at the rate of 5½ per cent. per annum, free of income-tax, will be recommended, reserving £3,000 for renewal of ferry steamers, and carrying forward to current half-year the sum of £2,054.

☞ Articles of association have been filed of the Rochester, Nunda and Pennsylvania Railroad Company. The road is to be constructed from Mount Morris, Livingston county, to the town of Amity, Allegheny county, a distance of about thirty miles. Capital stock, $600,000.

Intercolonial Railway.

We received by the last mail two voluminous and interesting blue books respecting the progress made on the works of the International railway. From these it appears that the whole length of line will be under contract in the course of the present summer and that the progress already made is considered satisfactory, notwithstanding the fact that some of the sub-contracts have had to be relet. Portions of the line will, it is fully expected, be opened for traffic next year.—*Canadian News*, April 7.

☞ The Worcester and Nashua Railroad Company has begun to lay a double track between Worcester and Nashua, and will try to have it completed as far as Croton Junction in less than one year. This additional track has become necessary in consequence of the great increase of business on the road.

☞ A charter has been lately granted by the Wisconsin Legislature to the Berlin, Weyauwega and Lake Superior Railway Company, which proposes to build northward from Berlin to the lake, and also is empowered to construct a southerly line in the direction of Freeport, Illinois, crossing the state line in Green county.

☞ The Athens branch of the New York Central Railroad is about to be put into operation, the Hudson *Register* saying that it is intended that all of the heavy freight shall be shipped by this route. A line of barges will connect at the Athens depot and transport freight from there to New York.

☞ The following are the officers of the Sturgeon Bay and Fond du Lac Railroad Co.: President—R. C. Tate, of Racine; Vice-President—A. W. Lawrence; Secretary—R. M. Wright; Treasurer—H. Harris of Sturgeon Bay.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex easily earn from 50c. to $5 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer: To such as are not well satisfied, we will send $1 to pay for the trouble of writing. Full particulars, a valuable sample which will do to commence work on, and a copy of *The People's Literary Companion*——one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., AUGUSTA, MAINE.

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Notice to Contractors.

SEALED PROPOSALS will be received until the 26th of April next for the grading, masonry, bridging and superstructure of the Sugar River Railroad from Bradford, N. H., about thirty (30) miles to the Sullivan Railroad in Claremont.

The work will be let entire or in sections, as may be desired.

The right to reject all bids not satisfactory is claimed.

Plans, profiles and specifications can be seen at the office of the Company at Newport, N. H., or at the office of the Northern Railroad at Concord, N. H.

A. M. SHAW.

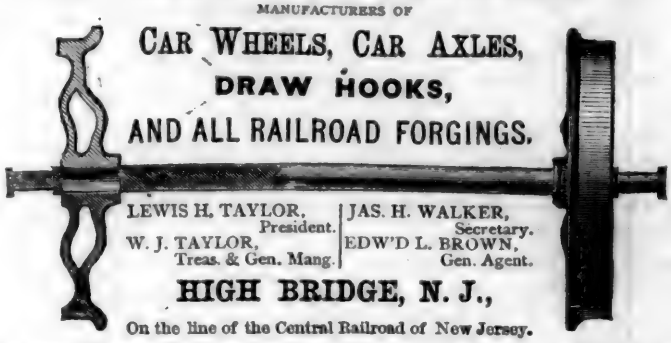
Newport, N. H., March 28, 1870.

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On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 10 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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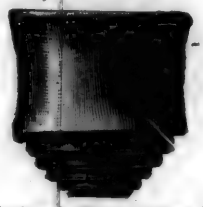
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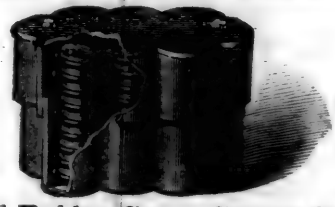
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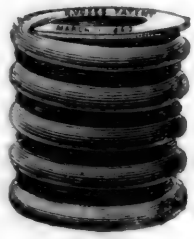
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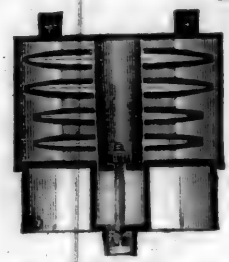
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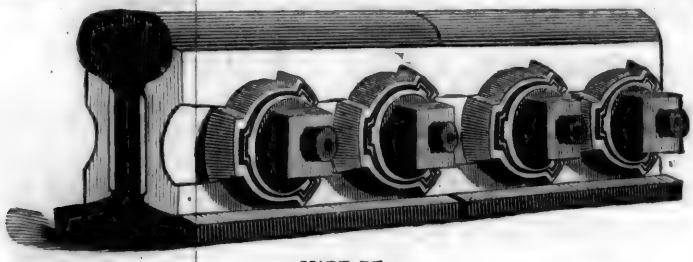
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVI., No. 18.] SATURDAY, APRIL 30, 1870. [WHOLE No. 1,776, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 30, 1870.

St. Louis, Alton and Terre Haute Railroad Company.

No 12 WALL STREET.
New York April 20, 1870.

PROPOSALS FOR BONDS.

This Company offers for sale $235,000 of the FIRST MORTGAGE BONDS of the INDIANAPOLIS AND ST. LOUIS RAILROAD COMPANY. These Bonds are part of an issue of $2,000,000, which are authorized and issued for the construction and equipment of the line of Railroad between Indianapolis and Terre Haute, Indiana, about seventy-two miles in length, now nearly finished, and which will be finished and in operation early in July next. This road is constructed and will be operated by the Pittsburg, Fort Wayne and Chicago, (now assumed by the Pennsylvania Railroad Company, under their lease of the P., Ft. W. and C.,) and the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Companies, and forms the connecting link between the main line of the road of this company at Terre Haute, and the road of the Cleveland, Columbus, Cincinnati and Indianapolis Company at Indianapolis. Of the $2,000,000 First Mortgage Bonds issued as above, $750,000 are taken by the Pittsburg, Fort Wayne and Chicago Railway Company, (and taken from it by the Pennsylvania Railroad Company, under the terms of their lease,) $750,000 are taken by the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, and $500,000 were required to be taken by this Company. $600,000 of stock was taken at par and paid up in full by the two associated Companies first named, and the proceeds expended on the road. By stipulation between the parties in October, 1868, the Bonds were to be taken and paid for at the rate of 90. The Bonds now offered for sale are part of the number ($500,000) agreed to be taken or negotiated by this Company. The interest (seven per cent.) is payable July and January or March and September, according to the series. Sealed proposals (marked "Bids for Bonds") will be received until Wednesday, May 4th, and 12 o'clock, noon, by the President, to whom they should be addressed at the office of the Company, No. 12 Wall street, where any further information will be given. Bidders will please to take notice that the bids will be for the principal of the Bonds. The accrued interest will be added. Successful bidders will be notified immediately on or before May 5th, and the Bonds will be delivered and payment required at this office on or before 2 P. M., 6th May, 1870. The Company reserves the right to reject any bids not considered for its interest to accept.

By order of the Board,
CHARLES BUTLER,
President.

Central Mining Co.

From the report of this company for the year ending 1869, we learn that the amount of copper produced during the year was 1,117 tons 1,455 lbs. mineral, of 78¼ per cent., against 1,077 tons 859 lbs. of 80¼ per cent. in 1868; the gain in 1869 being equivalent to 14,784 pounds of ingot copper. Receipts for the year, $411,098 11; expenditures and decrease of available effects at the mine, $310,746 72; net profit, $100,351 39. The cost of all improvements and new machinery is included in the current expenses for the year. A dividend of $4 per share ($80,000) was paid March 10, 1870. Net available assets, after paying dividend, $162,008 11. On a paid in capital of $100,000, this company has divided, in cash, since Jan. 1, 1864, $390,000. The mine looks as rich as ever, and the stockholders have every reason to expect liberal annual dividends for years to come.

Opposition to the Income Tax.

In Philadelphia, on Saturday, 23d inst., at Nisi Prius, the Philadelphia and Reading Railroad Company, the Lehigh Valley Railroad Company, the Lake Superior and Mississippi Railroad Company, the Philadelphia and Trenton Railroad Company, the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company applied for injunctions to restrain William H. Barnes, collector of internal revenue, and his agents, from levying and collecting the income tax of five per cent. on interest and dividends for 1870. The bill of the Philadelphia and Reading Railroad Company, which is similar to all others, set forth:

That your Orator has been informed that the ground on which the attempt to enforce the collection of the aforesaid taxes is based, is that the 122d section of the Act of Congress entitled "An Act to provide Internal Revenue to support the Government to pay interest on the Public Debt, and for other purposes," approved June 30th, 1864, as amended by the 9th section of the Act of Congress approved July 13th, 1866, entitled "An Act to reduce Internal Taxation, and to amend an act entitled an Act to provide Internal Revenue to support the Government to pay Interest on the Public Debt, and for other purposes," was not intended merely to provide for collecting income tax chargeable under the 116th section of the said Act of June 30th, 1864, as subsequently amended, but that the tax chargeable under the said 122d section was and is an independent tax, indefinite in duration as to time, and collectable notwithstanding the expiration of the period during which incomes are taxable under the 116th and 119th sections of the Act of June 30th, 1864, as last amended by the 13th section of the act of Congress, approved March 2d, 1867, entitled 'An Act to amend existing laws relating to Internal Revenue, and for other purposes;" and your Orator charges that according to this construction of the law, your Orator unless relieved as hereinafter prayed for, will be compelled to retain from its stockholders and bondholders a tax of five per cent. on their interest and dividends whenever the same are hereafter payable, and will in all probability be involved in many suits, not only with the holders of its bonds, who are quite numerous, and who cannot be expected to submit to your Orator's retaining five per cent. from the interest due them, when there is no authority whatever for such retention, but also with the officers of the

Internal Revenue of the United States for the recovery back of taxes thus illegally exacted.

A preliminary injunction was granted for five days, at the expiration of which time the question is to be agrued. Some ten or twelve of the leading railroads of the State have refused to pay the above taxes, and await the action of the courts.

Mil., Minn. and Green Bay R. R.

The Manitowoc *Tribune* says: "The engineers and surveyors of Messrs. Easton & Co. have reached Sheboygan, on their way north, and may be expected at Manitowoc next week. As soon as Ozaukee and Appleton have voted for the amount of stock subscription like Sheboygan and Manitowoc, the work on all the roads under contract will be commenced in earnest, and in all probability accomplished much earlier than the time limited for them in the contracts."

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$84,203 72	$87,667 31
" freight	151,844 89	172,465 88
" express	4,366 86	4,327 04
" mails	13,748 92	15,637 45
	$254,164 39	$280,097 68
Expenses, viz:		
Maintenance of road	$43,701 40	$40,399 05
Motive power	38,794 78	38,118 65
Repairs of cars	12,762 08	16,535 99
Transportation	35,312 00	54,520 02
Salaries & general exp.	14,868 88	14,986 52
	$145,439 09	$159,560 28
Net earnings	$108,725 30	$120,537 40
Less interest accrued on bonds to Sept. 1, 1869	$59,150 00	
Interest accrued on Preferred Stock to November 1, 1869	12,400 00	
Interest accrued on Certificates of indebtedness to January 1, 1870	7,560 83	
Interest on outstanding coupons to January 1, 1870	7,732 92	
Current interest	4,930 90	
Land claims settled the past year	325 00	
Claims for cotton lost and burned during the war, settled this year	1,446 75	
Claim for wood and services rendered in 1861 and 1862, settled this year	597 76	
Extra legal services, revenue stamps, engraving new bonds, etc	2,870 98	
	97,015 14	
Leaving a balance of	$23,542 26	
Add balance from previous year	22,120 11	
Total, as in Balance Sheet	$45,662 37	

Compared with the previous year, the gross earnings show an increase of $25,933 24; with an increase in operating expenses of $14,121 14—making the increase in net earnings, $11,812 10.

The President in his report says:

In reviewing the above, you will observe an increase of nearly fourteen per cent. in our freights of the past year, which, if not large, is still an acceptable evidence of the gradually improving condition of the agricultural and other interests of the country through which our road passes.

During the year we have transported 22,850 bales of cotton, 50,709 barrels of naval stores, and 3,896,600 feet of lumber, as against 18,988 bales, 40,521 barrels, and 3,884,000 feet the previous year. For the cotton in our interior, and for much of the merchandise returning therefrom, we have been unable to compete successfully, in consequence of the extremely low rates at which both were being passed through Wilmington,—growing out of a protracted and severe competition between rival steamship lines from that port, establishing rates infinitely lower than could be afforded us, by the steamers from Charleston. The recent consolidation, however, of these lines, induces the hope that we shall not, in the future, suffer to the same extent from this cause, and also, that arrangements may, eventually, be made with our own steamers, which will, measurably, counteract this disadvantage. In our travel but little improvement is noticeable, or, indeed, was to have been expected, as the circumstances affecting it have remained the same as at the date of our last report. All reasonable facilities have been given to it, but the absence of any connection with the system of roads south of us, together with the sparseness, and still restricted means of the population directly along our line, will, obviously account for this result.

The opening of the Savannah and Charleston road on the 11th March,—by placing us in direct communication with Savannah, Jacksonville, and all the important points in Florida and Southwestern Georgia, and thus establishing the best, shortest and most comfortable route by rail, between St. Mark's (Fla.) and all the northern cities, must considerably improve our through travel,—but sufficient time has not yet elapsed for us to judge of its full effect.

Our operating expenses have been heavier than those of the past year, which is to be explained by an expenditure of $16,500, upon the company's wharf, the extension and improvement of which had become necessary for the encouragement of our business in lumber and phosphate rock. We cannot, however, hold out the prospect of any reduction in them the ensuing year; on the contrary, we must anticipate their increase. It should be borne in mind that we are now operating the road with very nearly the same machinery which we had in use before the war, the advanced age and increased demand upon which, will, necessarily, entail constant attention and considerable expenditure to maintain its efficiency. To keep the motive power and various appliances of the company up to the standard requisite for the safe, regular and prompt discharge of the duties and responsibilities it assumes to perform, is one of those paramount necessities which must be met. With this in view, we have already contracted with the Rogers' Works for one new freight locomotive, and towards the close of the year may be compelled to order another. We are also much in need of new first class passenger cars, as a substitute for our present stock, the old style and lengthened service of which render them better suited for second class cars. We also require additions to our rolling stock and more extensive depot accommodations. In supplying these wants, however, we shall, as heretofore, endeavor to avoid pecuniary embarrassment and only move as our necessities shall, from time to time, dictate.

Under the authority conferred upon your board, at your last meeting, to rearrange the company's bonded debt, in conformity with a plan then submitted, a new general mortgage was executed with two preferences, securing an issue of 1640 "First Preferred" bonds, each for $500, amounting to $820,000, and 644 "Second Preferred" bonds, each also for $500, amounting to $322,000, which bonds were dated 1st of September, 1869, and were made payable 1st September, 1899, with coupons attached, representing an interest of seven per cent. per annum. These bonds were to be offered in exchange for our past due obligations, in accordance with statements then made to you in detail. But after they were partially prepared, many of our bondholders demurred to the proposed rates of interest, urging, that in view of their friendly disposition towards the company, and willingness to promote the readjustment of its debt, they were at least entitled to a higher rate of interest. After due consideration, this concession was yielded by your board, and a new issue of bonds made, of same tenor as the above, bearing an interest of eight per cent. per annum. This change involved some delay, and it was not until very nearly the close of our fiscal year, that they were finally executed and ready for delivery. So little progress had been made in their exchange up to that date, that we deemed it best not to alter our accounts, with reference to them, but on this occasion to present them in their original shape, as shown below. We may add that, up to this date, of the 1,640 first preferred bonds, we have issued 1,288, and of the 644 second preferred bonds, 465, leaving the entire issue of 2,284 or $1,142,000, but 536 bonds or $268,000 on hand.

The acknowledgments of the company are certainly due to those who have thus promptly responded to the only proposition it was in their power to have offered for the readjustment of its debt. An opposite course, and a resort to coercive measures, would have involved us in much difficulty, and have led to results scarcely warranted by the inconsiderable advantages which might ultimately have attended it.

The statements of the treasurer, herewith submitted, will show as at the credit of profit and loss, at the close of the past year | $22,120 11
Add net proceeds of transportation for 1869–'70 | 120,537 40
Dividend on stock in Cheraw Bridge | 20 00
| $142,677 51

Charged with the following items:

Interest paid during the year	$91,774 65	
Claims, etc., prior to 1865	2,571 68	
Cost of new bonds, revenue stamps, and legal exp.	2,668 81	
		97,015 14
Cr. profit and loss, Feb. 28, 1870		$45,662 37

The following will appear as the indebtedness of the company on that date:

1,400 first mort. bonds past due	$700,000 00
290 second " " " "	145,000 00
3,100 shares preferred stock, at $50	155,000 00
Certificates of indebtedness for interest prior to March 1st, 1867	108,048 45
Outstanding interest prior to March 1st, 1867	111,339 00
Outstanding interest due in cash	4,603 19
Bills payable	27,667 65
Real estate bonds	28,000 00
Profit and loss	45,662 37
Stockholders	898,950 00
	$2,224,270 66

To meet this indebtedness, we have the road 102 miles long, with its sidlings, equipments, etc., at a cost of | $2,148,130 65
And assets as shown by the treasurer. | 76,140 01
| $2,224,270 66

The amount of second mortgage bonds, originally issued, was $300,000, of which $145,000 were sold, the remaining $155,000 were subsequently pledged and deposited with trustees as a security for a corresponding amount of preferred stock, say $155,000. This preferred stock is then virtually a substitute for that amount of second mortgage bonds. As this stock has served the purpose for which it was originally issued, and as the bonds of which it is the representative now bear the same rate of interest, there would seem no valid objection to its reconversion into bonds, if so desired by its holders. The preferred stock has the simple advantage of being registered and transferable on the company's books, but many would prefer to forego this for the convenience of collecting their interest by coupons, and the greater facilities of sale, transfer, etc. Your board would therefore suggest a compliance

with such requests, when made by its holders, presenting the equivalent of a bond.

With reference to our certificates of indebtedness, a word of explanation may here be proper. At the close of the war, and while our road was in a prostrate condition, we were pressed to adopt some mode of settling our interest coupons, which had matured during that period, and never been presented. Their payment being an impossibility, we could only propose to fund them in certificates of indebtedness, as had been done by other companies and corporations throughout the south, under similar circumstances. These were accepted by a large number, while a few (mainly capitalists) determined to hold them until the period should arrive for the adjustment of the company's debt, with the intention of then demanding their settlement in bonds. As their legal rights in the premises were beyond dispute, a compliance with their demands became, subsequently, unavoidable. It is to be regretted that our certificates of indebtedness could not have been so arranged as to have entitled them ratably to the protection of the mortgages for the particular bonds, of which these coupons were a part; but, although the effort was made, there were legal and other difficulties in the way, which could not be overcome. To have given them this protection after their issue, was also impracticable. They are now simply the notes of the company, resting solely upon its credit and good faith, and hence it is specially incumbent upon the future management of the company to make in advance, and as their strengthened condition will permit, the necessary provision for meeting them at maturity. It is a debt due by our stockholders, which should be as, in one sense, not less binding upon them than that to their bondholders, and though not due until 1875, timely provision for its liquidation should not be overlooked.

In accordance with a resolution passed at your last meeting, authorizing your board to encourage the construction of the South Carolina Central railroad by such subscription towards its capital stock as they might deem proper—to be subject to your ratification—they beg to inform you that they have subscribed towards the same the sum of fifteen thousand dollars, and would now respectfully ask you to ratify their action. In view of the importance of this road, as placing us in direct communication with Sumpter, one of the most thriving of our interior towns, and also with the proposed Branch of the Wilmington and Manchester road, thence to Columbia, which, we are assured will be shortly commenced, they were disposed to have increased the above subscription, but afterwards concluded it might be proper to await the organization of the company, and the commencement of its operations, before further committing ourselves to its progress. We cannot too strongly urge the claims of that company upon this, to whom it naturally looks for all the assistance we may be able to extend it, but also upon the mercantile community, from whom, in view of the collateral benefits to be derived from its construction, we trust that it will receive the encouragement and support it really deserves.

The company have 12 locomotives, 9 first class and 4 second class passenger cars, 3 baggage, 2 mail and express, 70 box and 42 platform cars. Number of through passengers, 12,498; do. local do., 32,237—total, 44,735. Bales of cotton hauled, 22,850. Barrels naval stores, 50,709. Feet of lumber, 3,896. Number of miles run by trains, 197,707. Av. receipts per mile run, $1.42; expense do., $0.81. Receipts per mile of road, $27.46; expense do., $15.64.

The roadway has been kept in its usual good order. There have been used in repairs during the year 250 tons of rails and 23,090 cross ties. The company will probably require 400 tons more of rails during the coming year. The motive power is in comparative good order. A new locomotive has been ordered to be delivered in May, and it is very probable another will be required before the close of the year.

BALANCE SHEET.

Construction, equipment, right of way, etc	$2,148,130 65
Bills receivable	8,236 60
Stock in Cheraw and Coalfields R. R.	4,064 00
Post office dues	2,600 00
Southern Express dues	346 88
Stock in Cheraw bridge	112 52
Stock in Cheraw and Darlington R.R.	100 00
Real estate	20,723 92
Cash	23,334 24
Open accounts due the company	16,621 85
	$2,224,270 66
Capital stock	$898,950 00
Preferred stock	155,000 00
1st mort. bonds due Sept. 1, 1869	700,000 00
2d " " 1868	145,000 00
Bonds for real estate	28,000 00
Bills payable	27,667 65
Interest outstanding to be funded	111,339 00
Interest funded in certificates of indebtedness	108,048 45
Interest outstanding due in cash	4,603 19
Balance to credit profit and loss	45,662 37
	$2,224,270 66

The office of the company is at Charleston, S. C. The officers and directors are:

President.—A. F. RAVENEL.

Directors—Daniel Ravenel, L. D. Mowry, J. M. Carson, Z. B. Oaks, J. R. Dukes, M. K. Jesup.

Eng. and *Sup't.*—S. S. SOLOMONS.

Secretary and *Treasurer.*—C. WILLIMAN.

Ohio Railroad Law.

The following is a copy of the act passed by the Legislature of Ohio on the 11th of April, 1870, entitled "An act to enable Railroad Companies to redeem their bonded debts:"

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That it shall be lawful for any railroad company, incorporated under the laws of this State, for the purpose of providing means for the redemption of its bonds, secured by mortgage or other lien, upon its road, property or income, to issue and dispose of preferred stock to such amount as may be authorized by the stockholders as hereinafter provided for, and to guarantee to the holders thereof semi-annual or quarterly dividends not exceeding eight per centum per annum, payable at its office, or at such other place as may be designated by the directors.

SEC. 2. The unpreferred stock of the company shall be entitled to dividends only out of the surplus of the profits after setting apart a sum sufficient to pay the dividends upon the preferred stock.

SEC. 3. Before any stock shall be issued under this act, a majority of the directors who desire the same, shall call a meeting of the stockholders of said company, designating the time and place, and distinctly the purpose of said meeting, which meeting shall be held at the principal business office of said company in this State; notice of said meeting shall be given at least thirty days by continued publication in at least two newspapers published and having most general circulation in this State, and one at New York City. If, at said meeting, the consent of a majority in interest of the existing stock of the company shall be given to the issue of such preferred stock of the company, it shall be the duty of the President and Secretary of said company to make out an abstract, stating the total amount of pre-existing stock, the amount of preferred stock authorized, and the vote at said meeting; to which they shall attach copies of said notice and designate the time for which, and papers in which the notices have been published, to which abstract and statement they shall make affidavit, and file the same in the office of the Secretary of State.

SEC. 4. It shall be lawful for the directors of such company to dispose of such preferred stock, on such terms as they may deem advisable in exchange for, or redemption of any outstanding bonds, for the payment of which said company is bound, whether as principal or guarantor, and whether the same have matured or not, or said company may dispose of such stock or any part thereof for cash, but in such event the proceeds thereof shall be set apart and appropriated only to the purchase and redemption of its bonded indebtedness as foresaid.

SEC. 5. This Act shall take effect from its passage.

Arkansas.—Its Resources and Advantages.

(Continued from Page. 457)

The lumber interest of this State is naturally suggested to the mind by the immense forest growth with which it is covered. The pines grow mostly on the hill lands, although they are occasionally found in the bottoms. It is not unusual for a single tree to make two thousand feet of good merchantable boards. No lumber makes better flooring. It is shipped to St. Louis, Memphis, New Orleans, and is used here in the manufacture of sash, blinds and doors; for inside finish, and, indeed, for all building purposes, suitably dressed and oiled, it is very beautiful.

Some portions of the State are very heavily timbered with black walnut. It is of great value and only awaits capital and labor to be added to the commercial wealth of the State.

Cypress grows on the bottom lands skirting the rivers, lakes and bayous. Some of these trees grow to an enormous size, making, in some instances, 6,000 feet of lumber to a single tree. It is an excellent timber for the manufacture of doors, etc., makes good shingles, and is used principally for that purpose in this locality.

Most of the varieties of oak grow luxuriantly. The white oak and a species of oak called here the "overcup," resembling the white oak, grow large, often four or five feet in diameter. It is applicable to all the uses to which oak is ever put, but, on account of its large size, more particularly to the manufacture of the pipe stave. This stave is worth in New Orleans $150 per thousand. They are rived sixty inches long, six inches wide, and two and a half inches thick.

With proper management it seems as if enormous wealth should be accumulated in this business; the profit ought to be at least 100 per cent. This timber can be obtained convenient to navigable streams and in large quantities.

Many other kinds of timber are found here—pecan, persimmon, which grow large enough for saw logs, elm hickory and cherry, all of which, as the country is developed, will seek their legitimate uses. Lumber is now worth $20 per M., and shingles $4.

Red cedar grows in extensive brakes in the northern and western part of the State. It is to be found in larger quantities near the White river and Petite Jean. Of the commercial value of this wood it is unnecessary to speak. Red cedar posts sell in Little Rock market readily at $40 per hundred.

The rich bottom lands of this State have always afforded ample employment for all the capital in the State, and it has proved so largely remunerative that but little attention has been given to the development of the mineral resources of Arkansas. It is, however, assured by geological surveys and other sources of information, that minerals, marble and mineral earths, exist in this State in sufficient variety and quantity to render Arkansas, in that respect, independent of the world. David Dale Owen, in his Geological Reconnoissance of Arkansas, says:

"There are resources of this State in ores of zinc, manganese, iron, lead, copper, marble, whet and house-stone, rock crystal, paints, nitre earth, kaolin, granite, freestone, limestone, marls, green sand, marly limestone, grindstone and slate, which may well justify the assertion that Arkansas is destined to rank as one of the richest mineral States of the Union. Her zinc ores compare fa-

vorably with those of Silesia, and her argentiferous galena far exceeds in percentage of silver the average of such ores of other countries. Her novaculite rocks cannot be excelled in firmness of texture, beauty of color, and sharpness of grit. Her crystal mountains stand unrivaled for extent, and their products are equal in brilliancy and transparency to any in the world. * * Arkansas is destined, I believe, to take the lead of all the Western States in her resources in ores of zinc and manganese."

Speaking of the coal on Spadra creek, he says: "It is semi-anthracite ore, richer in fixed carbon than the celebrated Zebra run coal of the Shamokin coal fields of Pennsylvania, and is superior for manufacturing purposes to any western coal at present known, where durability, intense heat and reduction are required."

The coal is plenty, covers a large area, and can be mined with but little expense. It lies in Johnson county, bordering the Arkansas river, and opens a large field for enterprise and capital.

At the commencement of the rebellion, attention was first being directed to mining in this State, since which time, owing to the unsettled condition of the country, but little advance has been made in developing her mineral resources. Coal is, however, obtained for local purposes, in many parts of the State, by digging into the side of some hill or by stripping the surface earth.

The report of the general land office for 1867 estimates the coal fields of Arkansas to comprise, in area, 12,000 acres. Coal is known to exist in twelve counties, and is mined extensively for local purposes.

Work has been commenced at the Kellogg Lead Mines, twelve miles north of Little Rock, where, I am informed by Mr. Chamberlain, the Superintendent, that the galena is rich enough in gold and silver to defray the expense of mining and smelting, so that the lead is clear profit.

Among the most remarkable of the natural wonders of Arkansas, are the Hot Springs. The cures produced by them are wonderful. Cases of old chronic disease, that have stubbornly resisted all attempts at cure by the profession, yield as if by magic to this great natural mediator. The Hon. James Hinds, in his speech in the house of Representatives, July 25, 1868, said:

"These springs are 54 in number, having a temperature varying from 93 to 150 deg. Fahrenheit, and discharged 317 gallons per minute. The amount discharged from each varies, but they are all qualitively allied. It is estimated by eminent medical gentlemen that there are over one hundred thousand afflicted persons in the United States who cannot be permanently cured except by a use of these waters; and the day is not far distant when a great city will rise on this mountain slope which will be the Baden-Baden of America. Here, where the salubrity of the climate is unsurpassed, especially in the summer season, and where the long genial twilights are inspiringly refreshing, will come the pleasure seekers from all parts of the world; and here will resort from year to year the millions of afflicted from all lands, to be healed of their many infirmities."

Dr. Lawrence, a resident physician for ten years, says:

"The properties of the waters depend not alone on their caloric qualities, but the springs all contain carbonates of the alkalies, and alkaline earth agents well known to therapeutists to possess active eliminative agency, consequently they produce valuable alterative effects in chronic diseases. Rheumatism, gout, stiff joints, contraction of the muscles and skin, old wounds and painful cicatrices are relieved; skin diseases, scrofulous ulcerations, and enlargement of the glands; prostrations from long-standing sickness or debility, following severe courses of powerful medicines, show a remarkable improvement; spinal diseases, neuralgia, nervous affections, partial paralysis, lead palsy, St. Vitus' dance (chorea), muscular and general debility, respond to treatment. Uterine diseases, as a class, are greatly benefitted; and the baths are particularly regarded for the grand climacteric change of life; when sterility is the consequent of functional disorder, the baths are of great importance. For mercurial diseases, mercurio-syphilitic, and all syphilitic affections, volumes of testimonials could be adduced in relation to the effects of those remarkable and unexcelled waters in the treatment of these obstinate and loathsome affections."

The large quantity of free carbonic acid which these springs contain, and which rises in volumes through the waters, produces, undoubtedly, an exhilerating effect on the system, enabling invalids to drink it freely when otherwise the stomach would promptly reject it.

At an early day, not only will these wonderful springs be sought for by invalids, on account of their curative properties, but the lovers of nature, and the traveler who seeks for the wonderful and the beautiful, will here find irresistible attractions.

Says Owen, in his Geological Reconnoisance of Arkansas, when speaking of the vicinity of the Hot Springs:

"This ridge or mountain is made up of the most beautiful variety of novaculite, equal in whiteness, clearness of texture, and subdued, waxy lustre, to the most compact forms and white varieties of Currara marble. Except in being less translucent, it approaches, in lustre and fineness of structure, to chalcedony."

The famous crystal mountains, in Montgomery county, are twenty miles from Hot Springs, of which he says:

"There is at present no region known on this continent which presents such extensive mines of rock crystal as the gorges of the mountainous ridges of Montgomery country. Almost every fissure of this vast sandstone formation, for a distance of one or two miles in length, and from three-quarters to a mile in breadth, is lined with these brilliants, which, exposed in bursting open the rock, glitter and flash in the sun's rays like a diadem."

Here, as in the Alps, we have the "Crystal Hunter," exploring the recesses of this great crystal mountain, and carrying his glittering "points" to Hot Springs and elsewhere, exposing them for sale on the door-steps of the hotel and in the shop windows, as attractions for strangers, to serve by their purchase as remembrances of the buyer's visit to the crystal regions of Arkansas; and truly by a judicious selection the lover of the mineral kingdom may here possess himself of gems of superior value that may vie in beauty and brilliancy with those of the Alps—Dauphin, Peidmont and Carrara. With proper tools, slabs might be rent off from the face of the sandstone rock, far more than a man could lift; in fact, even a cart load, studded over with limpid crystals of all sizes, from the fraction of an inch to five and six inches in length.

There are many other springs in this State possessing curative properties, but it is believed that, in the cure of disease, there are no springs in the world that can compare with the Hot Springs of Arkansas.

The city of Little Rock, located near the centre of the State, is built upon a high, rolling plain, overlooking the Arkansas river and surrounding country for miles, and is as healthy as any other city in the United States. Back of it, lie wooded rocky hills, covered with a heavy growth of timber, while east and south stretch out the bottom lands of Arkansas. Its drainage is excellent. The banks washed by the river are mostly solid rock, which rise from thirty to sixty feet above its level. Its population is about 10,000. It has two steam saw-mills, two steam sash, blind and door factories, eight churches, eight school houses, one college and one seminary, three daily papers, and five hotels.

The public buildings are good, and it has many fine residences, with grounds tastefully ornamented, and a profusion of shrubs and flowers, making it in fact as well as name the "Flower City," or "City of Roses."

Business is good, and it presents all the aspects of a thriving city. In addition to the retail trade, quite a large wholesale business is done from this point. During the past year about 800 bales of cotton have been shipped from this place.

The railroad system of this State finds its common center at the capital, making it the commercial as well as political center of the State, and it is confidently predicted that five years hence will find it a city of 25,000 inhabitants.

Mechanics' wages here are from three to five dollars per day. Farm laborers can be obtained at from twelve to twenty dollars per month; good house servants from six to ten dollars per month.

Emigrants coming to Little Rock will be near the center of the State, and will from here find all points easily accessible. The State land office is located here. Those in charge of it will always be glad to give any information or assistance in their power to immigrants. The different United States land offices are located at Little Rock, Washington (Hempstead county), and Clarksville in Johnson county.

The lands belonging to the State are the swamp and overflowed lands granted to the State by Congress in 1850. Of these, there remain unsold about 2,000,000 acres, divided into first and second class. The first class comprises those lying within six miles of a navigable stream, and are sold at seventy-five cents per acre. The second class are those lying more than that distance from navigable streams, and are sold at fifty cents per acre. This grant comprises some of the finest land in the State.

In 1840 the Legislature enacted what is termed the "donation law," by which the lands not sold by the Auditor at the annual sale of lands for non-payment of taxes, are donated to any person in tracts of 160 acres or less, who shall reside on the land and cultivate five acres, or who, in lieu thereof, shall fence and cultivate five acres within eighteen months after the date of donation. In 1850 the provisions of the law were so extended that a person might take up a quarter section for his wife and each of his minor children; the wife and children are not required to make any improvements, the applicant being required to swear that the land so obtained was for his or her own use, or for the benefit of his child, and not for speculation.

The sixteenth section in each township is set apart for common school purposes. A portion of these lands have been disposed of, but many fine tracts are still in the market. They are sold principally on time and afford good opportunities for the landless to secure comfortable homes. Further information regarding these can be had upon application to the Superintendent of Public Instruction, at Little Rock.

Five hundred thousand acres of land were donated to the State by the general government, in 1841, for the use of internal improvements in the State. They were selected with great care, and comprise the best lands then unsold. A portion of these lands are yet subject to entry. They are scattered over the entire State, and are sold by the State at $1 25 per acre, on a credit of one, two, three, four and five years, with interest payable annually at six per cent.

There was also donated by Congress to this State, for the purpose of establishing a seminary of learning in this State, seventy-two sections of land, which were carefully selected from the most valuable tracts. These lands are sold by the State at $2 per acre, upon the same terms as the internal improvement lands, except that the interest is ten per cent. per annum.

Congress donated to this State a certain amount of land contiguous to the various salt springs. A part has been sold and the remainder is subject to entry at $1 25 per acre, one-fifth cash and the balance on time.

The Commissioner of Immigration and State Lands has by law entire control of all the lands owned by the State, except the school or "sixteenth section" lands, and all applications to purchase must be made to his office, at Little Rock.

There are of government lands in this State about twelve millions acres unsold. These lands are subject to entry only under the homestead

acts of Congress, in tracts not exceeding 160 acres each. Any of these lands may be obtained by actual settlement upon them. Persons who desire to procure a home upon these lands have to settle upon them and make a small improvement, and reside thereon for five years. After they have done so, government gives them a title at the simple cost of preparing the papers, amounting to not more than ten or fifteen dollars.

The homestead law of this State is more liberal than that of any State in the Union, the homestead act of Minnesota exempting but eighty acres of land, while in this State, by a wise provision of the constitution, adopted by the Constitutional Convention, 11th of February, 1868, and subsequently ratified by the people, one hundred and sixty acres of land are exempted from execution. The benefits of this exemption, should the head of the family be removed by death, inure to his widow while she remains unmarried; also to his children during their minority. The constitution further provides: "The personal property of any resident citizen of this State, to the value of two thousand dollars, to be selected by such resident, shall be exempted from sale or execution or other final process of any court, issued for the collection of any debt contracted after the adoption of this constitution.

"Hereafter, the homestead of any resident of this State, who is a married man or head of a family, shall not be encumbered in any manner, while owned by him, except for taxes, laborers' and mechanics' lien, and securities for the purchase money thereof. Every homestead not exceeding one hundred and sixty acres of land, and the dwelling and appurtenances thereon, to be selected by the owner thereof, and not in any town, city or village; or, in lieu thereof, at the option of the owner, any lot in a city, town or village with the dwelling thereon, owned and occupied by any resident of this State, and not exceeding the value of $5,000, shall be exempted from sale or execution, or any other final process of any court." Further, it says: "The homestead of a family, after the death of the owner thereof, shall be exempt from the payment of his debts, in all cases during the minority of his children, and also so long as his widow shall remain unmarried, unless she shall be owner of a homestead in her own right." It also provides that the property of a female, before marriage, shall be held by her in her own right as long as she shall so elect, to be disposed of by her as she shall deem proper. These just provisions of the constitution, it will be seen, provide against the possibility of any one's being distressed or deprived of a home.

The constitution of this State provides "That the General Assembly shall require by law that every child of sufficient mental and physical ability shall attend the public school during the period between the ages of five and eighteen years, for a term equivalent to three years, unless educated by other means," and the Legislature has provided a very efficient school law, now being set in operation, which secures to all the State ample school privileges. The law provides that the white and colored children shall be educated in separate schools.

Section 3, in the educational clause in the new constitution, says: "The General Assembly shall establish and maintain a State University, with departments for instruction in teaching in agriculture and the natural sciences, as soon as the public school fund will permit."

Section 4 provides for a fund as follows: "The proceeds of all lands that have or hereafter may be granted by the United States to this State, and not otherwise appropriated by the United States or this State; also, all mines, stock-bonds, lands and other property now belonging to any fund for purposes of education; also, the net proceeds of all sales of lands and other property and effects that may accrue to the State by escheat, as from sales of estrays, or unclaimed dividends, as distributive shares of the estates of deceased persons, or from fines penalties or forfeitures; also, any proceeds of the sales of public lands which may have been, or may hereafter be, paid over to this State, (Congress consenting,); also, all the grants, gifts, or devises, that have been, or may hereafter be, made to this State, and not otherwise appropriated by the tenure of the grant, gift, or devise, shall be securely invested and sacredly preserved as a public school fund, which shall be the common property of the State. The annual income of which fund, together with one dollar *per capita*, to be annually assessed on every male inhabitant of the State over the age of twenty-one years, and so much of the ordinary annual revenue of the State as may be necessary, shall be faithfully appropriated for the establishing and maintaining the free schools and the university in this article provided for and for no other purpose whatever." In addition to this, the 16th section of land in every township is set apart for school purposes, much of which it is thought can be saved to the State. It is, in any event, safe to assert that the educational interests of Arkansas, are fully provided for.

"In 1860, Arkansas had 518 manufacturing establishments, with a capital of $1,316,610. The annual product was $2,880,578; the cost of labor $554,240, and of raw material $1,280,503, leaving a profit of $1,055,835, or 80 per cent. on the capital. Over three fourths of this production consisted of lumber, flour, meal and leather." Since which time manufactures, especially of lumber have largely increased. From 1850 to 1860 the increase in value of sawed and planed lumber in Arkansas was 1,000 per cent.

In 1850, the population was 209,877; in 1860, 435,450; and is now rapidly increasing by immigration from the older States.

Many farmers in this State realized last year a net income from their crops of from $15,000 to $30,000, and, in one case, $45,000, and this not at the expense of the labor—as in many instances heads of families, having aid of the same only in the picking season, realized, besides cost of living, from $900 to $1,100.

This State is one sixth larger than the State of New York. In 1860, the cash value of farms and farming tools was $100,000,000. Live stock was valued at $22,000,000. The State produced, as near as can be ascertained, 367,000 bales of cotton, 1,000,000 pounds of tobacco, 500,000 bushels of oats, 18,000,000 bushels of corn, 80,000 bushels of rye, 1,000,000 bushels of wheat, 500,000 bushels of peas and beans, 500,000 bushels of Irish potatoes, 1,500,000 bushels of sweet potatoes, 4,000,000 pounds of butter, and 1,000,000 pounds of honey.

The value of the slaughtered animals, in the same year amounted to $4,000,000, showing that of the open land in the State fully one third has not been in cultivation since the war, and that the demand for labor and capital in Arkansas is not exceeded by any part of the United States.

Among the most thriving cities in the State, are Little Rock, Pine Bluff, Camden, Fort Smith, and Helena, all good business points. There are many other thriving towns, desirable localities for immigrants.

This State is easy of access by boat from any point on the Mississippi river. Immigrants from the North and East, *via* Memphis, can come from that city to Little Rock by the way of White river to DeVal's Bluff, by the Memphis and Little Rock Railroad, or by boat *via* the Arkansas river. Immigrants from Germany will find an easy route to this State by either the Bremen or Hamburg line of steamers to New Orleans; from thence by Mississippi and Arkansas or Ouachita river steamers to any point.

Since the war, in common with other Southern States, there have been some local disturbances in Arkansas, but under the strong and well administered State government now in power, all discord has ceased, the evil disposed have either subsided into quite or left the State, gangs of desperadoes have been broken up and offenders brought to justice, until life and property are as well protected in Arkansas as in any State in this Union, and the people every where express an earnest desire for immigration.

Although almost a repudiator for many years, the State government has taken steps to establish her financial reputation. Her debt is funded and provision made for the payment of the interest on the first of January next. She has awarded aid to 850 miles of the railroads in her limits to insure their early completion. These were not party measures. All classes were in favor of a funding bill, and the people of the State, by almost a unanimous vote, pledged her aid to the building of the most important lines of road. Together with this, let it be borne in mind that there are within the limits of (and bordering on) the State, 3,000 miles of navigable streams.

With these great natural resources, and her immense agricultural and mineral wealth, it is confidently expected that but a short time will elapse until Arkansas, rivalling Missouri and Illinois, will stand among the first of the States of the Mississippi valley.

In conclusion, it may be truthfully asserted that any person who can strike a blow, or has a moderate sum to invest, can not do amiss by coming to Arkansas.

All letters addressed to this office seeking information will be promptly answered.

This pamphlet will be sent free to any person on receipt at this office of name and address.

J. M. LEWIS,
Commissioner of Immigration and State Lands.

Kansas City and Memphis R. R.

We learn that this road is to be immediately located and put under contract, and the construction of the same pushed forward as rapidly as possible. The directors are: J. M. Richardson, J. D. Williams, C. E. Kearney, R. T. Van Horn, C. M. Ferree, A. A. Tomlinson, S. Young and Wm. Cresman. President, J. M. Richardson, Springfield, Mo.; Secretary, J. D. Williams, Kansas City; Treasurer, C. E. Kearney, Kansas City; Chief Engineer, A. L. Mortimer, Kansas City.

Cape Cod Railroad.

We learn from the Barnstable *Patriot* that the bids for grading the proposed extension of the Cape Cod Railroad from Orleans to Wellfleet were opened on Friday last, and were found to be upon more favorable terms than had been anticipated. The Directors are about to contract with one of the parties for the entire distance of eleven and a half miles, at about 19 cents a square yard, and the work will be commenced at once. In all probability the work will be completed and the cars running to Wellfleet by the first of October.

☞ The Cumberland *Transcript* says that surveys are being made through Ohio, by way of Canton, for a route direct to Chicago, in connection with the Pittsburg and Connellsville Railroad. This will give the most direct line in the country from Chicago to the seaboard. The route from that city to Washington, through Cumberland, will be the shortest that can possibly be built between the two points.

☞ The Erie *Gazette* says an important lake connection for the Pittsburg and Connellsville railroad will be afforded under the new act authorizing the Erie Canal Company to construct a railway from Pittsburg to Erie. Negotiations are stated to be already on foot for commencing the work and prosecuting it successfully.

☞ The Pittsburg *Gazette* says the work on the Pittsburg and Connellsville railroad is still progressing, with a good prospect of completion inside of twelve months. The grading is being pushed with all possible speed, and contracts have been made for the delivery of ties on many of the sections.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,228	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,280,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A.J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 3½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A.J.O.	Apl.'70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,600	J. & D.	Dec '69 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	980,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	3,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	737,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,160,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 7
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '70 5
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,277,600	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 1½
Cleveland and Pittsburg... 50	5,958,775	J.A.J.&O	Apl.'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	400,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,286,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,250	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	May '70—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref 100	1,967,351	J. & J.	Jan.'70 1½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,833,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 3½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 3½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg 100	2,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. Ft. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	159,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,556	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,616,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mountn' 50	1,676,915	.....	.....
Maine Central..... 100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep.'66 3
" " 2d pref. 50	4,480,368	M. & S.	Sep.'66 3
Memphis and Charleston..100	3,312,725	... ...	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,563	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	July.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,066,544	.....	.....
Naugatuck.....100	1,456,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	600,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	896,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	23,529,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 5
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,220	J. & J.	Jan. '70 5
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,518	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 850	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,651,800	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor't'n 50	1,635,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 10	100,000	J. @ J.	Jan. '69 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,668,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	$79,600	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Manef. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	836,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.).....100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,959,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref.100	1,500,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'70 6
Vicksburg and Meridian...100	367,405	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,862	.....	.....
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,776	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jan. '70 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 542,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,621,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,895	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '70 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3½
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'66 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	.....
Short Mt. Coal..... 50	800,000	.....	Dec'66 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '70 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '69 6
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Jan.'67 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Nov.'69 5
Adams Express..... 100	10,000,000	.....	Aug. '66
Am. Merchants Union Exp.100	18,000,000	.....	Mar.'70 2
United States Express 100	6,000,000	FMA&N	Jan.'70 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	N'v.'69 2½

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,882	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,506,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	528,825	344,366	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,052	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	568,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,900	419,100	508,000	440,300	486,900	579,000	581,000	476,600	387,700	5,274 667
1870	362,800	398,200	443,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,905	482,164	499,296	468,358	585,623	747,942	702,691	787,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,667	1,107,064	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,708	220,061	2,918,342
1869	204,112	180,540	239,522	247,661	241,456	259,408	263,367	341,783	320,025	293,615	271,556	242,621	3,095,965
1870	201,500	218,600	244,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,780	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,403	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,210	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,639
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	614,874	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,006
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	108,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,965	241,236	189,145	236 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,545	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	462,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,068
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	408,510	376,470	3,970,946
1865	300,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,804	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,560	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	6,083,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454.590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	593,550	7,249,270
1870	396,171	382,823	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,819
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,984,041
1869	180,366	216,039	221,459	214,409	218,639	223,236	192,364	276,220	292,803	323,044	298.027	254,806	2,916,543
1870	196,787	218,234	253,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,301	294, 302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	282,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,038,837
1863	335,685	361,834	396,771	429,929	505,517	484,809	451,884	574,486	714,302	815,902	746,955	528,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,725,088
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,383	158,785	176,877	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	494,209	450,263	429,898	323,270	399,439	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,366	.....	.....	.....
1870	.....	293,645	295,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	401,420	706,602	623,560	617,595	768,467	857,322	857,386	716,829	5,769,181
1870	528,529	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107
.. ..coupon		5	" "	1874	....
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 .....registered coupon	282,733,100	6	" "	1881	116
		6	" "	1881	117
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109½
.. .. .. (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109½
.. .. .. (5-20s).....coupon		6	" "	1884	113½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109½
.. .. .. (5-20s).....coupon		6	" "	1884	113½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	109½
.. .. .. (5-20s).....coupon		6	" "	1885	114½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
.. .. .. (5-20s).....coupon		6	" "	1886	113½
.. .. 3d series (5-20s)...registered	379,593,750	6	" "	1887	113½
.. .. .. (5-20s).....coupon		6	" "	1887	113½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	111½
.. .. .. (5-20s).....coupon		6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,565,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	760,50	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	276,902	var	.....	Due.	....
Treasury Notes (7-30s).....	711,700	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,311,810	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,621	*nil.*	.....	Dem.	....
Fractional Currency	38,848,500	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	103
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20 yr)	7,513,692	6	Jan. & July.	'71–'81	100
.. — .. Oct.'61,(10 or 20 yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20 yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	94½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1860)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	96
.. — .. .. (" " ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	76
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	92
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	" "	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	95
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	70
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	96½
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90–'94	97½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	105½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72–'73	108½
.. —	720,000	6	" "	'74–'75	106½
.. —	1,430,000	6	" "	1876	106½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	98½
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	92½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'06	....
.. — .. of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	115
.. —	5,726,800	6	" "	1873	115
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	110
North Carolina—State Bonds (old).....	3,511,000	6	J. & J. or A. & O.	'69–'91	47
.. — .. (new).....	3,059,045	6	" "	'92–'98	33
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,028,171	6	Jan. & July.	1870	100
.. — .. (" ").....	1,600,000	6	" "	1875	102
.. — .. (" ").....	4,095,309	6	" "	1881	102½
.. — .. (" ").....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	107½
.. —	9,273,050	6	" "	1882	109
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	90
.. —Funding Bonds	1,282,971	6	" "	'70–'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	58½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70½
.. — .. Bonds	10,983,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	63½
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,900	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	83
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	50,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	35½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,844,000	5*	March & Sept.	"	1894	....
Loan for $800,000	823,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	97½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage..... 6	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	92½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	92½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	88½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	105
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	98½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	82½
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	80
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	72
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville;						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	74½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'88-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	78
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	84½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	92
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	87½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1892	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,929,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,024	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	80½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 28.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1898	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,405,000	8	Jan. & July.	New York.	1884	90½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1863	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	900,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	98
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
2d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	806,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	8	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	93½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	92
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	91
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	94½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	94½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1895	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,352,000	7	Jan. & July.	" "	1898	87
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	79½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	873,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	180,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (General)	5,000,000	6	" "	"	1881	88½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	91½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.):						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	80
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	81½
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1508	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	96
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	—— & ——	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	—— & ——	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	—— & ——	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	75
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	85
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7			1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	75
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	....
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	334,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	70
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59
Improvement Loan	1,601,670	6	May & Nov.	"	1876	51
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	47½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. & E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	635,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,796,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	165,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	96,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .....Md. & W. Va.	24,186,268	5,026,461	16,199,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	137
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,083	L158,572	—	100	23½
Dec. 31, 1868	49.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	344,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	82
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	—
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	—
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany..... Mass. & N. York.	17,719,196	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	146,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	34	27	528	Boston, Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,926	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	649,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	144½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	—
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	83½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,481	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	122
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,109,466	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	—
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	72
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased to West Jersey.)					6	50	—
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)				54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,000	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	—	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	108½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	—	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,800	.....	.....	40.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,260	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 501,755	713,526	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	115½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,630	45,470,104	140,499,422	6,812,809	3,145,287	10	100	147½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	81.3	—	—	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	303.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	77½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	121½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	—
Jun. 30, 1867	Leases of San. & Cin.								Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,990	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	3	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.)			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jan. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.)			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	2,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	70
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to	Atl. &	Gt. Western)	—	—	8	100	—
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg...	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,498,214	937,788	6	50	106
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,617	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	93
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Leased to	Pittsburg	Cincinnati	and St. Louis.)	—	7	100	204
Feb. 25, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by		Little Miami.)	—	—	8	50	—
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	77½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,642	—	100	—
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to		Concord.)	—	—	7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	3,923,930	6,780,348	649,196	202,840	10	100	189½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,685	1,246,515	523,329	163,178	—	50	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	—
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under	construction.)	—	—	—	—	—	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,863	273,497	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,688,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	108
Oct. 31, 1868	113.0	—	—	—	98	15	5	3,734	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	108,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	826,199	*	—	—	480,000	—	—	—	—	(Leased to	Boston	& Maine.)	29,000	29,000	3	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to	Illinois Central.)	—	—	973,186	—	4½	100	108½
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progress.)	—	—	—	—	—	—
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	—	(In progress.)	—	—	—
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsylvania.)	—	—	—	—	50	—
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	119
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	—
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	—
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,839	—	140.8	—	—	—	512,864	60,969	—	100	—
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	200	Edgefield and Kentucky	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	47.0	—	—	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northern	Central.)	—	25,000	5	100	—
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northern	Central.)	—	165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,899	84,707	816.2	6,882,970	2,164,348	3,908,243	14,376,872	3,244,583	—	100	24
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	100	—
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	—
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	—	29,687	6,815	—	100	—
Nov. 30, 1860	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsburg	and Connellsville.)	—	—	7.6	50	—
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	—
Dec. 31, 1868	12.0	—	—	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	246,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	79.0	—	2.0	—	14	13	6	168	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	—	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	0	12	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	100	—
Dec. 31, 1868	50.8	1 7	—	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	—	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	30.0	—	—	—	—	—	Grand Trunk	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
Dec. 31, 1868	884.0	523.0	—	—	323	219	86	4,094	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,304,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
July 31, 1868	229.0	105.5	—	—	99	125	30	1,413	Greenville and Columbia	S. Carolina	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	—
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	112½
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsylvania.)	—	133,284	133,284	7	50	112½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	—	518	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,820	182,894	766,351	122,688	—	100	—
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,000,000	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135 0	—	—	—	897,617	528,297	—	100	—
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Hudson River	New York.	16,669 382	2,616,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,268	5,674,215	1,780,896	8	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	—
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,091,280	25,278,710	8,018,170	10,901,500	—	970.9	5,414,408	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140½
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	Indianapolis and St. Louis	Indiana.	—	—	—	(Is now	operating	Terre	Haute,	Alton &	St. Louis	R.	R.)	—	—	—	—	—	—
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	3,269,134	1,596,339	4,456,485	106,746	3,185,897	3,232,807	—	—	302.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	159.0	—	18.0	—	54	61	16	900	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	78.0	257,250	—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	—	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	—
Jnn. 30, 1868	13.0	—	—	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	—
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—
Dec. 31, 1868	116.0	—	10.0	—	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	5,027,342	*	975,101	282,491	2,900,000	3,120,000	732,290	1,432,644	226.0	695,819	—	—	1,063,624	264,955	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicago	and Alton.)	—	152,927	7	100	90
Dec. 31, 1868	87.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michigan	Central.)	—	—	8	100	—
Dec 31, 1868	45.0	—	—	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,083	41,937	—	100	—
Oct. 31, 1868	4.6	—	4.6	0.6	—	—	—	—	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned	by Chicago	Burlington &	Quincy.)	—	—	100	—
Dec. 31, 1868	25.0	—	—	18.0	3	5	2	50	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	5	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	—
Dec 31, 1868	31.0	—	13	34.0	2	2	1	20	Lackawanna and Bloomsburg	Penn.	3,351,358	521,772	—	—	1,335,000	2,248,090	68,616	—	90.0	532,161	—	—	842,567	302,638	—	50	—
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,636	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	95½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley .....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87½
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33,540	3,000,000	825,000	75,000	—	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	3,238,597	3,289,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,729	154,791	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	1,515,597	275,000	.....	.....	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Jun. 30, 1868	84.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	(In p	rogress 66	miles.)	.....	.....	.....	.....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	.....	851,360	138,055	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	—	—	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	.....	1,288,097	170,470	—	50	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	63½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	7,000,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	93
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	80,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,998	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	826,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	378,198	118,326	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	114,558	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	146½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	148
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1869	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,960,606	*	294,611	67 653	4,000,000	433,000	147,045	732,885	—	.....	.....	.....	533,859	253,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,953,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)																
Dec. 31, 1868	283.3	147.8	....	—	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,182	—	3,150,000	3,463,839	—	—	67.3	421,267	—	—	1,015,394	388,240	5s	50	75
Dec. 31, 1868	94.3	2.5	17.6	—	—	18	19	10	419	Northern	Canada.	—	—	—	—	—	—	—	—	96.8	—	4,738,284	13,598,080	561,370	128,943	—	100	....	
Dec. 31, 1868	138.0	4.0	101.3	—	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326	—	—	4,303,783	983,763	6	50	90
Mar. 31, 1868	69.0	13.0	....	—	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117
Sept 30, 1868	21.3	—	4.5	—	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*	—	—	159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....	
Nov. 30, 1868	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,066,863	741,607	171,957	8	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	—	91	21	5	293	Nova Scotia ¶	Nova Scotia	6,435,167	*	—	(Owned	by Nova Scotia.)	—	—	—	145.0	279,621	—	3,345,141	253,994	—	—	—	—	
Sept. 30, 1868	118.4	4.0	18.0	—	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	—	—	4,417 500	938,100	83,148	—	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	83
Dec. 31, 1868	340.0	—	....	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	—	—	23,354,125	4,964,000	—	—	340.0	—	30,256,534	....	2,964,041	663,427	—	100	....	
Oct. 31, 1868	96.0	8.5	18.5	—	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	—	—	4,259,450	3,170,000	—	173,897	101.5	248,880	—	—	1,197,090	653,185	—	50	35½
Nov. 31, 1868	130.5	12.2	43.9	—	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99½
Sept. 30, 1868	259.8	9.9	9.0	—	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	—	13,612	289,550	380,000	26,500	—	9.0	—	—	—	147,327	24,479	—	100	....	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	—	Oswego and Rome	New York.	925,799	*	—	—	222,987	717,000	2,387	—	—	—	—	—	111,196	56,811	—	100	....	
Sept. 30, 1868	36.3	—	41.1	—	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	—	—	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....	
Feb. 29, 1868	283.0	—	....	—	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	—	33,598	3,340,024	7,550,375	—	1,560,756	285.0	1,594,535	—	—	3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	47.6	—	....	—	—	15	23	—	131	Panama	New Granada.	8,000,000	—	—	—	7,000,000	1,192,000	—	—	47.6	—	—	—	—	—	24	100	153	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)	—	—	53,400	8	100	....	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	—	—	—	5,000,000	500,000	—	—	—	(Leased	to Erie)	—	—	—	—	100	....	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased	to Erie.)	—	—	26,500	5	100	....	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	—	—	—	339,650	160,000	—	—	—	—	(Leased to Camden and Amboy.)	—	—	—	—	100	....	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	116½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	—	3,200,000	597,500	375,000	—	47.0	—	—	—	—	—	20	50	235	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	to Chic. R. I. and Pacific.)	—	—	125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	—	—	1,000,000	1,000,000	—	—	—	—	—	—	—	—	—	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	—	—	1,323,200	67,926	154,299	—	82.3	—	—	—	212,892	93,883	—	100	....	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	—	—	218,000	800,000	212,500	—	39.0	87,111	—	—	156,746	19,424	—	50	....	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	—	—	6,004,200	13,000,000	328,633	—	287.5	—	—	—	2,804,250	—	—	50	57½	
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	—	—	1,587,700	63,950	—	—	24.3	342,775	—	—	642,639	295,901	10	50	162	
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	—	1,921,976	806.7	4,500,135	—	—	8,791,937	3,150,837	10	50	102½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	—	329,063	—	1,259,120	—	—	—	26.5	—	—	—	995,196	290,585	10	50	118	
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	—	—	2,393,897	905,891	8	50	108½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	—	—	5,000,000	4,008,000	4,750,000	—	222.5	1,568,097	—	—	2,338,531	646,465	—	50	....	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	—	—	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	—	—	450,000	—	—	—	—	—	—	—	—	27,450	6	100	85½	
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	—	—	(In hands of Receiver.)						23.0	34,971	—	—	60,642	5,313	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	—	—	783,500	1,232,760	4,510	—	109.0	373,501	7,127,219	—	605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	—	—	518,592	130,420	6	100	106½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concord.)	—	—	24,500	7	100	....	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased	to Eastern.)	—	77,755	24,737	—	100	....	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	—	—	437,917	150,000	—	—	14.5	50,896	—	—	112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	—	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....	
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	—	—	2,530,700	1,524,800	1,226,390	—	92.3	—	—	—	254,899	30,667	—	100	....	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	—	505,848	1,000,000	—	—	—	159,744	—	—	178,456	26,995	—	50	....	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	—	—	3,000,000	1,500,000	—	—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	—	81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	—	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,164,190	1,027,073	146,985	58,728	—	100	....	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	—	—	650,000	600,000	—	—	—	—	(Not in operation.)	—	—	—	—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	—	—	—	—	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	....	Rock Island and Peoria	Illinois.	—	—	—	—	1,080,000	1,384,000	—	—	12.0	—	(Under construction.)	—	—	—	—	100	....	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	—	—	—	1,208,941	429,856	10	100	113	
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	—	—	—	—	—	—	—	166.5	694,409	4 069,421	11,712,202	993,239	—	—	100	20	
Dec. 31, 1868	175.0	—	—	—	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	—	—	2,100,000	2,050,000	—	—	—	—	(About $5	0,000 a month.)	—	—	—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	132.0	—	(Leased to Ind. & St. Louis.)	—	517,941	—	100	35½		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	—	—	—	10,000,000	4,000,000	—	—	120.0	—	—	—	612,000	171,000	—	100	44½	
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	—	—	—	—	2,725,000	—	—	—	(Leased	to Chi. & Alton.)	—	240,000	—	—	100	....	
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	—	St. Louis and St Joseph	Mo.	—	—	—	—	2,000,000	1,000,030	—	—	—	—	(Under construction.)	—	—	—	—	100	....	
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	—	—	—	—	—	—	—	—	—	—	(Under construction.)	—	—	—	—	100	....	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	—	—	—	—	2,020,000	—	—	80.0	—	—	—	209,534	87,404	—	100	....	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	—	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	—	232,950	100,415	—	100	....	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	—	Salem	New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased	to West Jersey.)	—	—	16,533	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	—	1,590	243,305	226,900	353	91	—	—	—	—	—	17,500	1½	100	....	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	—	—	900,235	2,150,000	50,000	—	116.3	240,299	—	—	416,916	106,062	—	100	....	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	—	—	1,269,150	97,000	148,578	—	54.0	152,360	—	—	167,518	344	—	50	....	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased	to Phila. and Reading.)	—	—	—	5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	—	—	—	—	—	280,000	—	—	—	—	—	—	—	—	—	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama	2,183,504	*	—	—	999,050	796,830	—	—	119.3	—	—	—	312,577	12,909	—	100	....	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,052	1,079,100	—	—	140.0	—	—	—	218,441	—	—	100	....	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	—	—	28.0	178,705	—	—	277,763	83,511	5	50	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	—	—	743,100	264,000	121,900	—	25.0	—	265,000	155,000	32,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and Louisville.)	—	—	—	—	—	100	....	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	167,376	—	—	289,288	68,334	—	100	....	
Dec. 31, 1868	101 7	0.5	—	—	10	4	4	86	*Sioux City and Pacific*	Iowa.	—	—	—	—	1,330,000	3,200,000	—	—	75.0	—	—	—	127,000	—	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	—	—	783,500	1,232,760	4,510	—	109.0	373,510	7,127,219	—	605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased	to Central of New Jersey.)	—	—	—	6	100	....	
Dec. 31, 1868	137.0	106.0	21.0	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	—	1,026,406	5,819,275	3,860,741	514,388	1,205,967	243.0	756,431	—	—	1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	—	South and North Alabama	Ala	—	—	—	—	900,000	—	—	—	—	—	—	(In progress.)	—	—	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	—	9,566	289,688	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	—	—	484,000	750,000	150,000	—	—	—	—	(Not in full operation.)	—	—	—	100	....	
Sept. 30, 1868	123 0	5.6	12.0	—	16	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	—	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,585	8,666,425	389,360	68,560	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	—	Southern Central	New York.	—	—	—	—	880,000	—	—	—	(Under construction.)	—	—	—	—	—	—	100	....	
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,800,000	*	—	—	—	—	—	—	—	—	—	—	260,000	—	—	100	....	
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	....	*Southwest Pacific* ¶	Missouri.	—	—	—	—	—	—	—	—	91.0	—	—	—	—	—	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,730	8	100	104
Dec. 31, 1868	68.0	—	.....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	.....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	.....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	.....
Nov. 30, 1869	21.9	—	1.3	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	.....
Nov. 30, 1869	13.2	—	0.9	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	.....
Oct. 31, 1868	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	.....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	50	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	.....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	11.1	64,100	2,262,376	839,342	229,868	23,184	8	100	104½
Oct. 31, 1868	30.6	—	6.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	73.0	459,274	.....	.....	1,180,386	552,666	12	50	90
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	34.6	169,516	.....	.....	337,060	165,980	—	50	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	111.0	.....	.....	.....	760,625	199,917	—	100	.....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	616.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	54½
Sept. 30, 1868	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	.....	.....	.....	.....	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	.....	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	7	100	.....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	.....	100	.....
Dec. 31, 1868	100.0	—	.....	.....	.....	.....	.....	.....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,660	.....	—	50	.....
Dec. 31, 1868	406.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	41½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	406.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	.....
May 31, 1868	47.0	18.5	5.7	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	.....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	.....
Nov. 30, 1868	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	8	100	105
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	.....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62½
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,997,693	882,533	392,872	140.0	(Leased	to Rutlan	d.)	.....	.....	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	.....
Dec. 31, 1868	18.3	—	.....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	.....
Sept. 30, 1868	10.3	—	.....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c. & W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)						10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	.....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	—
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	161.0	439,406	.....	.....	758,785	149,149	—	100	.....
Dec. 31, 1868	32.0	—	.....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	.....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	.....
Dec. 31, 1868	20.8	—	.....	6.5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	.....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	.....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Nov 30, 1867	15.5	—	.....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	.....
Dec. 31, 1868	38.1	—	.....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	.....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
																		13.0	24,542	.....	.....	43,788	7,266	—	100	.....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,568	2,089,400	—	—	13.6	—	—	—	—	—	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	.....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	—	25	.....
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb. R.R.)	—	—	—	—	—	—	—	—	—	14	100	123
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	79,247	.....	—	50	.....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	69½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,165	7,762,720	536,411	.....	108.3	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	1,028,580	.....	—	50	12½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	.....
	1868	64 0	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	.....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years Ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		160,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	800,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,872	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	100
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	38,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
				City Passenger (Cin.).....O.								100	100	....
Dec. 31, '68	6.50			Coney Island (Brooklyn)...N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	14.83	236	18	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	22.89	792	116	Dunkirk and Fredonia .....N.Y.	42,605	84,815		2,448	8,721	3,443				
Sept. 30,'68	3.50			Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Oct. 31, '68	1.63	10	3	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Sept. 30,'68	18.00	872	160	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Dec. 31, '68	8.00	52	9	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	1.74	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Sept. 30,'68	15.38	387	50	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	39
Oct. 31, '68	16.37	298	40	Genesee & Water st. (Syr.).N.Y.	64,200	42,500	9,000	400	8,653	159				....
Sept. 30,'68	3.25	16	5	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29
Oct. 31, '68	34.25	356	81	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.40	125	25	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.50	92	15	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38½
Sept. 30,'68	5.09	224	42	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	13½
Dec. 31, '68				Hoboken and Hudson City .N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	129,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,000	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	43
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										23½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,096	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	48,748	10	50	50	64
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,000	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 900	72,000	28,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	...
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	...
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	o.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	19—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1870	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1867	....
Watervliet: 1st Mortgage	181,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	75
Cayuga and Susquehanna,* guar....	580,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	89
Chicago and Alton, pref.....	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46½
Hannibal and St. Joseph, pref.....	5,253,836	...	...	111½
Harrisburg and Lancaster,* guar.....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	...
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.....	3,500,000	7	7	74
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	70
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	64
Sandusky and Cincinnati, pref.....	445,596	6	6	34
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	65
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	5,774,400	7	7	15

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 — @ 36 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		30 — @ 31 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @ 97 50
	Store Prices.	
Bar, Swedes, ordinary sizes		115 — @125 —
Bar, Refined		77 50 @ — —
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 12
Sheet, Single D. and T. Common		— 4½@ — 6½
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	71 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 16 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 11 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— — @ — 18
American, Spring,	do.	— 9 @ — 12
American Machinery	do.	— — @ — 12
American German	do.	— 10 @ — 12

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 18 @ 4 37½
Clinch		5 68 @ 5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —29
Copper		— 36 @ ——

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold).	per lb.	— 37 @ — 38	
Straits	(gold).		— 37½@ — 34	
English	(gold).		— — @ — 34	
Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal....per box.	8 75 @ 9 —		10 25 @ 10 75	
I. C. Coke	7 — @ 7 75		8 25 @ 9 —	
Coke Terne	6 — @ 6 25		7 — @ 7 25	
Charcoal Terne	7 75 @ 8 25		9 — @ 9 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 18½
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — 20
Refined, prime L. S. to W. (110 @115 test)		— 25 @ — —
Refined, Standard White (in ship'g order)		— 27 @ — —
Refined, prime White (in shipping order)		— 28 @ — —
Refined, S. W. (in jobbing lots)		— 29 @ — 30
Refined, S. W. (in tin)		— 32½@ — —
Naptha, Refined, (65 @ 73 gravity)		— 10 @ — —
Residuum	per bbl.	4 50 @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@60 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Canton Co.....	70½	71½	73	73	72½	73
Central Pacific 6s.....	91½	91½	91½	92	92	92½
Central of N. Jersey...	105½	104½	105½	106½	106½	107½
Chicago & Alton.....	111½	111½	112	115	114½	114½
" pref....	....	....	....	....	....	114½
" 1 M.....	....	102½	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	146	....	....	....	....	147⅓
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	....
Chic. & Northwestern .	73½	74½	75½	77½	76½	77½
" pref.....	84½	85½	86½	87½	87½	88½
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	96	....
" Consol....	87	....	....	....	....	....
Chic., Rock Isl. & Pac..	116	117	117	119½	119	120½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896....	98½	....	....	....	....	99
Clev., Col., C. and Ind.....	....	78	78½	78	78	78
Clev. and Pittsburg.....	98½	100½	101½	106½	105½	105
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	78½	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	101	....	....	....
Col., Chi., & Ind. C.....	17½	....	17½	17½	17½	19½
" 1 M.....	80½	80½	80½	80½	80½	81
" 2 M.....	61½	61½	....	....	62	30
Cumberland Coal pref.....	....	....	....	....	30	....
Del. & Hudson Canal...	121	120½	....	120½	121½	122
Del. Lack. & Western.	103½	103½	103½	104½	106½	107½
" 1 M. 7s.....	....	....	....	....	96	....
" 2 M. 7s.....	....	....	....	....	....	....
Dubuque & Sioux City.	107	107½	....	108	108	108
Erie Railway.....	24½	24½	....	24½	24	24½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897	100½	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	88½
" 4 M. 7s, 1880.....	84½	....	....	....	84	....
" 5 M. 7s, 1888	82½	....	....	....	....	....
Great Western 2d mort.	81½	....	....	81½	....	....
Hannibal & St. Joseph.	108½	109½	112	111½	110½	112½
" pref.	108½	109½	111½	....	....	111½
Hudson River.....	....	....	....	....	....	....
" 1 M. 7s, 1869.....	....	....	....	....	....	....
" 2 M. S. F...	105½	....	....	105	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89	89½	91½	93½	92½	94½
Lake Shore Div. bonds.	91	....	....	91	....	....
Marietta & Cin. 1st pref.....	....	....	....	20	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	123½	....	126	....	125	....
" S.F. 8s, 1882.....	....	120½	....	121	....	....
" conv. 8s, '69.....	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F....	101	....	....	....	....	....
" 2 M.....	97	....	....	....	....	....
Mariposa Mining Co.....	....	6¼	....	....	....	....
" pref.....	13½	....	14	14½	14½	....
" Tr. 10s ctfs.....	....	....	....	....	....	45
Milw. and St. Paul.....	59½	59½	60½	62½	61⅞	63
" pref.....	73½	74½	76½	76½	76½	77½
" 1st mort....	93	....	....	93½	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	105	....	105½	....	....	105½
" 7 3-10s con..	91½	....	....	91½	....	....
Missouri 6s	92½	....	92½	93	92½	92½
" H. & St. J. iss.....	....	....	92½	92½	....	92½
Morris and Essex.....	93	93	93½	93	....	....
" 1st mort.....	103	....	....	....	....	....
" 2d mort.....	96½	....	....	....	....	97
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 7s, conv. '76....	....	....	....	....	....	....
" 6s, S.F. 1883....	93½	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92⅝	93⅝	94½	95½	94½	95⅝
" certificates.	89½	89½	90	93	92	92½
N. York and Harlem.....	142	....	145½	145½	146	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873....	....	....	....	....	....	....
N. Carolina 6s	46½	48	47	47	....	....
" new	22½	23½	23½	23½	24	....
Ohio and Miss.....	30½	30½	31½	33½	33½	34½
" pref.....	72	....	....	....	73	74
" 1st M.....	98	....	....	....	....	....
Pacific Mail S. S. Co....	36½	37	37½	38½	39½	41
Panama	....	....	....	....	152	....
Phila. and Reading.....	99½	99½	101½	100½	101½	101½
Pitts., Ft. W. & Chi. gtd.	92½	92½	....	93	93	92½
" 1 M.....	....	....	....	....	....	....
" 2 M.....	98½	....	98½	....	....	....
" 3 M.....	....	....	94	....	....	....
Quicksilver Mining Co..	9½	....	9	9	9	9
St. L., Alton & T. H.....	....	16½	....	....	....	35½
" pref.....	....	....	64	....	....	64
" 1 M.....	94½	....	....	....	....	....
" 2 M. pref.....	84	84	....	....	....	84½
" Income bds 81	....	....	82	82	....	....
Tennessee 6s.....	60½	61	60½	59½	59	59½
" new.....	56½	56½	56½	55½	55½	56½
Tol., Wab. & Western..	49½	50½	51½	53	52½	54½
" pref.....	....	....	....	....	....	....
" 1 M. ex.....	....	....	93	....	....	....
" 2 M.....	85	....	85	....	....	85
" Equipment.....	....	....	....	80½	....	....
Union Pacific 1st mort..	85	85½	....	85½	86	86½
Virginia 6s, ex-coupon.....	....	....	....	....	....	....
" new	70	....	69½	69½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106⅜	106¼	106⅜	107	108¼
U. S. 5s, 10-40s, reg	105⅛	....	105¼	106	106¼	106⅜
U. S. 6s, 1881, reg	....	....	115	....	115¼	116
U. S. 6s, 1881, coup	114¼	114⅜	114⅛	115¼	115⅜	116⅛
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼ y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	107⅜	....	....	108¼	....	109⅜
U. S. 6s, 5-20s, c. 1862	112⅜	112⅜	112⅝	113¼	113⅜	115
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111	111	111¼	112	112⅜	113¼
U. S. 6s, 5-20s, reg. '65	....	....	107⅜	....	....	109⅜
U. S. 6s, 5-20s, c. 1865	111⅜	111⅜	111⅜	112½	113¼	114
U. S. 6s, 5-20s, r. n. '65	....	....	....	110¼	110⅜	....
U. S. 6s, 5-20s, c. n. '65	109⅞	109⅜	110	100⅜	111⅛	112⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	110⅜	111	....
U. S. 6s, 5-20s, c. 1867	110¼	110	110¼	111¼	111⅛	112⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	110⅜	111⅛	....
U. S. 6s, 5-20s, c. '68	110⅜	110⅛	110⅛	111	111⅜	112⅛
U. S. 6s, Pac.R.R.issue	112	....	....	112¼	112⅜	112⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	....	....	....	....	....
preferred	37¼	....	37¼	....	37¼	....
Camden and Amboy	119½	119½	119½	119½	119⅝	120
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	94⅜	95	....	....	....	95
.. 6s, 1883	88¼	88¼	....	....	....	....
.. 6s, 1889	....	....	....	....	....	88½
.. mort. 6s, '89	96	....	96¼	....	97¼	97¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34	33½	33⅜	....	34	34
.. 6s, 1884	....	....	....	86¼	....	86½
.. Gold L	92½	92⅜	....	92½	92	....
.. R. R. L	91¼	....	90¼	....	....	....
Lehigh Valley R. R	55⅜	56	56	56	56½	56
.. 6s new coup	96⅛	....	....	....	....	....
.. 6s new reg	....	....	97½	....	....	....
Little Schuylkill R.R	43½	....	....	43½	....	43⅜
.. 7s	....	....	....	....	....	....
Minehill	53¼	53¼	53¼	52⅝	....	53⅜
Morris Canal	....	....	....	....	....	....
.. pref	....	....	63½	....	....	65
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	92	....	....	....	....
.. 7s	91	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	47½	47¼	....	46
Pennsylvania R. R	58¼	58⅜	58⅜	58⅜	58⅛	58⅜
.. 1st M	99⅛	99⅛	99⅛	99⅛	100	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	103¼	....	104
.. 6s, 2d series	....	....	....	107	107½	....
.. 6s, 3d series	....	....	....	....	109	....
.. 6s, W. L	102½	103	....	....	104	....
Philadelphia City, 6s	101¼	101¼	....	....	....	....
.. new	102¼	102¼	102¼	102¼	102¼	102¼
Philad., Germ. & Nor	....	....	79½	....	81	....
Phila. & Reading	49⅜	49¼	49¼	49⅜	50⅛	50⅜
.. 7s, 1893	....	....	....	....	103¼	....
Philadelphia and Erie	28⅛	28⅜	28⅜	28⅜	28⅛	28⅜
.. 6s	....	....	88½	....	88⅜	....
.. 7s	89½	89⅜	89⅜	90	90⅜	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	17⅛	....	....	....	....	17⅛
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	81	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	46	....	....	....	47½
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12⅜	13	13	13	....	13⅛
Chestnut & Wal. ..	....	....	44	....	....	....
Green & Coates ..	....	....	38½	....	38⅛	....
2d and 3d streets	43	....	....	....	....	....
Spruce and Pine ..	....	....	....	23	....	....
13th and 15th sts.	22	....	....	....	23½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	....	93¼	....	....	....	93¼
.. 1886	....	93	93	93	93½	....
.. 1890	92⅛	93¼	....	93¼	93⅜	92⅜
.. 1884	....	....	....	....	....	....
Balt and Ohio	137	....	....	....	....	....
.. bonds, 1875	....	96	....	....	....	....
.. .. 1880.	95⅜	....	....	....	96	....
.. .. 1885.	94¼	....	94	....	....	....
Marietta & Cin. 1st M	....	92⅜	92	92	92	....
.. 2d M	....	73⅜	73⅜	73⅜	73⅜	73⅜
Northern Central	....	48	48	47¼	....	44
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	87½	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	148	....	148¼	....	149	148⅜
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	146¼	....	146¼	146½	....	147
Boston and Providence	....	....	....	144	144	144½
Boston, Hartford & Erie	4¼	4	4	4¼	4⅜	4⅜
.. 7s, new	34⅜	34	34¼	34¼	....	35⅜
Cheshire, pref	....	....	87⅜	....	....	....
Concord	....	....	77½	....	....	....
Connecticut River	....	....	....	....	....	139½
Eastern	118¼	118¼	118¼	118⅜	118⅛	119
Fitchburg	....	....	....	....	....	136⅜
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121¼	....	123⅜	124½	124	124½
Northern, N. H	....	117	....	117	....	....
Ogdens. & Lake Champ	83	....	....	....	....	84
.. pref	105	105	105	105	....	....
Old Colony & Newport	99	....	99½	99½	99½	99½
Ph., Wil. & Baltimore	54¼	....	....	54½	54½	....
Portl'd, Saco & Ports	....	....	106½	....	....	106½
Union Pacific	41⅜	....	41	....	....	41⅞
" 6s	83¼	....	83⅜	83⅛	84½	84½
" Land Grant 7s	73½	....	73⅜	....	74⅛	75
" Income 10s	83½	83⅝	83⅜	83½	84¼	85
Vermont & Canada	....	....	....	....	....	105
Vermont & Mass	....	....	62½	....	....	....
South Boston (Horse)	....	....	....	....	62½	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	68¼	....	....	....	....	....
Middlesex ..	....	....	....	....	75	75
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic .. 2½	....	....	....	2	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. April 8.	April 1.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	63 — 68	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	28 — 29	27½ — 28½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	20⅜ — 21⅛	21 — 22⅛
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	113¼—114½	114 —115
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	90½— 91⅛	90¼— 91⅛
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	88 — 92	88 — 92
Do. with option to be paid in Phila.	88 — 92	88 — 92

American Railroad Journal.

Saturday, April 30, 1870.

Stock Exchange and Money Market.

The money market has been more freely supplied with loanable funds, and rates have favored responsible borrowers, the prevailing figures having been from 4@6 per cent. on call, and 6½@9 per cent. per annum in the discount form. The demand for accommodation has been more active, in view of the increased animation in financial and commercial circles, which has been quite notably developed, since it was definitely ascertained that the House of Representatives at Washington had practically rejected the Senate funding project, and determined to introduce an entirely new bill, providing for a funding loan of about $1,200,000,000 of four per cent. long date bonds, without any foreign agency clause. The city banks have added nearly three millions to their reserve of legal tender notes, and five-eighths of a million to their deposit average, while reporting a loss of 1½ millions of specie, and a reduction of about a million in their loan and discount item. The U. S. Sub-Treasury has enlarged its specie and currency reserves, since our last. Under instructions from Washington, the U. S. Sub-Treasurer commenced on Monday the anticipatory payment of the May c in interest on the public debt. Some six millions have been thus disbursed, in the form of coin checks, up to the close of Wednesday, which will not be charged off on the books of the office until May 1, but counted as cash.

The specie reserve of the city banks according to the latest return is $25,310,322, against $8,850,360 same time last year. The city bank deposits are now $203,583,375, against $177,340,080 week ending April 24, 1869. The legal tender reserve amounts to $53,119,646, against $53,677,898 same time last year. The circulation now stands at $33,616,928, against $24,060,581 same time last year. The loans are now $269,016,279, against $257,458,074 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $740,767,552 a day, against a daily average of $71,561,500 the preceding week, and $79,474,526 the week ending with April 9, 1870. The current week's exchanges average about 97 millions a day. The city banks, last week, reported a loss of $1,569,191 of specie, with an increase of $669,886 of deposits, and $2,989,606 of legal tender notes. They reduced their loans, $965,442; and their circulation, $81,330.

The city bank exchanges on Wednesday were about 87 millions.

National Bank notes to the amount of $245,770 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $323,089,931, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $23,543,263, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,546,308. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,542,350; and for the public deposits, $16,673 000—making a total of $359,215,350. The Treasury Department last week redeemed and destroyed $624,000 of worn and mutilated fractional currency, and issued $606,588 of new.

The U. S. Sub-Treasury receipts, week ending with April 23, were $4,479,085 in coin, (including $3,206,000 from customs duties,) and $3,709,815 in currency; payments, $3,293,316 in coin, (including $240,572 of coin interest,) and $3,003,987 in currency; balance at the close of the week, $87,271,970 (including $82,889,486, of coin, and $2,743,515 of currency,) against $85,231,397 at the close of the preceding week, showing an increase of $1,940,573. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $573,500 in coin, (including $379,313 from customs,) and $811,185 in currency; payments, $74,764 in coin, (including $27,410 of coin interest,) and $656,045 in currency. On Tuesday, receipts, $677,267 in coin (including $533,756 from customs), and $163,564 in currency; payments, $32,558 in coin(including $19,001 of coin interest) and $331,780 of currency. The balance at the close of business on Tuesday stood at $88,453,470, (including $2,727,490 of currency, and $84,082,930 of coin,) against $84,803,840 a week previous; and $88,-

261,946 on April 9, 1870. The aggregate receipts of the office in March were $40,664,411, including $12,264,608 from customs; aggregate payments, $41,481,676 including $3,766,313 of coin interest; balance at the close of the month, $82,854,761, against $83,673,026 at the close of February.

The U. S. Sub-Treasurer issued in March $1,615,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,866,618 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $87,879,318.

Government revenues have been yielding moderately, since our last. The excises, during the week yielded about $2,950,000; customs at the port of New York, $3,092,618, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,554,196 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $133,578,950. The receipts from July 1, 1869, to March 31, 1870, were $124,008,603 against $103,499,334 same time preceding fiscal year.

The coin balance of the Treasury Department on Monday was $113,814,000, including $35,620,000 on private deposit; currency balance, $9,250,000.

The Gold speculation has been unusually active since our last, at much stronger rates, the range of the week having been from 112¾@114⅞, and the closing figures on Wednesday, 114⅝@114¾. The diminished offering of strictly prime bankers' and commercial bills of Foreign Exchange has tended to increase the purchasing call for Gold, partly in anticipation of a revival of the export drain. Government, which has already begun the disbursement of the May coin interest on the Public Debt, it is now thought will augment its Gold sales, and bond purchases in the coming months of May and June.

The *Alaska* from Aspinwall on Wednesday brought a specie freight of $53,585.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $84,511,376.

The customs revenue of the port on Wednesday was $470,694.

The actual coin interest payments of the Sub-Treasury on Wednesday were $23,353.

The customs demand for Gold last week, averaged $584,335 a day; thus far, this week, it has averaged $456,534 a day, or equal to a weekly aggregate of $2,739,204. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $19,188; and since Jan. 1, 1870, $6,121,827, against $7,503,976 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $109,519,658, against $103,955,528 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 7, was $1,974,178, against $2,080,560 same time last year.

The exports of specie, from this port, last week, were $240,572, against $597,625 same week last year; total, since July 1, 1869, $23,984,497, against $32,083,163 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $240,572, and since July 1, 1869, $67,507,289, against $66,910,626 in 1868–'69.

The specie exports from San Francisco, from change compare as follows with former returns: Jan. 1 to April 7th, were $11,656,874, against $10,861,276 same time last year.

Foreign Exchange though not in very active request, has been quoted strong and buoyant; particularly toward the close, on a reduced offering of strictly prime bills. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 109⅛@109¼, and on Paris to 5.21¼@5.18¾; sight bills on London to 109⅝@109⅞, and on Paris to 5.16¼@5.14½. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,308,547, making the total since July 1, 1869, $166,118,425, against $133,463,161 same time preceding fiscal year.

Government securities have rapidly advanced in price, within the week, on a brisk purchasing inquiry, largely on investment account, and a much reduced offering of all issues, particularly of the six per cent. coin-bearing bonds. Government bought in a million of Five Twenties on Wednesday at from 109 70@110 20, out of an aggregate offering of only $1,810,000. The latest dealings in the funds on Wednesday showed a very strong and buoyant market, the highest figures made on the new upward movement in values having been reached late in the afternoon of that day. A further notable reduction of the public indebtedness is looked for in the next monthly exhibit.

We believe that Congress will do but little of immediate practical importance, in relation to the debt funding question, at this session. It is to be hoped, however, that it will not adjourn without, according to the great industrial interests of the country, the consideration and protection, to which they are legitimately entitled, and which should not be withheld from any important element or agency of production on the prosperity of which the Government is largely dependent for its revenues, in one form or another.

U. S. sixes of 1881 closed here at 116⅛@116¾; U. S. Five-twenties of 1862, 115@115⅛; U. S. Five-twenties of 1864 at 113⅛@113¾; U. S. Five-twenties of 1865 at 114@114⅛; U. S. Five-twenties of 1865 consolidated, 112⅝@112¾; U. S. Five-twenties of 1867, 113@113⅛; U. S Five-twenties of 1868, 112⅞@113; U. S. Ten-forties at 108⅛@108¾; U. S. Six per cent. currency bonds, 112⅛@112⅝.

Central Pacific Sixes closed on Wednesday at Frankfort at 78¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 13.	April 20.	April 27.
Consols	94⅛	94¼	94⅛
U. S. 5-20's of 1862	*88⅜	88⅛	88⅜
U. S. 5-20s, 1865	*87⅝	87¾	87⅞
" 1867	89⅛	89⅛	89⅜
" 10-40s	87	86	86
Erie	20¾	20¼	18¾
Ill. Central	111¾	113	111½
At. and Gt. West	28	....	27

*Ex coupon.

State bonds have been active and buoyant in price. There has been a good inquiry for Railway bonds at stronger figures. The Central Pacific Sixes closed at 92¼@92½. Union Pacific Sixes at 86½@86¾; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been universally active at much higher prices, closing buoyantly.

There has been more movement in domestic produce at generally firmer prices, though cotton showed less firmness toward the close. Middling upland cotton closed on Wednesday at 23⅜ cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 1,650 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,488,650 bales, against 1,874,125 bales in 1868–'9; exports, same time 1,744,000 bales, against 1,178,850 bales same time in 1868–'9; stock on hand at latest dates, 323,550 bales, against 268,850 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 4,369 pkgs., against 8,686 pkgs., same time in 1869. From Boston, 1,134 pkgs. in 1870, against 3,483 pkgs. same time in 1869.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at rather easier prices, ranging from 4.20@5.30, as against 4.27½@5,50 at the preceding monthly sale.

Foreign goods have been in fair request and generally held with firmness. The week's imports of foreign dry goods were to the specie value of $2,139,866; and of foreign merchandise, $5,010,764, making a total of $7,150,130, against $5,885,230 same week last year.

At the Live Stock markets, this week, Beeves have been in more demand at from 12@17c. per lb.; week's receipts, 5,895. Milch cows have been in request, at $40@$100 each, receipts, 120. Veal calves have been moderately sought after, at from 6@10½c. per lb.; receipts, 2,895. Sheep in less urgent request at from 6@9c.; lambs at 12@18c. per lb.; receipts, 16,159. Swine quiet at 9⅞@10¼c. per lb., all live weight; receipts, 10,797.

The Ocean freight market has been somewhat brisker. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d@1s. 6d. by steamer, per bbl.; grain at 8½d.@4 by sail, and 4d. by steamer, per bushel; cotton at ⅛d. by sail, and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 12s.6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 511.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending April 26th, and since the beginning of the year:

	1869.	1870.
For the week	$4,471,695	$3,308,547
Previously reported	48,289,313	51,014,878
Since Jan. 1	$52,761,008	$54,323,425

The imports for the week ending April 23, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,505,843	$2,139,866
Gen. merchandise	4,379,387	5,010,764
Total for the week	$5,885,230	$7,150,130
Previously reported	92,908,344	87,073,837
Since January 1	$98,793,574	$94,223,967

The balance in the Sub-Treasury on Wednesday was $87,879,817 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 90; Pacific R. R. 7s, guar. by Mo., 98; Dubuque and Sioux City 1st mort., 97; St. Louis and Iron Mt., 44⅛; do., 1st mort., 88½; Peninsular 1st mort., 90; Am. Dock and Imp. 7s, 95; Toledo, Wabash and Western consol. bonds, 81; Arkansas 7s, issued to Little Rock and Fort Smith R. R. Co., 75½; Toledo, Peoria and Warsaw 1st mort., W. D., 79½; Ohio and Miss. consol. bonds, 87; Long Dock bonds, 88; North Missouri 1st mort., 87; Albany and Susquehanna 2d mort., 88; N. Y. and N. H. R. R., 148; Newark and Clinton horse R. R., 60; New Jersey R. R., 120; Norwich and Worcester R. R., 106; South Carolina 6s, 90; do. new, Jan. and July, 82; California 7s, 112; Louisiana 6s, new, 73; do., 8s, Levee bonds, 92; New York State 6s, 1873, 105; do., 7s, Bounty Loan reg., 110¼; do., coup., 110; Georgia 7s, 94½; Alabama 8s, 103; do., 5s, 74; Western Union Telegraph, 34; Pennsylvania Coal, 235; Atlantic Mail Steamship Co., 25; Brooklyn 6s, W. L., 94½; Adams' Exp., Co., 63¼; U. S. Exp., 45; Wells-Fargo Exp., 21¼; Am. Mer. Union Exp., 38½; Black Hawk Gold, 0.26; Consol. Gregory gold, 1.70; Central gold, 0.23; Grass Valley gold, 0.26, New York and Eldorado, 0.21; Quartz Hill gold, 0.30; Smith and Parmalee gold, 1.40.

Philadelphia.—Lehigh Nav. conv. loan, 78; Junction R. R. 2d mort., 89; Phila. and Reading 6s, 1843-'80, 93; Penn. and N. Y. Canal 7s, 93; Sunbury and Erie 7s, 98; West Jersey R. R., 63; do., 6s, 91¾; do., 7s, 97; Oil Creek and Allegheny River R. R., 42⅝; do., bonds, 79½; East Pennsylvania R. R., 40; Pennsylvania Canal, 22; Pittsburg 5s, 78¼; Phila. 5s, 1871, 99; Camden County 6s, 90; Camden City 6s, 90; Penn. State 6s, coupon, 102; Germantown Passenger R. R., 29; 5th and 6th streets R. R., 39; Girard College R. R., 33; McClintock oil, ¾. The latest quotations are: City 6s, 102@102½; do., free of tax, 102¾@102⅞; State 6s, coupon, 102@104; do., 6s, W. L., 103@103; do., 1st series, 104¼@—; do., 2d series, 107@108; do., 3d series, 109@110; Reading, 50¼@50¼; do., 7s, 1893, 103¼@104; do., mort. 6s, 1880, 92⅛@93½; Camden and Amboy, 122@122½; do., mort. 6s, 1889, 97@97⅛; do., 1883, 88½@89; do., 1889, 88@88; Penn. R. R., 58¼@58½; do., 1st mort., 100@100½; do., 2d mort., 96⅛@97; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 65@65½; do., 6s, 80@85; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 47⅛@48½; Schuylkill Nav., 6¼@8; do., pref., 17⅛@18; do., 6s, 1882, 58½@60; Elmira and Williamsport pref., 39@40; do., 7s, 1878, 93½@94; do., 5s, 59@62; Lehigh Coal and Navigation, 34⅝@34¾; do., 6s, 1884, 86¼@87; do., R. R. Loan, 91¼@—; do., Gold Loan, 90@92; North Pennsylvania, 37½@38; do., 6s, 92@93; do., 7s, 91@91; do., Chattle 10s, 108@—; Philadelphia and Erie, 28⅝@28⅞; do., 6s, 88⅜@88½; Minehill, 53⅛@53¾; Catawissa, pref., 37⅝@37¾; Lehigh Valley, 56@56; do., 6s, 98@100; do., 6s, reg., 97¾@98½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43@44; Thirteenth and Fifteenth, 23@25; Spruce and Pine, 22@24; Green and Coates, 38@39; Chestnut and Walnut, 44@45; Hestonville, 13¼@13⅜; Union, 42@45.

Boston.—Vermont Central 1st mort., 83½; Stanstead, Shefford and Chambly 7s, 79½; Chicago and Southwestern 7s, gold, guar., 97; Vermont Central and Vermont and Canada 8s, 101¼; Cin., Sand. and Clev., 22½; do. 7s, 1890, 74¼; Cedar Rapids and Missouri 7s, 1916, 88; Old Colony and Newport 6s, 1876, 95; Boston and Lowell 6s, 1879, 97; Summit Branch R. R., 31½; Rutland pref., 70; Burlington and Missouri River R. R., 83¼; do. 8s, 1894, 100; Connecticut and Passumpsic River R. R. pref., 87; Indianapolis and Cincinnati, 12½; Boston Water Power Co., 17; Cary Imp., 6¾; Massachusetts 6s, 5-20s, currency, 100; do. 6s, 1877, gold, 105⅞; Maine 6s, 1889, 97¼; New Hampshire, 6s, 1872, 99; Chicago 7s, 97½; Bath 6s, 1881, 91⅜; Bangor 6s, 1894, R. R. Loan, 87¼; Portland 6s, 1887, 95¼; St. Louis 6s, 1887, gold, 96½; Boston 6s, currency, 101; do. 5s, 1877, 96; Dover, N. H. 6s, 1879, 94; Canada Mining Co., 80c.; Hecla, 85.

Baltimore.—Maryland Defense Bonds, 102¼; Virginia 6s, old, reg., 56¼; do. 6s, 1867, 61½; Richmond and Danville bonds, 76½; Wilmington and Weldon bonds, 92½; Orange and Alexandria 2d mort., 6s, 75¾; Pittsburg and Cornellsville bonds, 92; Orange, Alexandria and Manassas 7s, 79; Western Maryland 1st mort., unindorsed, 77; do. 2d mort., guar. by Washington Co., 85; do. 2d mort. pref., 65⅛; Virginia and Tennessee 2d mort., 73½; Central Ohio R. R. 24; Memphis City 6s, 51; Baltimore Copper, 15. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91¼@92¼; Balt. and Ohio, 137@138; do., 6s, 1875, 95¼@96; do., 1880, 95⅞@96¼; do., 1885, 94@94½; Northern Central, 45⅛@45¼; do., 6s, 1885, 90@92; do., 1900, 86¼@87; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23@26; N. W. Va. 1st mort., 94¾@96; do., 2d mort., 93½@94¾; do., 3d mort. 1885, 90⅛@92; Marietta and Cincinnati 7s, 1892, 91¼@92¼; do., 2d mort., 73¾@73⅞; Central Ohio, 24@24; do., 1st mort., 83@84¼; Western Md. 6s, 1890, 77@77; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 65@66; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 76½@79; Orange and Alexandria 1st mort., 6s, 70⅝@78; do., 2d mort., 6s, 75½@76; do, 3d mort., 8s, 85@86; do., 4th mort., 8s, 75@75; Orange, Alexandria and Manassas 7s, 78@79½; Virginia and Tennessee 8s, 83@86; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 72@73; Baltimore 6s, 1875 93⅛@93¾; do., 1886, 93@94; do., 1890, 93¾@93⅞; do., 1893, 90@90¼; do., 5s, 1838-'70, 78@79; Memphis City 6s, 50½@51½; Maryland Defense Loan, 1883, 101¾@102¼; City Passenger R. R., 18¾@19¼; George's Creek Coal, 63@66½; Atlantic Coal, 2.00@2.00; Bare Hill, 0.10@0.13.

☞ The New Jersey Western Railroad Company, Sussex Valley Railroad Company, Hoboken and Ridgefield Railroad Company and the Hudson and Delaware Railroad Company are about to be be consolidated into one under the name of the New Jersey Midland Railroad Company. The directors and stockholders of the Company have already consented to the transfer of the stock of the various companies.

☞ THE LOAN OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, being a first mortgage upon the entire line, property and equipments between the tidal waters of the Atlantic on the Chesapeake Bay, and reliable inland navigation on the Ohio River, worth, when completed, at least $30,000,000, is one of the most substantial, conservative and reliable railroad loans ever offered in the market, and is peculiarly adapted to the wants of investors and capitalists who desire to make their investments with the most satisfactory assurance of positive and undoubted security. The bonds are in denominations of $1,000, $500 and $100, and may be had COUPON or REGISTERED.

Interest Six per Cent. per annum, payable MAY 1 and NOV. 1.

Principal and interest payable in GOLD in the City of New York.

Price 90 and accrued interest in currency, at which price they pay nearly Seven per Cent. in gold on their cost.

Government bonds and other securities received in exchange at their full market value.

Purchases made before May 1 will have the advantage of the gold premium on the accrued interest.

Particulars furnished on application.

FISK & HATCH,

Bankers, &c., No. 5 Nassau-st.

☞ Sealed proposals will be received until the 4th of May, at the office of the St. Louis, Alton and Terre Haute Railroad Company, 12 Wall st., N. Y., for the purchase of $235,000 of the First Mortgage Bonds of the Indianapolis and St. Louis Railroad Company. For a full description of these bonds see Advertisement in another column.

☞ The New York and the New Haven Railroad Company are preparing to construct an iron truss bridge over the Housatonic River at Stratford, in the place of the present old wooden structure. The new bridge will be 1,000 feet long, and is expected to cost $250,000.

☞ The track of the Newark and Elizabeth horse railroad has been laid as far as the Newark and New York Railroad crossing. The extension to Clinton street will be completed by the 1st of May. The cost from Waverly to Centre street is estimated at $10,000 per mile.

☞ The shareholders of the Great Western Railway of Canada have given their assent to the bill authorizing the construction of a branch road from Glencoe, east, forming a southern road. A double track is to be laid on the main line between Windsor and Glencoe—the work to commence this season.

☞ The main line of the New Jersey Southern Railroad will be open in a few days to Jackson, and another route is proposed from Medford to Tuckerton.

☞ All the bids have been received and opened for completing the Western Maryland Road through from Baltimore to Hagerstown, and the awards will be made at the next meeting of the directors.

☞ Mr. Wendell Bollman has resigned the Presidency of the Western Maryland Railroad Company.

Canadian Trade and Commerce.

The following is a comparative view of the commerce of the Dominion of Canada, exhibiting the value of exports to, and the value of goods imported and entered for consumption from, Great Britain her colonies, and foreign countries, and the amount of duty, collected thereon, together with the tonnage of vessels arriving and departing —including in such tonnage the vessels engaged in the inland trade during the fiscal years ending the 30th of June, 1868 and 1869:

DOMINION EXPORTS.

	1868.	1869.
Great Britain	$21,329,010	$20,498,324
B. N. A. colonies	1,634,166	1,246,915
British West Indies	1,718,463	1,546,590
United States	27,534,292	30,923,929
France	96,672	133,907
Germany	44,943	56,242
Other foreign countries	2,248,920	3,991,406
Add short returned	2,961,722	3,077,468
Total	$57,567,888	$60,474,781

DOMINION IMPORTS.

	1868.	1869.
Great Britain	$36,663,695	$25,764,470
B. N. A. colonies	1,634,414	1,242,283
British West Indies	928,907	861,525
United States	26,315,052	25,477,975
France	1,365,295	1,335,540
Germany	485,943	497,291
Other foreign countries	4,592,000	12,223,086
Total	$71,985,306	$67,402,170

PROVINCIAL DISTRIBUTION.

Exports:	1868.	1869.
Quebec and Ontario	$47,499,876	$49,176,751
Nova Scotia	5,441,285	5,743,511
New Brunswick	4,626,727	5,554,519
Imports:		
Quebec and Ontario	$57,248,229	$53,269,941
Nova Scotia	8,213,682	7,749,333
New Brunswick	6,523,395	6,382,896
Duty collected:		
Quebec and Ontario	$6,800,235	$6,323,219
Nova Scotia	1,132,609	1,076,173
New Brunswick	886,586	899,517
Total	$8,819,431	$8,298,909

COMPARATIVE DOMINION SHIPPING RETURNS.

British Vessels:	1868.	1869.
Entered inwards, tons	4,125,436	3,655,286
Cleared outwards, tons	4,158,457	3,732,986
Foreign vessels:		
Entered inwards, tons	2,378,423	1,578,633
Cleared outwards, tons	2,320,509	1.494,139
Total:		
Inwards, tons	6,503,859	5,233,919
Outwards, tons	6,478,966	5,227,125

Railroad over the Alps.

Before many years have elapsed the railway will supersede the diligence on most of the great Alpine passes. The Mont Cenis and the Brenner are even now traversed by the steam engine. The success of the St. Gothard route may be regarded as assured; and the same telegram which announces the assent of the last canton which had not already contributed its subsidy, contains the promise of similar support to the proposed railway across the Splugen. The last line which has been promoted by the United Swiss Railway Company will be a much less expensive under takingthan the St. Gothard and will run through some of the most romantic scenery of the Alps. Starting from Chew, it will pass along the level country by Ems and Rhazars to Thusis, at the entrance of the Via Mala. Thence, through tunnels and over bridges, it will wind its way to the village of Splugen, and passing through a tunnel 9,700 yards in length, emerge on the other side of the mountain at Isola, whence it will lead to Chiavenna, a little to the north of which there will be a station for the Upper Engadin. The entire cost has been roughly estimated at 98 millions of francs, of which 50 are to be raised by private capitalists and 48 to be granted by way of subvention by the interested cantons. The works, it is thought, will be completed in five years from their commencement. The railway over the Simplon will probably soon follow, and before long the traveler in search of solitude will be compelled to confine his wanderings within the limits of perpetual snow.—*London Globe.*

Journal of Railroad Law.

RAILROAD COMPANIES—TAXES—ROADWAY MUST BE VALUED AS REAL ESTATE, INCLUDING IMPROVEMENTS.

The facts of the recent case of The Chicago and North Western Railway Company *vs.* The Board of Supervisors of Lee County, (44 Ill., 248,) are fully and clearly stated in the following opinion by

Breese, J.—This was an appeal from the Circuit Court of Lee County by the Chicago and North Western Railway Company, from a judgment rendered by that court in favor of the Board of Supervisors of Lee County.

This case differs from the case of The Board of Supervisors of Bureau County *vs.* The Chicago, Burlington and Quincy Railroad Company Ante, p. 229. The difference is presented by the first point argued by appellants, and that is, that, under the revenue laws of 1855, the real estate or "land" of a railroad company can be valued only as land, without regard to the cost of fitting it for use as a railroad, or of preparing it for receiving the track and superstructure. That it can only be valued as land by superficial measure, like other lands in that place and neighborhood.

The statute declares that the real property owned or occupied by a railroad company in each county, town, and city through which it may run, and the actual value of each lot or parcel of land, including the improvements thereon, except the track or superstructure of the road, shall be annexed to the description of such lot or parcel of land. Such list must set forth the number of acres taken for right of way, stations, or other purposes, from each tract of land through which the road may run, etc., giving the width of the strip or parcel of land, and its length through each tract, also the whole number of acres and the aggregate value thereof in the county, town and city; all this property is denominated "real property."

The counsel for appellants insist that the land occupied as right of way and fitted for use as such, by grading, filling, culverts and bridges, should be assessed as land only, without regard to the work upon it.

We cannot concur in this view. The Legislature have declared that this strip of land shall be particularly described in the schedule, and, with the improvements upon it, shall be taxed at its value. There can be no doubt on this point.

An objection is made by appellants to the form of the verdict, they insisting that it cannot be executed.

So far as appellants are affected by it, there can be no doubt but a proper mode will be adopted, by which the county authorities will dispose of the money when appellants pay it. This is all, we think, which concerns them. The mode or manner in which the authorities may distribute it among the several towns concerns the county alone.

The cross errors, for reasons we have given in the case referred to, decided by this court at the present term, are not well assigned.

Perceiving no error in the record, the judgment of the Circuit Court must be affimed.

Judgment affirmed.

Northern (Canada) Railway.

At the adjourned meeting of the stockholders of this company at Toronto on the 9th of March, the following report of the Canadian directors for the past year was read and accepted:

The Canadian directors have the honor to submit their report for the year ending the 31st December, 1869, with the accompanying statement of account, auditors' reports, and departmental returns. This report would have been presented at an annual meeting held on Wednesday, the 9th February, but the auditors having been unable to complete their examination of accounts and their report thereon in due time, the directors acted upon their suggestion and adjourned the meeting for one month, after having first proceeded with the election of directors for the ensuing year and transacted other business, of which the minutes will be found hereto attached.

The gross traffic receipts of the year have amounted to $671,076 51 (£137,892 8s. 8d. stg.), as in comparison with $550,070 24 (£113,028 2s. 7d. stg.) in 1868; showing an increase of $121,006 27 (£24,864 5s. 9d. stg.), or equal to 21.99 per cent.

The ordinary working expenses of the year have amounted to $338,035 91 (£69,459 8s. 11d. stg.), as against $335,894 31 (£69,019 7s. 7d. stg.) in 1868; giving a rate on gross traffic receipts of of 50.37 per cent., as in comparison with 61.06 per cent. in 1868. To these sums have to be added $164,122 49 (£33,728 15s. 1d. stg.) expended on additional locomotive and car stock, new sidings, and other works of extension necessary to meet the demands of the increasing traffic.

The balance of the year carried to the net revenue account has amounted to $168,918 11 (£34,709 3s. 11d. stg.), which, with the balance brought forward from 1868, has enabled the directors to pay all accruing interest dividends on the company's debentures and to liquidate in full the arrears of interest dividend of three per cent. overdue on the second preference bonds.

By "The Northern Railway Act of 1868," the company was empowered to make an issue of third preference bonds (Class A) to the extent of £50,000 stg, and to "expend the proceeds thereof in the construction of elevators, the increase and extension of the rolling stock, and other equipment works for the further accommodation and facilities of the traffic."

Under the authority given by the proprietary at the special general meeting held on the 9th February, 1869, the above issue is now in progress for works then approved; the expenditure on this account to 31st December 1869, having amounted to $165,466 66 (£34,000 stg.), being $14,016 00 (£2,880 stg.) to new rolling stock and $151,450 66 (£31,120 stg.) to new elevators, wharfage, and other extension works.

The directors expect that the new Toronto elevator will be finished and ready for service immediately on the opening of the ensuing season of navigation; and they are already engaged in preparations for the construction, during the coming summer, of a similar structure, but of less capacity, at Collingwood.

By the act of 1868 already quoted authority was given, under certain conditions precedent, for the preferment of certain arrears of interest debentures representing interest on the original bonds of the company overdue and unpaid in 1859, and then capitalised. The conditions thus imposed having now been complied with, and the earnings of the line being sufficient to warrant the procedure, the directors recommend that the exchange of bonds provided for by sections 6 and 7 of the said act be now made.

During the last session of Parliament a charter was obtained by the Toronto, Simcoe, and Musko-

ka Junction Railway Company with the object of constructing a railway from some point upon this line, at or near the town of Barrie, to Lake Muskoka. The organization is a very powerful one, and, with the municipal aid which it expects to secure, would soon be well able, from local resources, to conduct the undertaking to a successful issue. Appeal has been made to this company for such co operation as may tend to strengthen this enterprise to mutual advantage; and the directors, whilst strictly adhering to the policy of a close capital account, have expressed a cordial desire to contribute such aid and influence as with due regard to the protection of existing interests, and subject to the sanction of the proprietors, may be prudently extended to an undertaking which is of prime importance to the commercial centres served by this railway, and must ultimately become an important and valuable feeder to it.

F. C. Lowthorp, Esq.

We have received from F. C. Lowthorp, Esq., Civil Engineer, Patentee and Builder of Iron Bridges, Pivot Bridges and Turn Tables, a circular containing numerous references to Railroad Companies for Bridges and Turn Tables, and to Commissioners and Freeholders of counties for Public Road Bridges constructed by him, besides a number of testimonials from parties who have had them in use. For instance:

The Commissioners of Lehigh Co., Penn., certify that the Iron Public Road Bridge across the Lehigh River and Canal at Allentown has been executed in a good workmanlike and substantial manner, to their entire satisfaction, and has met with the entire approbation of the public in general; being not alone both substantial and durable, but also very tasteful and ornamental.

The Central Railroad Company of New Jersey has in use, on the main road and branches eleven of his Iron Turn Tables. During six years' service they have required but very slight repairs, and have given general satisfaction. During the past year Mr. Lowthorp has erected for this company twenty-four Double Track Iron Railroad Bridges, varying from 55 to 162 feet spans, and also built the large pivot draw in Newark Bay, and put up a large number of his Iron Turn Tables, all of which are complete in themselves, both as to the excellence of the workmanship, and the materials used in their construction. The draw, which weighs about 225 tons, is very easily worked by *two* men, and *one* man can turn a locomotive engine upon one of his turn tables.

The Iron Pivot Double Track Draw Bridge erected by Mr. Lowthorp at Bridgeport, Ct., for the New York and the New Haven Railroad Co., is giving excellent satisfaction in every respect.

The Lehigh Coal and Navigation Co., after a fair trial of two 50 feet Tables, ordered eight more of smaller size.

The Lehigh Valley Railroad Co., who have had these Iron Tables, with Improved Pivot, in use for a number of years, say they are all that can be desired in the way of a reliable good Table. They have never given a particle of trouble, have not been out of order for an instant, and have cost nothing whatever for repairs. They show no perceptible wear in either pin or plate, and there is no reason to doubt their being as good twenty years hence as to-day.

The circular containing the testimonials, of which the above is but a brief abstract, together witg the names of the Railroad Companies, etc. to whom reference is made, may be had by addressing F. C. Lowthorp, Esq., Trenton, New Jersey.

Railroad Dividends.

The Northern Central Railway Company have declared a semi annual dividend of three per cent., payable on and after the 25th of May next, free from State and National taxes, at the office of the company in Baltimore, and by Geo. Taber, Transfer Agent, No. 234 South Third st., Philadelphia.

The Concord Railroad Company have declared a dividend of five cent. payable, free of government tax, May 2, 1870. Stockholders in Boston and vicinity will be paid at the office of F. M. Weld, Esq., No. 50 Congress street; in Nashua N. H., and vicinity, at the First National Bank; in Concord, N. H., and vicinity, at the office of the Superintendent; in Lebanon, N. H., and vicinity, at the National Bank of Lebanon; all others at the office of the Treasurer in Manchester, N. H.

The Manchester and Lawrence Railroad Company have declared a dividend of five per cent., exclusive of government tax, payable May 2. Stockholders in Boston and vicinity will be paid at the office of Abbott, Downing & Co., 32 Broad street; all others at office of the Treasurer in Manchester, N. H.

Virginia Valley Railroad.

At the last term of the County Court of Roanoke Co., Va., the following order was entered:

On motion, it is ordered that at the election to be held in this county on the 4th Thursday in May next, a poll be opened to take the sense of the qualified voters of this county according to law, on the question whether the county shall subscribe to the capital stock of the Valley Railroad Company, a sum not exceeding $200,000, the subscription to be made in bonds of the county, payable within twenty years after their date, with interest thereon, payable at the rate of six per centum per annum, payable annually, subject to the following conditions:

First. That the said Railroad penetrate the county to some point on the Virginia and Tennessee Railroad.

Second. That the said Railroad, to that extent, be actually let to contract before the delivery of the said bonds.

Thirdly. That the company agree that the money subscribed by the county be expended within the county.

☞ Thomas McKissock, Esq., has been appointed Chief Eugineer and General Superintendent of the Pacific Railroad of Missouri, and has issued the following order:

"Mr. Jacob Johann has this day been appointed Master Mechanic, vice B. Warren, resigned, to take effect April 1, 1870. Mr. Johann will have general supervision over the entire motive power and machinery department, and his authority will be respected and his orders obeyed by all employes in his departments."

Mr. Johann has been Master Mechanic of this road before.

☞ The Pennsylvania and Sodus Bay Railroad Company was organized at Ovid, N. Y., on the 22d inst., by the election of a board of directors. The stock has all been subscribed, and ten per cent. paid in. The road will be 100 miles in length, extending from Waverly, via Trumansburg, Ovid, Seneca Falls and Waterloo, to Great Sodus Bay.

☞ The New York State Canals are to be opened to navigation on the 10th of May.

Boston Water Power Co.

The annual meeting of the stockholders of this corporation was held in Boston on the 26th inst. The treasurer presented his report, which was received and placed on file. It stated the total receipts during the year as $86,415 60, and the total expenditures $42,679 70; balance in favor of the company, $43,735 91. The largest sale of land made by the company during the year was one of about 170,000 feet of flats at 50 cents per foot, realizing $81,500. This has reduced the debt to about $98 000, and the company expects to soon receive $37,000 from the city. The company owns about 9,000,000 feet of flats, and has 51,500 shares of stock sold. The following gentlemen were chosen directors: Messrs. J. A. Dupee, Daniel D. Broadhead, Jarvis D. Braman and Samuel P. Bird.

Norfolk and Gt. Western Railroad.

The editor of the Bristol *News*, writing from Richmond says:

In a conversation yesterday with Col. Davis, he informed me that a contract of the most favorable character, for the building of the Norfolk and Great Western Railroad has been signed, sealed and delivered, and that our people are required to do but very little to secure its very early completion. A large force will be put to work at several points upon the line early in the summer. Col. Flournoy, who has the contract, comes from New York, by way of Lexington, where an effort will be made to secure the services of Commodore Maury in the establishment of a line of Steamships between Norfolk and European ports. This line is to be under the control of the Land, Loan and Trust Company, incorporated but a short time since. I am not at liberty to make known the terms and conditions of the contract.

Railroads of Michigan.

The annual report of the Auditor General of Michigan concerning the various railroad companies of the State, is just issued, embracing the business of the corporations during the year ending December 31, 1869. Of the companies reporting it appears that the aggregate capital stock at the time of the report was $39,748,603; the capital stock paid in $30,234,667; the bonded debt, $24,454,630; the floating debt, $1,717,875. They received for the transportation of passengers, $4,930,107; for the carrying of freight, $7,494,285; for carrying the mails, $107,214; from other sources, $552,150—making a total of $13,082,759. For repairs, cars, engines, buildings, salaries and other expenses, they have expended $8,501,767 out of their receipts.

☞ The citizens of Baltimore have ratified the ordinances passed by the City Council authorizing the issue of bonds of the city to the amount of $1,000,000 for the erection of the new City Hall, to authorize the funding of the floating debt of the city to the extent of $800,000, and to issue $370,000 of certificates of indebtedness, to be called water stock, and to be used in completing Druid lake and for other improvements.

☞ The contract for furnishing all the materials and workmanship required for a sea wall at Point Allerton, in Boston harbor, has been awarded to James W. Andrews of Gallop's Island, by Gen. Foster, U. S. Engineers.

☞ Work was commenced on the western division of the Chesapeake and Ohio railroad near Charleston, West Virginia, on the 9th inst.

Norfolk and Gt. Western Railroad.

Mr. Davis, one of the directors of the Norfolk and Great Western Railroad Company returned to Richmond on Wednesday from New York, where he has been for some time past with Col. Flournoy and others, looking after the interest of his line. He states that their negotiations have been successful, and every mile of the road is now under contract, and that work will be commenced on it in a very short time. This line extends from Norfolk to Bristol *via* Danville, and passes through a rich section of the State which has hitherto been so far from any line of communication with the markets of the country that its productions have not been made valuable.—*Richmond Enquirer.*

Baltimore and Potomac Railroad.

Superintendent Seabrook, Mr. Emack, chief engineer, and Messrs. Hammond Worrell, and other attaches of the company, have been in Marlboro' for the past few days arranging for the immediate resumption and vigorous prosecution of the work below that town, Mr. McCann having fully completed his contracts to the Western branch. The contracts for six sections of one mile each, have been awarded to the following gentlemen: No. 1, on the southern side of the Western branch, to Clement Hill, Nos. 2 and 3 to John W. Belt, of Oak Grove, and Nos. 4, 5 and 6 to Daniel McCann. —*Prince Georgian.*

☞ The contract for building the Spuyten Duyvil and Port Morris railroad, from the Hudson River railroad at Spuyten Duyvil to its proposed junction with the Harlem railroad at Mott Haven, about a quarter of a mile north of the Harlem river, has been awarded to Mr. Nicholas Decker, who is to complete the work by the 1st of March, 1871.

☞ A bill authorizing the Great Western (Canada) road to change its gauge to 4 feet 8½ inches has been reported favorably to the Dominion Parliament, and is likely to pass. The road has now a third rail for the narrow gauge, and the proposed law will authorize the company to take up the outside rail which forms the wide gauge required by the original charter. It is now almost useless to the line.

☞ The work on the new railroad from Atsion, in Burlington county, to the Delaware at Greenwich Point, is rapidly progressing. Three sets of men are grading it at three different points. It crosses the Atlantic track at Winslow, and extends through Vineland and Bridgeton to the Delaware.

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in
IRON AND STEEL,
Also Agents for
Oxford Iron Company, Oxford,
CUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

McKay Iron and Locomotive WORKS,
MANUFACTURER OF
LOCOMOTIVE ENGINES,
JERSEY CITY, N. J.
Iron Bridges of all Classes.
Office 119 BROADWAY, New York.

The San Antonio and Mexican Gulf Railroad.
FOR SALE AT PUBLIC AUCTION.

HEAD QUARTERS FIFTH MILITARY DISTRICT, State of Texas.
CHIEF QUARTER MASTERS OFFICE, Austin, Texas, April 11th, 1870.

IN COMPLIANCE WITH THE ORDER OF THE Secretary of War, dated March 26th, 1870, there will be sold at Public Auction at Indianola, Texas, between the hours of 12 M. and 3 P. M., on Wednesday, the 25th day of May, 1870, all the right, title and interest of the United States of America in and to the

San Antonio and Mexican Gulf Railroad from Lavaca to Victoria, Texas.

The Sale will include the Road Beds, Tracks and Sidings, Buildings, Water Stations, Turn Tables, &c.

The Railroad Materials and Supplies pertaining to the road, together with the Rolling Stock, Cars, Machinery and other Equipments, as follows:

28 Miles of Track, (more or less).
1 Passenger Car.
1 Baggage Car.
6 Box Cars.
6 Platform Cars.
1 Engine and Tender.
1 Engine.
1 Engine House at Lavaca.
1 Depot Building at Victoria.
1 Depot Building at Lavaca.
1 Machine Shop at Victoria.
20 prs. trucks loose at Depot in Victoria.
4 prs. trucks under 2 Platform Cars.
1 Miscellaneous lot of Railroad Material, Boxing Straps, &c.
1 Worthless lot of Blacksmiths Tools.
1 Mixed lot of Machinery being odd pieces, &c., in shops at Victoria.
8 prs. trucks lying loose along the Road between Lavaca and Victoria.
2 prs. driving Wheels at Victoria.
1 Tank at Victoria.
1 Pistern at Victoria.
1 Iron Safe.
2 Stoves.
2 pr. Scales.
3 Hand trucks.
1 Cross Cut Saw.

The property may be inspected on Application to the agent of the Road and any information desired may be obtained from the Chief Quarter Master Fifth Military District, at Austin, Texas.

Full particulars given on day of sale.
Terms of payment cash in United States Funds.
By order of
Bret. Major General J. J. Reynolds,
GEO. E. ALDEN,
Brvt. Major and A. Q. M. U. S. Army,
In charge of Office
Chief Quartermaster.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to
GEO. W. LORD,
107 West Girard Ave.,
3m11 **Philadelphia, Pa.**

JOHN BLAKELEY,
DEALER IN
WOOL & COTTON WASTE,
For Railroad and Steamboat Use, Steam Packing, &c.,
No. 233 Church Street, Philadelphia, Pa.,
SOLE AGENT FOR
CLEVELAND STEAM GAUGE CO.,
HOLT'S PATENT STEAM GAUGES,
For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to
D. L. WELLS,
Milwaukee, Wis.

Northern Pacific Railroad.
To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars, containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.
NEW YORK, April 26, 1870.

RAILROAD IRON.
4,000 TONS 50 LBS. ERIE PATTERN, BEST by Crawshays make. Now in yard and for sale
DANAS & LITCHFIELD,
18 William street,
4t49 **New York.**

LARGE PEREMPTORY SALE.

Very Valuable Machinery.
RICHARD NORRIS & SON'S
LOCOMOTIVE WORKS,
17th Street between Pennsylvania Avenue and Spring Garden Street.,
PHILADELPHIA, PENN.
THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Plaining Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys. and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams —graduated to weigh 10 Tons each with weight complete —the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Plaining machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

THOS. BIRCH & SON,
Auctioneers, No. 1110 Chestnut St.,
8t11 **Philadelphia, Pa.**



I. A. WILLIAMS'

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

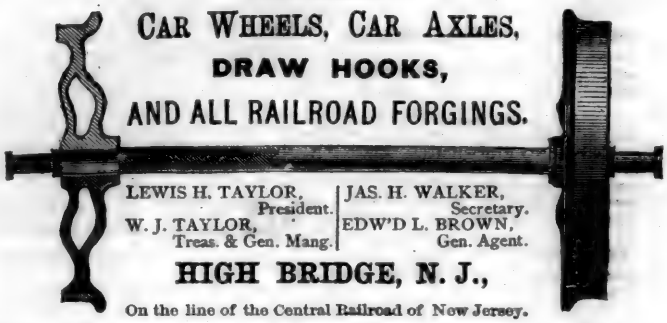
I. A. WILLIAMS, Patentee.

TAYLOR IRON WORKS,

Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.

MANUFACTURERS OF

Wheels and Axles, made in the best and most careful manner, furnished separately, or "*fitted*," making complete sets.



CAR WHEELS, CAR AXLES,
DRAW HOOKS,
AND ALL RAILROAD FORGINGS.

Standard Draw Hooks, finished, ready for immediate use, with Nuts and Plates, with or without links.

LEWIS H. TAYLOR, President. | JAS. H. WALKER, Secretary.
W. J. TAYLOR, Treas. & Gen. Mang. | EDW'D L. BROWN, Gen. Agent.

HIGH BRIDGE, N. J.,

On the line of the Central Railroad of New Jersey.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, JR.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

CEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, *New York.*
Orders by mail promptly answered.

BORDEN & LOVELL

COMMISSION MERCHANTS,
70 and 71 West St., New York,

Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.

49 Walnut St., Cin., O.

CHEAP PAINTING.—
1/2 COST LEAD
100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.
or 75 Maiden Lane, N. Y.

J. MILTON HAGY,

Iron Commission Merchant,

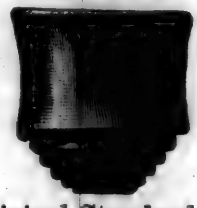
And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
512 Walnut Street,
PHILADELPHIA.

RAILROAD CROSS TIES.

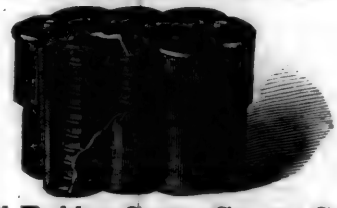
VOSE, DINSMORE & CO.,

National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,
MANUFACTURERS OF

RAILWAY CAR SPRINGS.



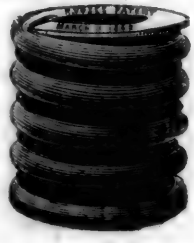
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



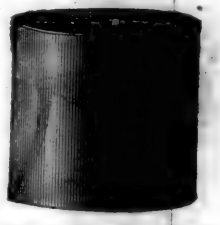
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



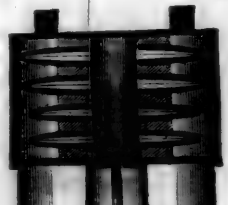
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



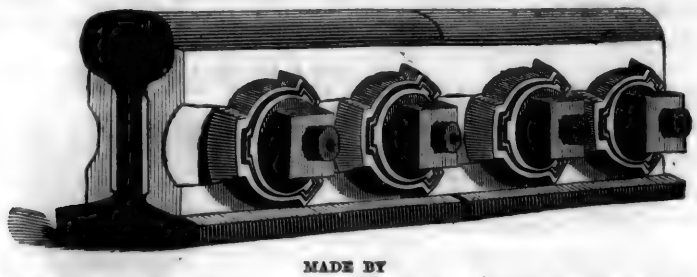
Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn,

TAYLOR MFG. CO.,

Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

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Steamer AMERICA, will leave San Francisco June 1, 1870, for China and Japan.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, May 7, 1870.

The "Double Header" Locomotive.

A company of railroad men, comprising the Superintendents of nearly all the leading railroads of New England, and also the master mechanics of several, visited Taunton on the 26th ult., for the purpose of witnessing the working of a new Fairlie engine recently constructed at the shops of Mr. William Mason. This species of locomotive, known familiarly as the "double header," was invented by Robert Fairlie of England, and is in use on some of the roads there, but is a novelty in this country. Mr. Mason has Americanized Mr. Fairlie's ideas and produced a machine which he believes to be eminently adapted to the American roads, and especially to those having heavy grades and requiring very powerful locomotives. It is essentially two engines in one, having a smoke-pipe at either end, and is very appropriately termed the "Janus." There are two sets of cylinders (of 15 inch diameter and 22 inch stroke), but both are operated by a single throttle, as in a single engine. The water and fuel are carried upon the sides and no tender is required. There are three pairs of driving wheels (of 3½ feet diameter) at each end, making twelve wheels altogether, and there is a contrivance in effect similar to the trucks on which common cars rest, to facilitate the passage of short curves. The weight of the machine is something over sixty tons. Mr. Mason claims that the "Janus" is as powerful as three ordinary locomotives. It was run with a freight train and a newly-finished locomotive attached, some four or five miles up the track and back, and appeared to work in a highly satisfactory manner.

Chesapeake and Ohio Railroad.

Between the waters of the Ohio and the waters of the Cumberland rivers, stretching eastward to the James and Potomac divisions of the great Chesapeake Bay, there lies a diversified and fertile belt of country, blessed with a salubrious climate, abundance of timber, water power, coal and iron deposits, and natural advantages which fit it to become the home of ten millions of people, and the foundation of a mighty system of industry far transcending our present attainments. Within the area described by this ellipse may be found the rich tobacco and corn lands of Kentucky, whose fields, pastures and live stock are renowned, the elevated cotton and vine lands of Tennessee, the wheat and grazing lands of Virginia and West Virginia, at present scarcely disturbed by the cultivator. Favored as this region is by nature it is still but scantily supplied with railroad communication with the markets of the world. We note with satisfaction that a company of gentlemen in this city, have become associated with others in Virginia to carry forward the old Virginia Central Railroad line—which with its consolidated connections is now known as the Chesapeake and Ohio Railroad—from its present terminus at the summit of the Allegheny to the Ohio River at or below the town of Guyandotte.

Along the completed portion of this road are thousands of square miles of precious iron ores; in the Kanahwa Valley, a hundred miles beyond its terminus, are inexhaustible beds of cannel and splint coal, the latter a variety especially valuable for smelting purposes. Still further to the westward at the western terminus, are the iron ores and furnaces of Southern Ohio and Eastern Kentucky. This line of road it is said will connect these several inter-dependent supplies, and lay down at the Kanahwa the elements of our immense iron industry, which must redound to the profit of the whole State. Over the same line of road may be drawn the cotton of Arkansas and Tennessee, the live stock and tobacco of Kentucky, the wheat and corn of the Upper Mississippi Valley, and the provisions of the culture tear of States. By this line also the hemp and iron of Missouri can be cheaply brought to tide water as it is understood that the advantages of operating are very great, and connecting the cheap river navigation of the West with the still cheaper navigation of the Atlantic. The work of completing this line which formerly received a large amount of aid from the State Treasury of Virginia has been lodged in responsible and energetic hands. Messrs. A. A. Low, Wm. H. Aspinwall, C. P. Huntington, Stewart, and others would hardly have identified themselves with any but promising and safe projects.

Messrs. Fisk & Hatch the Bankers who have the Bonds of the Chesapeake and Ohio R. R. for sale—and whose recommendation carries great weight—report a very satisfactory demand for the Loan. The fact that this House has taken charge of the company's Loan is, of itself, a good evidence of its merit and eminence.

Railroad Operations in Virginia.

We had the pleasure of a short interview recently with Gen. Wisewell, a contractor for railroad construction between Fredericksburg and Charlottesville, Va., some thirty miles of which route are already graded. At Charlottesville the road will communicate with the Chesapeake and Ohio railroad, and of course with the railroad connecting toward the Southwest, via Lynchburg. Thence it will have connection, we take it, with Danville, by a projected railroad, and so on to Charlotte, N. C., &c. From Fredericksburg the road first named, or that from Charlottesville, is to connect with the Baltimore and Potomac railroad at Belle Plain, a point a few miles southeast of Aquia Creek. This Fredericksburg or Belle Plain and Charlottesville railroad is in process of construction by the Pennsylvania Railroad Co., just as they are constructing the Baltimore and Potomac railroad. It is understood they are to build a railroad from Fredericksburg to Alexandria. Thus we shall have another railroad from the South of Washington. The charters for all these roads—that from Fredericksburg or Belle Plain to Charlottesville, that from Baltimore to the Potomac, with branch to Washington, and

that from Fredericksburg to Alexandria—were dead and inert things, but being acquired at very moderate outlay, they will, when constructed, command the situation, both toward the south and southwest, and also in the connection of the Chesapeake and Ohio railroad extension. It is stated that the same great railroad interest now controls the Richmond and Fredericksburg railroad, and that extending to the head of the York river. Said party is also forming, or has formed, railroad connections beyond Richmond to the Gulf. Things look, indeed, as if Mr. Garrett has been outflanked in the South, and that his control of railroad affairs will be confined to Virginia alone, and that the lower part of the Valley of Virginia. Meantime, the Manassas railroad taps that rich valley, and most assuredly will bring a large trade to Alexandria and Washington, while the gradual extensions of the Loudoun and Hampshire railroad will not only tap the Valley lower down, but must in the end cross it, and in piercing the coal region compete with the great Baltimore and Ohio railroad itself in rapidity and cheapness of transport of the black diamonds to tide-waters.—*Washington Chronicle.*

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING DECEMBER 31, 1869.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been		£791,193
Deduct—ordinary working expenses (being at the rate of 61.25 per cent. against 59.44 of the corresponding half of last year)	£484,571	
Renewals, &c., of the permanent way and works in the half year debited to revenue	73,745	
		558,316
Leaving an available balance earned in the half year of		£232,877
Deduct—Loss on American currency		32,899
Net balance		£199,978

in comparison with 136,586*l.* for the half-year ending 31st December, 1868.

To this sum of 199,978*l.* has to be added, the balance carried from the net revenue account of last half-year of 18,754*l.*, making a total balance of 218,732*l.* From this, however, has to be deducted the amount of postal and military revenue due for the last half-year to the postal bondholders of 18,769*l.*, leaving the balance of 199,963*l.* applicable for the following payments, viz:

Interest, &c., paid on lands	£1,790
On mortgage to Bank of Upper Canada	4,423
On loans, bankers' balances, promissory notes, European exchange, &c.	5,220
On British American Land Company's debentures	616
On Montreal Seminary debentures	616
On Island Pond debentures	2,700
Half-yearly installment on Portland Sinking Fund	2,369
	£17,737
Atlantic and St. Lawrence lease (in full)	32,486
Detroit lease (in full)	11,250
Montreal and Champlain	13,383
Buffalo and Lake Huron	43,750
	100,870
Equipment bond interest	12,000
On account of first preference interest	67,737
Balance carried forward	1,618
	£199,963

Comparing the results of the half-year with those of the corresponding six months of 1868, there is an increase of 6,180*l.* in the passenger receipts, which average 6s. 3d. per passenger against 6s. 9d. in 1868, and an increase of 24,507*l.* in the freight receipts, which average 15s. 7d. per ton against 16s. 3d. in 1868. The sum of 4,153*l.* has been received in settlement of the company's claim upon the United States Government for the carriage of the mails between Port Huron and Detroit. The original contract for this service, at the rate of $45 per mile per annum, proved to be inadequate, and the United States Government have at length admitted the company's claim for increased remuneration by paying $75 instead of $45 per mile, as from June, 1864 to June, 1869. From this latter date the rate is to be $100 per mile per annum. These receipts are not divisible amongst the holders of the Postal and Military bonds, but form part of the general revenue of the company.

The interest on the first preference bonds will, in fulfilment of the prospect held out in the last report, be paid in full for the half-year. The directors have decided upon this course after careful consideration of all the circumstances in which the company is placed. While concurring in the views which the President expressed at the meeting of 17th December, 1869, as to the desirability of charging the cost of all renewals, as well as of maintenance to revenue; they have nevertheless thought it right to debit the capital account in this case, with that portion of the renewals and improvements during the past year which represents increased value and solidity of the roadway in extra weight of iron. All renewals of bridges and culverts have, even when they added to the value and permanence of the undertaking, been charged to revenue. The impossibility that has previously existed of raising capital for capital purposes, and the necessities of the line, have compelled the directors in some measure to ignore the claims of first preference holders; who, under the exceptional circumstances of the past year, and bearing in mind the large amounts of revenue expended in recent years upon works ordinarily chargeable to capital, are fairly entitled to the full half year's interest on the present occasion. For the present and future years, however, the directors believe they will best consult the permanent interest of all classes of proprietors by acting, under all ordinary circumstances, upon the principle laid down by the President at the last adjourned half-yearly meeting, of charging to capital such expenditure only as enlarges the carrying capacity and traffic accommodation of the railway. All outlay in substitution or renewal of the permanent way and its accessories, and of bridges and works of art, however much they may improve or give increased solidity and value to the railway, the directors purpose henceforth to charge the revenue.

The reports of the engineer and locomotive superintendent are satisfactory as showing the improved condition of the permanent way and rolling stock. The total number of miles of railway relaid with new iron during the half-year was 109¼ miles, against 88¼ miles in 1868. The cost of re-rolling the rails at Portland and Detroit has been reduced from an average of $55, which was paid in 1865 and 1866, to about $36 a ton.

The loss on conversion of American currency was less by 10,418*l.* than in the corresponding half-year of 1868, owing to the lower rates of the premium on gold. Those rates fluctuated between 160 and 119¼, to which latter point the premium fell on 30th December last. Since that date it has still further declined, and should the premium disappear altogether, this company will be saved from a direct loss of net revenue which has in the past seven years averaged upwards of 65,000*l.* per annum.

The directors are pleased to state that the most cordial relations now exist between the company and the Great Western in regard to the policy of using joint stations wherever practicable. The adoption of this system will not only afford additional facilities in the interchange of traffic, but will also be the means of effecting a considerable saving in the working expenses of both companies. Arrangements have been already completed by which that company work over the Grand Trunk tracts at Toronto: and negotiations are pending by which the Grand Trunk station at Guelph and the Great Western station at London will be jointly used. It is expected that two of the narrow gauge railways which are to run into Toronto will be completed, in part, during the present year, and arrangements are in progress with these companies for their use of the Grand Trunk station in that city on the payment of a certain annual rental. The opening of these narrow gauge lines cannot fail to give an important stimulus to the trade of the province of Ontario.

The directors are happy to state that the bill for confirming the Buffalo agreement, which was approved by the proprietors at the late special meeting, has passed through the Commons House of the Dominion Parliament; and they hope to be able to announce at the forthcoming meeting that the bill has become law.

The prompt response to the recent circular offering 228,000*l.* of the second equipment mortgage bonds, the applications for which exceeded 1,300,000*l.*, was very gratifying to the directors, and they regret they were only able to allot so small a proportion of the amount applied for.

The capital so provided has enabled the directors to authorise the necessary outlay for some of that reproductive expenditure which from necessity has remained in abeyance for so long a time, and instructions have been sent to Canada to proceed immediately with the construction of twelve new engines and twelve new first-class passenger cars. These, with the Pullman cars, which Mr. Pullman's company have agreed to place upon the road by 1st July next, will so entirely change and improve the passenger service of the line, that a large proportion of the summer pleasure traffic hitherto seeking other channels will be secured to the Grand Trunk route. Full provision has also been made for a large increase in emigrant passenger traffic. Instructions have also been given to provide forthwith the engine-sheds so much needed at Toronto and Brockville—two most important locomotive centres on the line. The funds at the disposal of the directors will provide for other urgent works necessary for the development of the business of the road, and by thus giving additional facilities for the working of the traffic, tend to secure increased economy.

As regards rolling stock for the freight traffic, the extra supply needed for present wants has been found outside the company's own resources. The Montreal Car Company is now delivering the 500 cars they have contracted to supply at the rate of about ten cars a week, so that the whole number will be on the line by the close of the year. The additional 300 changeable gauge cars are also being rapidly proceeded with, and it is expected that the whole of them will be running at the close of the current year. So great is the demand by freighters at Chicago and Boston for this class of car that extra rates on the through freight conveyed in them are readily obtained. They have hitherto been run by the company most successfully, as regards both profit and freedom from accident, and they have enabled the Grand Trunk favorably to compete for this through traffic—as greater dispatch is frequently obtained for the freight than by shorter routes.

The works of the Intercolonial have been suspended during the winter; but with the return of spring the whole of the several sections now under contract will be energetically proceeded with. In the meantime the commissioners have invited tenders for forty locomotive engines, 250 box cars, and 150 platform cars, with a view to certain lengths of the line being opened for traffic next year. The construction of the Intercolonial will no doubt bring to the Riviere du Loup branch a considerable increase of traffic during the coming summer, and this line affording continuous communication on the same gauge from Halifax to Lake Huron, must, when completed, be beneficial generally to the Grand Trunk system.

The General Government at Ottawa and the Local Government of Ontario are making strenuous efforts to attract emigration to Canada, and it is expected that there will be a larger number of emigrants settling within the borders of the Dominion this, than in any previous year.

Cash warrants for 2*l.* 10*s.* on the first preference

capital with the certificates for interest to be capitalized on the first, second, third and fourth preference bonds and stocks will be issued shortly after the meeting.

The directors who retire by rotation are Messrs. Hodgson, Hodgkinson, Molson and Captain Tyler, and the retiring auditor is Mr. Newmarch. These gentlemen are eligible and offer themselves for re-election.

Morris Canal and Banking Co.

We have the report of this company for the fiscal year ending February 28, 1870. From this we learn that the income of the company from tolls and other sources during the year was:

From tolls		$408,292 43
" rents		14,050 94
" water rents		2,962 00
" other sources		5,940 43
		$431,245 80

And the disbursements were:

Repairs of canal & works	$163,078 36	
Operating canal	59,265 22	
Salaries, law and other expenses	21,762 46	
Transportation expenses	2,291 05	
		246,397 09
Balance—profits of the business		$184,848 71
Balance at credit February 27, 1869		37,348 98
Total		$222,197 69

Thus accounted for:

Dividends on preferred stock	$58,750 00
Interest on mortgage bonds	47,100 00
" boat loan	17,466 76
" dividend scrip	7,404 18
Depreciation of boat stock	3,632 54
Bad debts	217 85
State of New Jersey	25,000 00
Balance, February 28, 1870	63,226 36
Total, as above	$222,197 69

The income of 1869 as compared with that of 1868 shows an increase of $7,769 50. The current expenses and repairs of 1869 as compared with 1868 are greater by the sum of $10,011 22. The report says:

The canal was opened for business, and navigation resumed on the 25th day of March, 1869, with every prospect of an increased trade.

During the winter the work of general repairs had been unusually large; Lock 1 East at Beavertown having been almost entirely re-built, and the Locks at Dover thoroughly repaired.

About the middle of April, rumors that a general strike of the miners in the coal regions was probable, not only deterred boatmen from manning our boats, but also induced many who had already started to abandon the canal, thus checking very materially our business. The strike took place about the 7th of May and continued for about ten weeks, causing for that time an entire suspension of shipments to us from the mines. About the first of July shipments from the mines were resumed, and we at once began the labor of remanning the boats, which was found to be more difficult than at the opening of navigation, as the season was so far advanced and boatmen had found other employment. To meet this emergency, the system was adopted by the company of purchasing teams and leasing them to boatmen at a given sum per trip, and it was soon found that this experiment fully met our expectation, and our weekly tonnage was steadily increased, so that during the month of September and to the 4th of October, our aggregate receipts were more than during the corresponding time of any previous year, except 1866.

The great and almost unprecedented freshet which occurred on the 4th of October, and which caused serious loss and damage to adjacent canals and to property (particularly in the County of Warren) made five breaks in the western division of our canal within a distance of three miles of Port Delaware. The largest of these was about three-quarters of a mile from the Andover Furnace, and extended about 500 feet in length. For a distance of 300 feet the tow path embankment, and the bottom of the canal to the depth of 10 feet, was entirely washed away. The work of repairs was completed in two weeks with crib work in a good and substantial manner at an expenditure of $18,621 30, thus swelling the aggregate of our current expenses and repairs.

On the 19th of October our shipments of coal from Port Delaware were resumed, but by reason of the damage on the Lehigh canal, by the freshet, we received no shipments from that source till the 19th of November.

Our shipments of ore to furnaces on the Lehigh, from the 4th of October, were almost entirely cut off by reason of the damages on the Lehigh canal, as above alluded to—thereby causing a decrease in our ore tonnage of at least 50,000 tons.

It is highly important that we have increased and more direct facilities for delivering ore to the iron companies, and we are arranging for a railway connection at Port Delaware which should be completed at an early day.

Navigation was closed by ice on the 5th of December.

A dividend of 5 per cent. upon the amount of preferred stock has been declared—the interest falling due on all the outstanding mortgages, boat loan bonds and scrip certificates of the company, and the annual payment for the State grant ($25,000) have been paid, which leaves a balance to the credit of profit and loss of $63,226 36.

The Trustees of the boat loan have purchased and surrendered to the company $10,400 of the boat loan bonds which have been cancelled in accordance with the terms of the trust.

Pursuant to the order of the Directors, certificates of the seven per cent. dividend scrip have been purchased amounting to $5,853, which were duly cancelled at the close of the fiscal year, and the company now hold $969 in addition.

TONNAGE.

1st. The coal tonnage of the canal for the year 1869 was as follows:

	Tons.
Received from Lehigh Canal	78,787
" " R. R. at Port Delaware	134,570
" " " " Port Washington	68,269
" " Jersey City and Newark for shipment west	11,322
Bituminous coal shipped westward	11,417
Making a total coal tonnage of	304,365

of which amount 205,062 tons came to tide water, and the balance was delivered on the line of canal west of Newark.

2d. The total amount of ore transported on the canal was 227,696 tons—of this amount 93,574 tons crossed the Delaware river into the Lehigh valley—and 47,809 tons were trans-shipped to the Del. Lack. & W. R. R. at Port Washington—leaving 86,313 tons belonging strictly to the way trade of the canal.

The total tonnage of the canal was 650,200 tons—equivalent to 38,099,994 tons carried one mile.

During the past winter we have laid 100 tons of Bessemer steel rails upon four planes.

During the past winter the unusually mild weather has enabled us to make important improvements and repairs. At our point of shipment at Port Delaware, we have enlarged the canal to twice its former width for a distance of nearly half a mile. The canal has received a very thorough cleaning, and especially that part extending through the City of Newark, and is now open and navigation was resumed on the 28th of March.

A new feature in our trade has been the stocking of 50,000 tons of coal under our trestle work at Port Delaware, which has enabled us to furnish prompt loading at the commencement of the present season, and also to guard against any irregularity in the supply of coal by reason of obstacles which were so prominent last year.

GENERAL STATEMENT TO FEBRUARY 28, 1870.

Cost of 'canal' and appurtenances		$3,373,611 26
Assets—		
Cash	$22,334 98	
Bills receivable, individual accounts, &c.	66,206 03	
Materials	4,689 40	
Sinking Fund 7 per cent. scrip	969 00	
		94,149 41
		$3,467,760 67
Capital stock—		
Consolidated		$1,025,000 00
Prefeared		1,175,000 00
Mortgage bonds		785,250 00
Boat loan bonds		239,425 00
Seven per cent. scrip		105,772 00
Liabilities—		
Bills payable	$36,604 95	
Individual accounts	31,671 70	
Dividends, &c.	5,810 66	
		74,087 31
Profit and loss—surplus		63,226 36
		$3,467,760 67

President and *Sup't.*—JACOB RANDOLPH.
Vice President.—BLAKELEY WILSON.
Secretary.—JOHN RODGERS.

New Railroad Project.

We learn that Mr. Moe, the New Jersey gentleman who recently purchased the splendid estate of Colonel Wimbish, on Staunton river, is agitating the scheme of constructing a railroad between Pamphlin's depot, on the Southside railroad, and the North Carolina line at Leaksville. A charter authorizing the organization and incorporation of a company for the building of the road has been prepared, and will soon be proposed in the Legislature. The cost of the projected improvement is calculated at two million dollars; and it is stated that the people of the section which it is designed to traverse are disposed to use every exertion to raise it.

It is stated, also, that the Legislature of North Carolina has already chartered a road between Leaksville and High Point, which latter locality is on the line of the road between Goldsborough and Greensborough. The line from Pamphlin's purposes to connect with this road, and to constitute an additional link in our Virginian system of Northern and Southern intercommunication.—*Lynchburg Republican.*

☞ The stockholders of the Midland Railroad Company held a meeting on the 2d inst. in Jersey City. The local railroad companies in New Jersey, whose proposed lines extend from Hoboken to the State line, were consolidated with the Montclair railroad, to form the New Jersey division of the through line. The Hoboken, Ridgefield and Paterson road was not admitted. An election for officers was held, which resulted in the choice of C. A. Wortendyke for President; J. P. Loomis, Vice President; H. R. Low, Treasurer.

☞ By the recent survey of the Delaware River, to ascertain the best foundation for a bridge between Philadelphia and Camden, it has been found that the average depth of the Jersey channel is thirteen feet. On the Philadelphia side the water averages fifty-six feet in depth. The distance across the river is as follows: Opposite Chestnut street, 3,450 feet; opposite Market, 3,330; opposite Arch, 3,594; opposite Race, 3,333; opposite Vine, 3,285; opposite Callowhill, 2,793.

West Jersey Railroad.

The receipts from operations of the roads of this company for the year ending December 31, 1869, were as follows:

From passengers		$427,914 41
" freight		180,988 78
" marl		14,098 17
" express		18,108 48
" telegraph		764 39
" rent		195 00
" mail		10,115 00
		$652,184 23

And the disbursements were:

Maintenance of way	$124,781 14	
Motive power	97,462 23	
Train expenses	66,054 46	
Station & terminal exps	79,976 75	
General expenses	16,577 82	
		384,852 40
Earnings less operating expenses		$267,331 83

Leases:

Salem Railroad	$12,919 85	
Cape May and Millville Railroad	18,229 06	
Swedesboro' Railroad	5,619 25	
R. D. Wood branch (Millville)	1,000 00	
		37,768 16
Leaving		$229,563 67

From which deduct:

Interest on bonds	$82,274 35	
Taxes	11,023 08	
Sea Breeze House	4,013 20	
		97,310 63
Balance applicable to dividend		$132,253 04
Add balance from previous year		125,578 14
Total		$257,831 18
Dividend February 3, 1869	$60,445 00	
" August 16, 1869	60,445 00	
Tax on divid'd and surplus	7,157 88	
		128,047 88
Balance January 1, 1870		$129,783 30

The cost of operating the road is 59 per cent. of earnings. Net profits for the year, 10.9 per cent. on capital stock. The capital account for the year ending December 31, 1869, is as follows:

West Jersey Railroad	$167,163 81
Cape May and Millville Railroad	55,629 63
Salem Railroad	163 00
Swedesboro' Railroad	6,213 45
Total	$229,169 39

The cost of the several Railroads December 31, 1869, as per Construction Journal, is as follows:

West Jersey Railroad including Millville and Glassboro' Railroad	$2,007,467 09
Salem Railroad	270 58
Cape May and Millville Railroad	56,014 88
Swedesboro' Railroad	6,213 45
	$2,069,966 00

The cost of the West Jersey Railroad and equipments, excluding cost of Millville and Glassboro' R. R., is	$1,602,447 09
Cost of Millville and Glassboro' R.R.	221,020 00
Amount paid Millville and Glassboro' Railroad Company as premium for consolidation	184,000 00
Total, as above	$2,007,467 09
The cost of the Salem Railroad at date of Lease was	$278,320 43
Capital disbursements by the West Jersey R.R. Co. since date of leasing	270 58
Total cost to date	$278,591 01
The original cost of the Cape May and Millville Railroad, as per contract was	$500,000 00
Capital disbursements by that Company from the acceptance of the road to the date of the Lease	253,365 49
Capital disbursements by the West Jersey R. R. Co., since leasing the road	56,014 88
Total cost to date	$809,380 37
The cost of the Swedesbro' Railroad at the execution of the lease was	$271,431 24
Capital disbursements by West Jersey R. R. Co., since leasing the road	6,213 45
	$277,644 69
Capital stock Swedesboro' Railroad	$80,000 00
Bonded indebtedness	171,000 00
Due West Jersey R. R. Co	19,333 65
Other indebtedness	6,661 11
	$276,994 76
Capital stock West Jersey R. R	$1,209,000 00
Loan of 1883 $400,000	
Loan of 1896, mortgage 1,000,000	
Loan of 1899, mortgage 316,500	
	1,716,500 00
Other indebtedness	244,176 38
	$3,169,876 38

The investments by West Jersey R. R. Co., in auxiliary works is $1,217,872 77. Amount of sinking fund to secure loan of 1869, $43,750.

The increase in earnings over the previous year is $86,540 94; and the increase in expenses, $66,-337 68.

The cash receipts of the West Jersey Express Company during the year were $36,853 17; and the disbursements, $18,744 69—leaving balance for the year, $36,853 17.

The number of passengers carried during the year was 545,971½; do., carried one mile, 17,-620,193. Av. number of miles traveled by each passenger, 32.27. Av. receipts per passenger, 78.38 cts.; do., per passenger per mile, 2.43 cts. Cost per passenger, 44.34 cts.; do., per passenger per mile, 1.32 cts.

Total tons carried, 106,608; do., carried one mile, 3,497,157. Av. distance each ton was carried, 32.80 miles. Av. receipts per ton $1.68; do., per ton per mile, 5.15 cts. Av. cost per ton $1.23; do., per ton per mile, 3.74 cts.

The company have 17 locomotives, 38 passenger, 6 mail, 59 platform, 30 box, 2 stock, 2 crate, 130 dump, 22 lever, and 17 push cars. Number of miles run, 288,365. Av. cost per mile run, 35.18 cts.

The office of the company is at Camden New Jersey. The officers are:

President.—T. Jones Yorke.

Treasurer and Secretary.—George J. Robbins.

Superintendent.—Wm. J. Sewell.

Chief Engineer.—John G. Stevens.

Railroad from Hillsboro' to Jackson.

An important railroad meeting is to be held at Hillsboro', Highland county, Ohio, on Thursday next. The unfinished line of railroad extending east of Hillsboro' to Piketon and Jackson, passes from the Baltimore and Ohio and Marietta and Cincinnati railroads to the landholders on the line, in accordance with the provisions of the law of May, 1868. It is proposed at this meeting to form a new company to finish the line from Hillsboro' to Piketon, a distance of thirty-five miles, thence to Jackson, twenty miles farther, as soon as possible. When finished, this line is expected to connect with the Ironton and Columbus railroad, and will form an easy and cheap connection between Cincinnati and the western terminus of the Chesapeake and Ohio railroad, at or near Ironton.—*Pittsburg Chronicle.*

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JANUARY 31, 1870.

The receipts on capital account for the half-year ending 31st January, 1870, amount to £207,579, principally arising from the payment of the second instalment, due 1st December, 1869, on the 5 per cent. perference stock of the company, including the proportion of discount thereon, which has been charged as previously against the remission of interest allowed by the Government. The first annual series of the four per cent. bonds issued to the Government in settlement of the loan and commuted interest, amounting to $142,204, became due on the 1st January, 1870, and were paid. The aggregate expenditure at 31st January amounted to £5,487,437, leaving a balance to the credit of capital account of £96,817. The outlay on capital account during the half-year amounted to £94,844 (after deducting proceeds of surplus lands sold), and included 55 new broad gauge flat cars, 2 new 12-wheel narrow gauge baggage cars, 369 new narrow gauge freight cars, patent right for car platforms and car brake—8 7-10ths mile of new sidings, &c. The Directors authorized the construction of the narrow gauge freight cars in order to obviate the cost of hiring additional cars to conduct the large "Blue Line" freight business. The construction of five narrow gauge locomotive engines has also been authorized, and this outlay cannot fail to be of a remunerative character. As stated in the engineer's report, the entire cost of laying down 1,100 tons of steel rails during the half-year has been charged to revenue. The receipts and expenditure on revenue account for the half-year were as follows:

Gross receipts		£424,183
Working expenses, including renewals,		243,380
		£180,803

From which there has to be deducted—

Interest on bonds, loan, &c.	£44,556	
Loss on conversion of American funds	37,156	
Loss on working Erie and Niagara railway	1,125	
Amount set aside for renewal of ferry steamers	3,000	
		85,838
		£94,965
Add surplus from last half-year		1,851
Saving on conversion of June dividend on Detroit and Milwaukee preference shares		1,325
Amount of dividend on Detroit and Milwaukee preference shares, half-year to 31st December, 1869, as per net revenue account		9,098
Profit on working Galt and Guelph Railway		519
Available for dividend		£107,757

The dividend to 31st January on the 5 per cent. preference stock amounts to £8,060 15s., leaving a balance of £99,697. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 5½ per cent. per annum, free of income-tax, payable in London on 28th April, which will absorb £97,642. The balance to be carried forward to the credit of next half-year will be £2,054. The renewal fund for the ferry steamers now amounts, with interest, to £15,875. The loss on conversions of American currency for the half-year amounts to £37,156, as compared with £70,362. The average rate of conversions during the half-year was 126, the average price of gold for the same period being 131¼. The amount of assets in American funds in hand at 31st January, 1870, amounted to $182,009 09, against $218,635 41, at the commencement of thehalf-year. The fol

lowing table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.

Half-year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
Jan., 1864	129,684	171,329	621	301,634
Jan., 1865	154,125	157,874	730	312,730
Jan., 1866	205,131	181,071	837	387,039
Jan., 1867	168,986	161,254	1,273	331,513
Jan., 1868	186,537	213,476	800	400,813
Jan., 1869	188,703	238,764	846	423,312
Jan., 1870	183,741	239,535	907	424,183

EXPENSES.

Half-year ending	Including renewals. £	Per cent. of gross receipts.
Jan., 1864	171,336	56.80
Jan., 1865	168,577	53.91
Jan., 1866	170,003	43.93
Jan., 1867	166,682	50.26
Jan., 1868	193,667	48.31
Jan., 1869	209,752	49.55
Jan., 1870	243,380	57.37

The aggregate total traffic receipts, compared with the corresponding half-year, show a small increase £810; the increase in the local being nearly balanced by the decrease in the through traffic, viz.:

Increase in local passenger traffic	£2,469
" emigrants	288
" local freight and live stock	15,491
	£18,249
Decrease in foreign passenger traffic	£1,945
" mails and express	775
" foreign freight and live stock	14,720
	17,439
Total increase	£810

The reduced rates for through freight traffic were protracted until the end of October last, and are not even at this time restored to the rates in force in 1868. The tonnage carried, per mile, has, however, increased by 10 per cent. over the corresponding half-year, but the receipts for its carriage have decreased by £14,720. The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:

	Sterling.
January 31, 1864	4 9¼
" 1865	5 1½
" 1866	4 6¾
" 1867	4 7¼
" 1868	4 5¾
" 1869	4 3¾
" 1870	4 9½

The excessive expenditure on maintenance and renewals consists entirely of outlay for rails and fastenings, and wages of platelayers, and principally occurs in the months of November, December, and January last. The engineer explains that in October last he found the extent of renewals executed up to that time would be insufficient to carry the increasing traffic safely through the winter, with the speed necessary to ensure through connections with the American lines; that the main track having deteriorated to a greater extent than he had anticipated, rendered increased outlay necessary, and this forms the greater part of the total increased working expenses. In the last half-year's report reference was made to measures contemplated for the development of the through traffic between Chicago and New York, and to the desirability of a closer alliance in the nature of a consolidation of interests between this Company and the Michigan Central Railroad. The Directors have now to report that this has been accomplished by a deputation from the London board, which visited Canada and America in the month of December last, and concluded an arrangement with the Michigan Central and Detroit and Milwaukee Railroad Companies for the division in certain fixed proportions of the joint through traffic earnings on the one-purse system. The agreement for carrying out these arrangements was sanctioned by the shareholders at a special general meeting held on the 16th February, 1870. The effect of this agreement will be to obviate competition for traffic, and tend materially to reduce the expenses of the working staff, and of the agency offices in the United States; but as the agreement did not come into operation until the 1st of January, 1870, the advantages of this agreement will only be apparent in the future. Circumstances have rendered it prudent for the friends of this company, and of the Michigan Central Company, to obtain from the Ontario Legislature, a permissive and protective charter for a loop line to occupy the territory south of the main line of this company, which is receiving the careful consideration of the board. The Michigan Central Railway in alliance with the Great Western Railway, is now promoting the construction of a branch line from one of its stations (Ypsilanti, State of Michigan) in a southwest direction to the State of Indiana, through a fertile country not reached by any connecting line. The directors are desirous of assisting this undertaking by the investment of a certain portion of the earnings, which the new road may bring over the main line, in the first mortgage bonds of this new road. The receipts and expenditure of the Detroit and Milwaukee Railroad for the year ending 31st December, 1869, have been as follows:

Gross earnings	£331,976	7	1
Working expenses	195,072	8	6
Net revenue	£136,904	3	7

This is sufficient to meet the year's interest on all classes of bonds of the company, and 7 per cent. dividend on the preference shares; but the expenditure on construction account having absorbed its immediate cash resources the representatives of the Commercial Bank and the Great Western propose to receive payment of the half year's interest to 31st December, 1869, in Detroit and Milwaukee Railroad 7 per cent. Bonds of the creation of 1st September, 1866.—On behalf of the Board of Directors,

THOMAS DAKIN, President.

London, March 30, 1870.

DIRECTORS.—Mr. Alderman Dakin, Creechurch-lane, London, President. Gilson Homan, Esq., Sandford House, Kirkstall, near Leeds, Vice President. Hon. John Carling, M. P., London, Ontario, Canada; Thomas Faulconer, Esq., 12, Copthall-court, E. C.; John Fildes, Esq., Woodlands, Crumpsall, near Manchester; M. K. Jesup, Esq., New York; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William McMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham-common; George Smith, Esq., 23, Albermarle-street, W.; William Weir, Esq., 12, Somerset-place, Glasgow. Auditors.—John Young, Esq., 16 Tokenhouse-yard, London; Sidney Smith, Esq., 31, Bush-land, London.

☞ John W. Garrett, President of the Baltimore and Ohio Railroad, states that the suspension bridges at Wheeling and Benwood, on the Ohio river, intended to connect that road with the Pan Handle route, as well as the one at Parkersburg, connecting the Marietta and Cincinnati Railroad, will be completed as soon as possible. The latter, it is expected, will be ready by the first of November next.

☞ The following gentlemen have been elected directors of the projected Androscoggin Valley Railroad Company: A. D. Lockwood and J. B. Ham of Lewiston, E. F. Packard of Auburn, Lee Strickland of Livermore, Philo Clark of Turner, Thomas J. Cox of Dixfield. The office of the company is at Lewiston, Me.

A SAFE INVESTMENT.

First Mortgage Bonds of the Chicago, Cincinnati and Louisville Railroad Company.

These bonds are part of the first and only issue of the Company for $1,000,000, covering its entire property, and are at the rate of $13,700 per mile. Of the whole amount $600,000 have been already placed, leaving but $400,000 to be sold. They are 7 per cent. coupon bonds due in 1887, interest payable 1st January and July in New York. The Road is in operation. It is 73 miles long, extending from La Porte on the Lake Shore and Michigan Southern to Peru, where it connects with the Toledo, Wabash and Western and the Peru and Indianapolis Roads. It runs through one of the finest sections of Indiana, and makes a connecting link in the best through line from Chicago to Indianapolis, and thence to Cincinnati and Louisville.

We confidently offer these bonds as a desirable security to investors, AS THE NET EARNINGS OF THE ROAD FROM THE OPENING HAVE BEEN IN EXCESS OF THE INTEREST ON ITS BONDED DEBT, AND ARE CONSTANTLY INCREASING. Besides it is designed to extend the Road to Lake Michigan at New Buffalo or Michigan City the coming season, which will also greatly increase its earnings.

J. A. UNDERWOOD & SON,
No. 18 Exchange place.
CALDWELL & CO.,
No. 27 Wall st.

Pearls.—Gulf of California.

The revenue returns for 1869 received by last mail from City of Mexico, show that the catch of pearls and shell for the past year on the gulf coast of the territory granted to the "Lower California Company" amounted to the large sum of $78,000.

This, of course, is the valuation of the pearls given by the divers and speculators, and is consequently very much below the actual value of the catch.

A pearl is sold frequently for $20, which resold at Panama at $200, brings $1,000 in Paris; and in many cases much greater profits have been made on very fine gems.

Not over one-half the catch is ever reported to the Government, and the yield of the gulf for 1869 may be safely estimated at $300,000 in gold.

Western Lead Mines.

There has been a large falling off in the production of the Western lead mines. Not many years ago they supplied nearly the whole country. Now the west alone consumes, for various manufacturing purposes, fifteen thousand tons, while it produces scarcely eleven thousand. The whole amount consumed last year in the United States was more than fifty thousand tons, seventy-five per cent. of which was imported. The decreased production of the mines of Wisconsin, Illinois, Iowa, Missouri, and Arkansas, is doubtless due to the superior attractions and profits offered in the gold mines of the far west. Another cause is the exhaustion of the surface beds, necessitating deep shafting, expensive machinery and large capital in order to reach the ore.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	Jul. '69 8
American Central.....100	800,000	J. & J.	Jan. '70 4
Atlanta and West Point...100	1,282,200	J. & J.	---- ----
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ...50	25,879,923	---- ----	---- ----
" " " pref..50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	1,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq....100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,800	---- ----	---- ----
Do, do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 5½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 7
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,925	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy ..50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5z
Cincinnati City Passenger...	---- ----	J'n &J'ly	Jan.'68 2
" Street	---- ----	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref.... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	600,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,646	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70—
Dubuque and Sioux City..100	1,673,841	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia....100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7z
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly.....100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,020	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan.'70 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do. pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan.'70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,585	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	---- ----	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	---- ----	June'69 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '70 6
Millville and Glassboro' ...50	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7a
" " " pref.....100	9,744,.64	Feb. 1870	$7 & 3a
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Nangatuck.....100	1,456,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,588	---- ----	---- ----
N. Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey..... 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S. C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5z
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 2½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do, Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,668,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041.800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,200	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw...100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D.) pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref100	1,000,000	M. & N.	May69 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian....100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee....100	5,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,200,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan.'70 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	6,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,748	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M.J.S&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	M.J S&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... ..... —	---- ----	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... ..... —	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	---- ----	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	---- ----	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,745	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,996	4,682,505
1870	293,978	323,825	344,366	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	291,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,360	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,990	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,045	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6,114,566
1866	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,440
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,289,216	1,010,592	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,057	1,107,084	1,091,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,656	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	350 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406.373	510.100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,889	643,887	516,088	7,181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	614,374	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103.373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	125,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,882	402,219	407,107	448,934	406,186	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	551,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,103
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	406,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,770	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,560	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	380,430	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	310,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,016	438,323	5,083,008
1868	369,228	321,203	333,508	436,412	565,718	458.191	423,398	522,682	1,024,045	1,037.464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,183	590,550	7,249,270
1870	396,171	382,823	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 .80 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	209,879	250,617	294,874	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,189	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,198,955	702,685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	905,558	903,974	864,637	693,104	873,153	933,561	856,779	2,266,258	2,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,589	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,889	202,238	205,750	189,361	160,085	2,008,286
1870	152,393	158,785	176,877	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,030	317,052	329,078	304,810	309,591	364,724	382,906	408,766	351,756	333,480	3,809,353
1868	278,712	266,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,430	4,013,208
1869	284,192	266,137	242,705	311,833	312,529	348,801	310,800	450,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,000	623,560	617,686	758,467	847,332	807,388	716,820	5,709,163
1870	528,129	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " " coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	116½
" " " " " coupon		6	" "	1881	116½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	110½
(5-20s)....coupon		6	" "	1882	111
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109½
(5-20s)....coupon		6	" "	1884	110
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109½
(5-20s)....coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110½
(5-20s)....coupon		6	" "	1885	110
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	112
(5-20s)....coupon		6	" "	1886	112½
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	113½
(5-20s)....coupon		6	" "	1887	113½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	111½
(5-20s)....coupon		6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
(10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	264,260	var	.....	Due.	....
Treasury Notes (7-30s).....	711,100	7.3	.....	Due.	....
Certificates of Indebtedness.....	6,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,234,420	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,354,321	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	5	" "	'94–'95	103½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	100
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	....
" — " " (" ").	176,000	7	May & Oct.	1870	95½
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	90
" — " " (" ").	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	634,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	70½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	72½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	91½
" — " " (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " " converted.....	2,252,112	5	" "	'89–'90	....
" — " " " converted.....	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	95
" — " " 1838–'39.....	525,008	6	" "	'89–'99	....
" — " " 1838–'39.....	46,232	5	" "	1890	....
" —Defense Loan of 1864–'68.....	2,040,100	6	" "	1883	102½
" —South Relief Loan of 1867.....	100,000	6	" "	1875	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69–'88	92½
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar....	1,166,500	5	" "	'90–'94	93
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	105½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70–'72	....
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72–'73	108½
" — " " "	720,000	6	" "	'74–'75	106½
" — " " "	1,430,000	6	" "	1876	106½
" — " " " 1862.....	600,000	5	" "	'77–'78	98½
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73–'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	92½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	115
" — " "	5,726,800	6	" "	1873	115
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	6	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	47½
" — " (new).....	3,059,045	6	" "	'92–'98	23½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").	1,600,000	6	" "	1875	102
" — " (").	4,096,300	6	" "	1881	102½
" — " (").	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — "		5	" "		....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
" — " " "	7,909,600	6	" "	1877	107½
" — " " "	9,273,050	6	" "	1882	110
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	90
" —Funding Bonds	1,282,971	6	" "	'70–'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	55½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	69½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	62½
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,600	6	Jan. & July.	'71–'80	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	363,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	38½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	80
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1890	....
Sterling Loan, skg fund £360,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	99
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	99½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97½
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	87½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	"	"	1890	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st morigage	976,000	7	June & Dec.	New York.	1890	74½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	101
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	63
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	92
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	87½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96
Bonds of 1868	500,000	6	March & Sept.	"	1889	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	95
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	....
Income Bonds	570,000	5	April & Oct.	"	1872	94
European and North American:						58½
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	880,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	97½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98¾
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	94½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1883	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	88½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	8	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	9[illegible]
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	92
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	91
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	9[illegible]
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	79½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	91½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	300,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	80
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1891	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,800,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	97½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	85½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,584,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	86½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	295,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	75
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1990	86
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	84
Western Pennsylvania:						
1st Mortgage, guaranteed	1,890,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1997	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	" "	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	87
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	59
Improvement Loan	1,601,670	6	May & Nov.	"	1876	51
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	47½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.			Accounts and Cash.	Liabilities.					Trains Moved.	Carried one mile.					
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets.		Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.	Gross.	Net.		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,068	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,864	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased | to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,922	29,999,901	1,049,166	.....	505.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †.....Georgia.	6,784,189	*	50,000	.....	8,691,200	1,981,581	170,180	.....	285.0	.....	43,640	.....	.....	.....	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †. N. Carolina.	—	—	—	—	—	—	—	—	94.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,026,488	95,979	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	1,080,749	206,554	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio †.....Md. & W. Va.	24,186,268	5,026,461	16,199,943	711,871	16,287,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	29,391	12,598	4	100	....
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	257,661	30.0	418,896	.....	.....	8,724,916	2,968,809	8	100	137
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	836,033	L158,572	10	100	125
Dec. 31, 1868	44.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,301	1,500,000	250,000	162,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	22½
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	83
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.....Mass. & N. York.	17,719,195	2,697,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	146½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,996,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	16	12	8	323	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,350	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	34	27	528	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	28,148,406	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,7[illegible]	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	596,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	133
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146.1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.8	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,328	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,082	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,866,645	.....	728,431	165.0	.....	.....	.....	841,653	411,226	—	100	88½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	7,830,525	2,527,488	10	100	120½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,416,821	250,517	97,729	8	100	78
Dec. 31, 1868	41.2	—	....	—	8	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased | to West Jersey.)	—	—	—	6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	.....	402,875	—	271,223	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	109½
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,098	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	122
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,200	.....	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	24
Dec. 31, 1868	696.0	—	....	62.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah....S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	.....	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased | to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	....	....	....	....	....	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,268	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 [illegible],755	718,5[illegible]6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	248.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,667,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	'00	114
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,690	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147½
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	*	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	—	—	—	100	....
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	142
Mar. 31, 1869	498.0	60.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	81½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	—	—	—	—	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	122½
Jun. 30, 1867	—	Leases	es	of S	an.	&	Cin.	—	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	'00	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	427	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to Kentuc	ky Central.)	—	—	—	100	....
Jan. 30, 1868	98.0	25.0	8.4	—	14	12	5	160	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,008,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	82,977	355,964	17,676	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	93	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	79
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. &	Gt. Western.)	—	—	—	8	100	....
Dec. 31, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,663	*	150,976	497,868	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,498,214	937,788	6	50	106½
Nov. 30, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,950,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to	Lake Shore.)	—	—	—	7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	(Leased to	Pittsburg	Cincinnati	and St. Louis.)	—	8	50	19½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by	Little Miami.)	—	—	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	77½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3.1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to	Concord.)	—	—	—	7	100	103½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	180,459	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	130½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Dept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,515	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Dec. 31, 1868	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin.	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)	—	—	—	—	—	100	....
Apr. 30, 1869	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Mar. 31, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Nov. 30, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Dec. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,064,957	191,888	2,128,512	3,743,107	1,704,648	12½	50	112
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Boston	& Maine.)	29,000	29,000	3	100	....
Mar. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)	—	—	—	973,186	—	4s	100	108
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	....
Dec. 31, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)	—	—	—	—	—	100	....
Sept. 30, 1868	—	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)	—	—	100	....
Sept. 30, 1868	10.0	—	—	—	—	—	—	—	East Brandywine and Waynesb.	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)	—	—	—	—	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,784,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	969,318	57,357,609	8,896,100	1,675,238	529,914	8	100	121
Nov. 30, 1869	44.1	55.4	23.0	—	45	75	25	724	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila.,	Wil. & Balt.)	—	—	—	—	100	....
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila.	& Reading.)	—	—	—	6	50	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	—	—	Evansville, Henderson & Nashv.)	—	82,923	8,095	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)	—	—	25,000	5	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)	—	—	165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,270,118	18,506,705	46,302,210	23,398,800	6,746,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	24½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	80	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	36,072	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville.	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	63.6	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,089	—	21,750	208	150,000	238,450	17,000	—	5.8	10,881	398,465	—	29,687	6,815	—	50	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)	—	—	—	—	7.6	50	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)	—	—	—	—	—	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	79.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N. J.	329,306	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,794	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	28	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,531.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	111½
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)	—	—	133,284	133,284	7	50	112½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,926	18,585,582	1,861,682	548,219	14	100	232
Nov. 30, 1869	61.4	14.1	70.3	—	31	20	...	518	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	273,158	851,826	182,894	766,351	122,688	—	100	....
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	185.0	—	—	—	897,617	528,297	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria	Texas	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River	New York.	16,669 882	2,816,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Sept. 30, 1868	144.0	—	170.6	—	92	159	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	689,380	1,810,040	—	—	58.7	169,874	27,812	296,895	219,211	80,051	—	50	....
Oct. 31, 1868	44.0	14.7	12.0	—	18	8	3	87	*Illinois Central*	Illinois.	32,785,264	*	9,721,886	1,681,280	25,278,710	8,018,170	10,901,506	—	970.0	5,414,403	53,306,016	283,336,118	8,823,482	3,652,516	10	100	142
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	Indianapolis and St. Louis	Indiana.	—	—	—	—	(Is now operating Terre	Haute,	Alton &	St. Louis R.	302.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	6,232,907	—	—	75.0	237,250	—	—	—	—	—	50	25
Dec. 31, 1868	159.0	—	13.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	—	—	132.411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250,000	15,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,166	131,393	116.0	—	—	—	391,849	212,727	—	100	67
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	675,101	282,491	2,900,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	90
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)	—	—	152,927	7	100	....
Dec. 31, 1868	87.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	(Leased to Michigan Central.)	—	—	—	8	100	....
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	—	180,250	800,000	—	4.6	12,736	179,720	1,008,270	79,083	41,937	—	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.	—	—	—	—	—	—	1,159,000	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....
Dec 31, 1868	21.6	—	3.3	34.0	3	6	1	20	Lackawanna and Bloomsburg	Penn.	3,221,366	811,772	—	—	1,125,000	2,268,000	66,616	—	80.0	532,181	—	—	842,667	302,838	—	50	....
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	3,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	98½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	111½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,760	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,094,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1868	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	2	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	351,360	138,055	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	278	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	(Ow	ned by Co	ncord.)	.....	.....	.....	103	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	(Operat	ed by con	tractors.)	.....	.....	.....	100	....
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	123½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,600	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14	100	65½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	28	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,354	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	92½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	218	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,998	500,000	172,500	.....	119,165	21.7	74,993	3,408,946	770,715	204,930	58,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Phg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	21.7	74,993	3,408,946	770,715	204,930	58,206	8	100	104
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	122
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	54
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern...Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	54
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,997,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,607	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	8	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	58,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	142½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,077	6,000,000	1,081,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,970	10	100	151
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,796,800	599,091	217,863	.....	61.0	159,745	1,070,085	4,906,461	240,628	61,180	—	100	80
May 31 1868	223.0	6.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147.045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In progress.)																
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779	—	100	85
Oct. 31, 1868	55.5	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,182			3,150,000	3,463,839			67.3	421,267				1 015,394	388,240	5a	50	70
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080		561,370	128,943	—	100	
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,546,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638		330.0	3,369,326				4,303,783	983,763	6	50	90
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	120
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	
Nov. 30, 1868	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	764,000	49,920	241,580		66.4	413,172	7,312,861	11,065,863		741,607	171,957	8	100	106½
Jun. 30, 1868	118.0	32.0	14.0	—	91	21	6	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621		3,345,141		253,994			100	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	84½
Dec. 31, 1868	340.0	—	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534			2,964,041	663,427	—	100	87½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880				1,197,090	653,185	—	50	84½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178		1,562,525	538,138	6	100	100
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,444			291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0					147,327	24,479	—	100	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	56,811	—	100	
Sept. 30, 1868	38.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	20	705	*Pacific* ¶	Missouri.	11,640,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535				3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6							24	100	154
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)				53,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased	to Erie)					—	100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)				26,500	5	100	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000							(Leased t	o Camden	and Amboy.)		—	100	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	112
Oct. 31, 1868	47.0	15.9	58.0	—	23	4	—	1,060	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	376,000			47.0							20	50	235
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											—	100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3					212,892	93,883	—	100	
Oct. 31, 1868	89.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500			39.0	87,111				156,746	19,424	—	50	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5					2,804,250		—	50	56½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,760	63,950				24.3	342,775				642,639	295,901	10	50	162
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135				8,791,937	3,150,837	10	50	102½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,065		1,259,120					26.5					995,196	200,585	10	100	118
Oct. 31, 1868	100.0	3.8	108.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	905,891	8	50	109
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,338,531	646,465	—	50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	18	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000											27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34,971				60,642	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219			605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680		51.3	258,977				518,592	130,420	6	100	106½
Mar 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased	to Concord.)				24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000					(Leased	to Eastern.)			77,755	24,737	—	100	
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896				112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544		47.3	408,165	12,258,435	12,300,450		793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																		100	
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390			92.3					254,899	30,667	—	100	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000					159,744				178,456	26,995	—	50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	555,727	15,356,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,078		146,985	58,728	—	100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000						(Not in o	peration.)				—	100	
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							—	100	
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under c	onstructio	n.)		—	100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2					1,208,941	429,856	10	100	113
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4 069,421	11,712,202		993,239		—	100	20
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000						(About $5	0,000 a mo	nth.)			—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	36½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000				120.0					612,000	171,000	—	100	44
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased	to Chi. &	Alton.)		240,000		—	100	
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,000						(Under co	nstruction	.)			—	100	
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under co	nstruction	.)			—	100	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0					209,534	87,404	—	100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700			232,950	100,415	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased	to West J	ersey.)			16,533	6	50	
Nov. 30, 1867	16.0	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91								17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,080,235	*			900,235	2,150,000	50,000			116.3	240,390				416,916	106,052	—	100	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,299,150	97,000	148,578			54.0	152,360				167,518	344	—	50	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased	to Phila. a	nd Reading	g.)			5	50	
Dec. 31, 1868	30.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3					312,577	12,909	—	100	
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0					218,441		—	100	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				28.0	178,705				277,763	83,511	5	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		266,000	155,000		32,260	11,145	—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Operat	ed by Jeff.	Mad. and		Louisville		—	100	
May 31, 1868	50.0	—	2.5	—	10	10	6	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376				289,288	68,334	—	100	
Dec. 31, 1868	101 7	0.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009				75.0					127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109.0	373,510	7,127,219			605,543	214,124	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased	to Central	of New J	ersey.)			6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431				1,294,962	590,706	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000								(In progres	s.)			—	100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,		11.5	49,204	1,222,256	60,911		67,962	9,513	—	100	
Sept. 30, 186	55.0	0.6	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in fu	ll operatio	n.)				—	100	
Sept. 30, 1868	123 0	0.6	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401		182.5	255,714	1,944,588	8,666,425		850,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under construction.)							—	100	
Dec 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000		—	100	
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	....		91.0	....	....	....	....	....	....	—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	0.5	—	28	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,844	342,739	5	100	104
Dec. 31, 1868	68.0	—	.....	—	3	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	18.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,690	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	697	.....	—	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	.....	.....	.....	.....	Syracuse & Chenango Valley.New York.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	5	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	(Will form a part of the Rondout and Oswego Line.)				11.1	64,100	2,262,376	889,342	229,868	28,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1869	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,236	425,977	1,988,150	.....	148,488	957,278	73.0	450,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	280.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	2,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	53½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	.....	.....	.....	.....	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)			.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	32,000	—	100	....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	.....	.....	.....	.....	.....	.....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	42
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	(Leased to Vermont Central.)			.....	.....	8	100	105½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62½
May 31, 1869	23.7	—	.....	—	4	.....	.....	.....	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central † .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee † .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,462,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	78,075	—	100	....
Dec. 31, 1868	18.3	—	.....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. Lac.& W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	.....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & George†.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,076	30,547	684,046	959,600	175,911	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	1,942,000	.....	.....	.....	35.4	129,550	8,344,441	1,880,650	356,247	160,716	—	50	126
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	68	Western North Carolina..North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	68.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)			.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,406	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	.....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	.....	100	....
Dec. 31, 1868	20.8	—	.....	6 5	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	.....	100	....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	.....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	696,169	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—	.....	.....	.....	.....	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	160,623	15,250	156,600	1,270,400	1,160,782	.....	.....	45.7	308,484	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn.	395,536	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,081,000	.....	.....	.....	.....	.....	.....	.....	.....	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	124
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	.....	.....	.....	603,067	397,785	—	50	68½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	102.0	.....	.....	.....	450,135	162,972	—	100	80
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	.....	.....	.....	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	12½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
1868	64.0	—	—	—	—	3	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	6,000	57,580	Loss.		100	100	
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	134,914		100	100	
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,638	24,517	Loss.		100	100	
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,294	1,500,000	300,000		1,197,309	283,938	12.0	100	100	
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flath..N.Y.	434,600	264,600	300,000	1,487				100	100	
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	
Sept. 30,'68	7.55			Bushwick (Brooklyn).....N.Y.	284,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30,'68	23.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	100
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,646	4,097		10	10	
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31,'68	5.50			City Passenger (Cin.).....O.								100	100	
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31,'68	1.63	10	8	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31,'68	8.00	52	9	Fairhaven and Westville...Conn.	152,917	150,000						100	100	
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30,'68	15.88	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	39
Sept. 30,'68	3.25		5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	582,270	112,245	350,000		322,439	85,644	27.4	50	15	23½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	33
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	13½
Dec. 31,'68				Hoboken and Hudson City .N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,536	106,700	74,000	9,272				100	100	
Dec. 31,'68	10.47			Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56		28	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	166,627	90,000	62,500	10,560	70,353	9,702		25	9	
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,630		2,080	29,240	3,411		100	100	
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,000		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	
Nov. 30,'68	5.11	31	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	
Nov. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000			13,884	562		100	100	
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	
Dec. 31,'68	17.5	187	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	
Dec. 31,'68	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028			16,003	Loss.	15.	100	100	
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,285	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,376	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		67,643	16,274	7.	50	25	22
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,286	15,796	7.8	50	31	
Oct. 31,'68	5.20	92	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	
Oct. 31,'68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	900,000	700,000	170,962	512,686	71,706		100	100	
Oct. 31,'68	33.00	486	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	43
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	63½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga.....N.Y.	31,000	31,000			7,884	2,190	5.	100	100	
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										23½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700								
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	13,978	16,844	Loss.		100	100	
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000		81,096	154,582	Loss.		100	100	
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	
Sept. 30,'68	15.50	55	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	103
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	
Dec. 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	64½
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,000	5,000	1,127	3,565	1,319		25	25	
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	
Nov. 30,'67	4.06	45		Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	
Brooklyn, Prosp. P.& Flath.: 1st Mortgage	300,000	7	M.&N	1878	
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	625,000	7	J.& J.	1874	
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	
D. Dock, E.B.&Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	
Real Estate	100,000	7	var.	var.	
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.&N	1878	
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	93
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	M.&N	1876	
Quincy: Plain bonds	66,424	6	var	var.	
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	
1st Mortgage	15,000	6	J.& J.	18—	
Salem and Danvers: 1st Mortgage	82,100	6	J.& J.	18—	
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	
2d Mortgage	100,000	7	J.& J.	1874	
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	
Real estate	500,000	var.	var.	var.	
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	
Union (Boston): Real estate mortgages	30,200	6	var.	var.	
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1857	
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	
West Hoboken: 1st Mortgage	61,000	7	M.&N	1878	
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1880	
Worcester: 1st Mortgage	72,000	6	A.&O	1875	

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	87
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48½
Hannibal and St. Joseph, pref.	5,253,836	...	...	110
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guarnteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	70
St. Louis, Alton and T. H., pref.	2,040,000	7	7	64
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	17

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50 @	37 —
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		31 — @	32 —
Pig, American, Forge		30 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	97 50
		Store Prices.	
Bar, Swedes, ordinary sizes		115 —	@125 —
Bar, Refined		77 50	@ — —
Bar, Common		72 50	@ — —
Scroll		87 50	@115 —
Ovals and Half-round		95 —	@110 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		85 —	@120 —
Hoop		105 —	@145 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 6½
Rails, English	(gold) per ton.	59 —	@ 60 —
Rails, American, at Works in Penna.	c'y.	71 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— —	@ — 18
American, Spring, do.		— 9	@ — 12
American Machinery do.		— —	@ — 12
American German do.		— 10	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @	4 37½
Clinch		5 75 @	5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	—29
Copper		— 36 @	—

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 42 @	— —
Straits	(gold)	— — @	— 34½
English	(gold)	— — @	— 34½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 50 @ 8 75	10 — @ 10 75
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 50
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @	— 15½
Crude, 40 @ 47 gravity (in shipping order)		— 19½ @	— 20
Refined, prime L. S. to W. (110 @115 test)		— 25 @	— —
Refined, Standard White (in ship'g order)		— 27 @	— —
Refined, prime White (in shipping order)		— 28 @	— —
Refined, S. W. (in jobbing lots)		— 29 @	— 30
Refined, S. W. (in tin)		— 32½ @	— —
Naptha, Refined, (65 @ 73 gravity)		— 10 @	— —
Residuum	per bbl.	4 50 @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet..10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Th. 28.	F. 29.	Sat. 30.	M. 2.	Tu. 3.	W. 4
Canton Co.	71½	71	71½	72½	72	
Central Pacific 6s	92½	93	93	93½	91½	
Central of N. Jersey	108½	108½	108½	109	108½	109½
Chicago & Alton	115½	....	....	114½	114½	114
" pref.	115	....	....	....	....	....
" 1 M.	101	102½	....	....	....	....
" S. F.	96	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1888	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	79	79½	80½	81½	81½	81
" pref.	88½	89½	92	91½	91	90½
" 1st M.	....	....	94	....	....	94½
" S. F.	97	....	....	97½	....	....
" Consol.	88½	....	89	87s	....	....
Chic., Rock Isl. & Pac.	121½	123	123½	122½	121½	120½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	....	....	98½	....	98½
Clev., Col., C. and Ind.	79	79½	79	....	79	....
Clev. and Pittsburg	106½	106½	107½	106	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	21	20	20	19½	19½	19
" 1 M.	81½	82½	82½	83	83	83
" 2 M.	62½	....	63	....	....	....
Cumberland Coal pref.	32½	32½	....	32½	....	....
Del. & Hudson Canal	123	124½	124½	....	124	....
Del. Lack. & Western	109	109½	110½	112	112½	111½
" 1 M. 7s	97	....	....	98	98	98
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	108½	....	108	108	....	108
Erie Railway	24	....	25	24½	24½	24½
" pref.	46½	48	48½	48½	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97	....	95½	....	....	....
" 3 M. 7s, 1883	88½	88½	88	88	....	....
" 4 M. 7s, 1880	....	....	84	84½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81½	....	....	....	78s	78
Hannibal & St. Joseph	112½	112	113	....	112	111½
" pref.	111½	110½	111½	....	110½	110
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	104	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	141	141½	142	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97	97½	98½	98½	98½	97½
Lake Shore Div. bonds	91	91	....	92½	....	92½
Marietta & Cin. 1st pref.	19	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	125½	....	125½	125½	124½	123½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	102	....	102	98s	....	98½
" 2 M.	96	....	....	94s	94½	....
Mariposa Mining Co.	7½	8	....	7½	....	....
" pref.	15	16	16½	....	15½	16
" Tr. 10s ctfs.	....	46½	....	....	....	....
Milw. and St. Paul	64½	66	66	65½	64½	64½
" pref.	79	78½	80s	79	78½	77½
" 1st mort.	93	....	....	....	....	93½
" 2d mort.	....	....	....	....	....	....
" 8s	105½	....	....	....	....	....
" 7 3-10s con.	93	....	....	....	....	....
Missouri 6s	92½	92½	....	92½	....	92
" H. & St. J. ins.	....	....	....	92½	....	....
Morris and Essex	93	93	....	92½	92½	92½
" 1st mort.	....	....	....	....	100s	....
" 2d mort.	97	....	....	97½	98½	97½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	103	103½	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93½	....	....	....	....	89s
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	97	96½	97½	97½	97½
" certificates	94	93½	94½	94½	94½	93½
N. York and Harlem	147	148½	148½	147	143	142
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	47½	....	....	....	47½	47½
" new	23½	23½	23½	23½	....	23½
Ohio and Miss.	35½	36½	36½	36½	37	37
" pref.	....	74	74	....	....	....
" 1st M.	97½	....	....	....	....	....
Pacific Mail S. S. Co.	42½	43½	43½	41½	41½	41½
Panama	153	....	153	154	....	....
Phila. and Reading	102½	102½	103	102	101½	101½
Pitts., Ft. W. & Chi. gtd.	93	94½	94½	94½	94	94
" 1 M.	....	....	....	104	104	....
" 2 M.	....	....	....	....	....	98½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	9	9½	10	....	10	....
St. L., Alton & T. H.	35½	36	....	....	....	....
" pref.	64	64	....	64	64	64
" 1 M.	....	....	95	....	....	....
" 2 M. pref.	84½	....	....	....	85½	85½
" Income bds	81½	....	....	....	78s	....
Tennessee 6s	59½	60½	....	59½	60	60½
" new	57½	56½	57½	57½	56½	56
Tol., Wab. & Western	54½	54½	54½	53	52½	51½
" pref.	....	....	....	....	....	72
" 1 M. ex.	....	....	93	....	....	93
" 2 M.	85	....	....	....	....	82½
" Equipment.	80½	....	80½	....	....	....
Union Pacific 1st mort.	86½	....	....	86½	....	85½
Virginia 6s, ex-coupon	....	....	69½	....	....	70
" new	70½	....	....	....	69½	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108½	108¼	107½	108¼	108¼	108½
U. S. 5s, 10-40s, reg	106½	107	107¼	107	106	106½
U. S. 6s, 1881, reg	116½	....	....	....	116¼	116½
U. S. 6s, 1881, coup	116½	116¼	....	117	116¾	....
U. S. 6s, '81, O. W. L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110½	....	....	111¼	110¾	....
U. S. 6s, 5-20s, c. 1862	115¼	115¼	....	112¼x	111¾	111¾
U. S. 6s, 5-20s reg. '64	114¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114¾	114	113¾	111¼x	110¾	110¾
U. S. 6s, 5-20s, reg. '65	....	....	110½	....	....	110½
U. S. 6s, 5-20s, c. 1865	114¾	114¼	....	111¼x	110¾	110¾
U. S. 6s, 5-20s, r. n. '65	....	112¾	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113¼	112½	112¼	113¾	113	112¾
U. S. 6s, 5-20s, reg. '67	113¼	112¾	....	....	....	113
U. S. 6s, 5-20s, c. 1867	113¾	112¾	112¾	114¼	113¾	113½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¼	....	....	114¼	113¾	....
U. S. 6s, Pac. R. R. issue	112¾	....	112¼	112¾	....	112¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Catawissa	....	....	....	....	....	....
preferred	37¾	37½	....	....	....	37¾
Camden and Amboy	122	122	....	....	121	120½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	89	90
.. 6s, 1889	....	....	....	....	....	88½
.. mort. 6s, '80	....	....	97½	....	....	94x
Elmira & Williamsport	....	....	....	....	....	....
.. pref	40	....	....	....	....	....
.. 7s	....	....	....	....	....	94
Lehigh Navigation	34¾	34¼	34¾	....	....	....
.. 6s, 1884	....	....	....	....	87	87
.. Gold L	93¾	93¼	93	....	93¼	92½
.. R. R. L	....	....	....	91	....	....
Lehigh Valley R. R	56	56	56	56	55½	55½
.. 6s new coup	....	....	97	....	....	97½
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R. R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	53¾	....	....	....	52¾	....
Morris Canal	....	....	....	....	....	....
.. pref	65	....	....	....	....	....
.. 6s, 1876	85	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	91½	....	91¼	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	45½	....	45¼	....	....	....
Pennsylvania R. R	58¾	58¾	58¾	58	58	56x
.. 1st M	100	....	100½	....	....	100½
.. 2d M	....	....	....	....	97	....
Penn. State, 6s, 1st series	104½	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	110	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	102	....	....	....	....	....
.. new	102¼	102¾	102¼	102¾	102¾	102¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	50¾	51¼	51	51¾	51	50½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	92	....	28¾
.. 6s	89½	....	....	....	....	....
.. 7s	91¾	91½	91¼	....	92	92
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	17½	....	....
.. 6s, 1882	59	....	57½	....	....	59
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	13¼	13¼	13¼	13¾	....	....
Chestnut & Wal.	....	....	....	....	....	44
Green & Coates	....	....	....	....	....	38
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Baltimore City 6s, 1875	....	....	93¾	....	94¼	93¾
.. 1886	94	....	....	93¾	....	....
.. 1890	93¾	94	94	....	94¼	94¼
.. 1884	....	....	....	....	93¾	....
Balt and Ohio	137	....	....	....	....	....
.. bonds, 1875	95½	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1886	94¼	94	....	....	....	94
Marietta & Cin. 1st M	92	92½	....	....	92½	....
.. 2d M	....	73¾	73½	....	70½x	....
Northern Central	45	45	....	....	45	45
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	19	....	....	....	19	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Th.28.	F.29.	Sat.30.	M.2	Tu.3.	W.4
Boston and Albany	149¼	149¼	....	....	....	149½
Boston and Lowell	133	....	....	....	....	....
Boston and Maine	146½	....	....	....	....	....
Boston and Providence	....	....	....	145	145	....
Boston, Hartford & Erie	4½	5½	5½	5½	4½	5½
.. 7s, new	36½	36½	37½	37½	38½	38½
Cheshire, pref	....	....	....	....	87	....
Concord	....	....	78	....	77½	77½
Connecticut River	....	....	....	....	....	....
Eastern	119½	....	120	120½	121	....
Fitchburg	135½	....	136	....	136	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	125½	125	....	....	125	124½
Northern, N. H	....	....	....	120	120	120
Ogdens. & Lake Champ	84	....	84	84	....	84½
.. pref	....	....	....	105½	....	....
Old Colony & Newport	100	....	....	....	....	100
Ph., Wil. & Baltimore	54	54½	....	54½	54¼	54½
Portl'd, Saco & Ports	105½	....	....	....	....	....
Union Pacific	42½	....	....	44½	....	42
" 6s	84½	84¼	85	85	84¼	84
" Land Grant 7s	76½	76½	77½	76½	....	76½
" Income 10s	85½	87	87½	86½	86	86½
Vermont & Canada	105	105	....	105½	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	69	....	....	....
Middlesex ..	....	....	....	73	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	4
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	2½
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	18	....

London Stock Exchange.

	Closing Prices. April 8.	Closing Prices. April 15.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	63 — 68
Do. do., 2d mort., 1881	50 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	63 — 68
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	28 — 29	27½ — 28½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	20¾ — 21½	20¼ — 21
Do. sterig. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	113¼—114½	113 —114
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	106 —108	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	90½ — 91½	90½ — 91½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	88 — 92	88 — 92
Do. with option to be paid in Phila.	88 — 92	88 — 92

American Railroad Journal.

Saturday, May 7, 1870.

Stock Exchange and Money Market.

Money has been in more active demand since our last, chiefly for speculative use, but the wants of the principal borrowers have been promptly met on the basis of 4@6, mainly at 5@6 per cent. on call, and 6½@9 per cent. per annum in the discount form. An unusually strong exhibit was made by the city banks in their last weekly statement, which showed a gain of about 5¼ millions of deposits, 3½ millions of specie, and 1⅞ millions of legal tender notes, as the result of the week's movements. The U. S. Sub-Treasury added 2¼ millions to its specie reserve, but reported a loss of nearly a million of currency. The general balance of the office at the opening of business on Monday was 88¼ millions against 82⅞ millions at the commencement of April. The Treasury Department controlled 122½ millions of coin and currency, all told, on the 1st inst., as against 112⅞ millions on the 1st of April. The coin balance on the 1st inst. was 115½ millions, including 33⅞ millions represented by outstanding coin certificates. The currency balance was nearly seven millions.

The specie reserve of the city banks according to the latest return is $28,817,596, against $9,267,635 same time last year. The city bank deposits are now $208,789,350, against $183,948,565 week ending May 1, 1869. The legal tender reserve amounts to $54,944,865, against $56,495,722 same time last year. The circulation now stands at $38,506,393, against $38,972,058 same time last year. The loans are now $269,504,285, against $269,435,160 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $108,919,186 a day, against a daily average of $74,076,755 the preceding week, and $71,561,500 the week ending with April 16, 1870. The current week's exchanges average about 123 millions a day. The city banks, last week, reported a gain of $3,507,274 of specie, with $5,205,975 of deposits, and $1,825,219 of legal tender notes. They increased their loans, $488,006; and reduced their circulation, $110,535.

The city bank exchanges on Wednesday were about 129 millions.

National Bank notes to the amount of $230,655 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $323,320,586, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $23,853,223, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,467,363. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,251,350; and for the public deposits, $16,663,000—making a total of $358,914,350. The Treasury Department last week redeemed and destroyed $785,175 of worn and mutilated fractional currency, and issued $492,325 of new.

The U. S. Sub-Treasury receipts, week ending with April 30, were $3,618,947 in coin, (including $2,713,000 from customs duties,) and $2,646,740 in currency; payments, $1,385,007 in coin, (including $672,407 of coin interest,) and $3,476,915 in currency; balance at the close of the week, $88,231,250 (including $85,123,426, of coin, and $1,913,340 of currency,) against $87,271,970 at the close of the preceding week, showing an increase of $959,280. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $561,311 in coin, (including $414,000 from customs,) and $327,222 in currency; payments, $7,873,807 in coin, (including $7,772,407 of coin interest,) and $432,997 in currency. On Tuesday, receipts, $991,150 in coin (including $443,994 from customs), and $1,287,831 in currency; payments, $1,816,469 in coin (including $1,300,000 of coin interest) and $100,419 of currency. The balance at the close of business on Tuesday stood at $89,412,673, (including $2,694,977 of currency, and $76,985,611 of coin,) against $88,453,470 a week previous; and $84,803,804 on April 16, 1870. The aggregate receipts of the office in April were $38,914,767, including $18,198,882 from customs; aggregate payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,428,434 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $89,595,099.

Government revenues have been yielding quite satisfactorily, since our last. The excises, during the week yielded about $3,617,449; customs at the port of New York, $2,601,434, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,586,674 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $137,196,399.

The coin balance of the Treasury Department on Monday was $115,525,214, including $33,840,400 on private deposit; currency balance, $6,952,094.

Gold has been more active and, on the whole, much firmer in price since our last, the range having been from 114⅜@115⅝, and the closing quotations on Wednesday 114⅜@114½. The speculative demand has been more confident. On Monday, Government officially announced that it would sell four millions of Gold in May, namely a million on May 4th, 11th, 18th, and 25th respectively; and further that it would purchase in May, six millions of Five-Twenties as follows: Thursday, May 5, $2,000,000; Thursday, May 12, $1,000,000; Thursday, May 19, $2,000,000; Thursday, May 26, $1,000,000. On Wednesday, the opening sale of Government Gold, for May took place, when the million was awarded at from 114 60@114 76. The subsequent sales at the Gold Exchange were on a lower basis, the market closing less buoyantly. At the close of April the U. S. Treasurer at Washington, drew about $1,000,000 May interest on the Bonds which he holds as Commissioner *ex officio* of the Sinking Fund. This amount he caused to be sold on Saturday, through the Assistant Trdasurer in this city, and at the same time caused $1,000,000 United States 5-20s to be purchased, as with the proceeds, thus compounding or reinvesting the accumulated interest on the Bonds held for Sinking Fund account. The export of specie from this port last week were $774,919, including over half a million of silver.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,161,128.

The customs revenue of the port on Wednesday was $658,000.

The actual coin interest payments of the Sub-Treasury on Wednesday were $560,645.

The customs demand for Gold last week, averaged $452,170 a day; thus far, this week, it has averaged $429,000 a day, or equal to a weekly aggregate of $2,574,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $187,056; and since Jan. 1, 1870, $6,308,883, against $8,314,442 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $112,223,662, against $106,197,350 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 22, was $2,890,150, against $2,288,890 same time last year.

The exports of specie, from this port, last week, were $774,919, against $569,289 same week last year; total, since July 1, 1869, $24,778,297, against $32,691,854 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $672,407, and since July 1, 1869, $68,179,646, against $74,633,286 in 1868–'69.

The specie exports from San Francisco, from change compare as follows with former returns: Jan. 1 to April 22d, were $12,995,698, against $12,264,553 same time last year.

Foreign Exchange has been less active closing weak and irregular. Bankers' prime sixty day bills on London closed less buoyantly on Wednesday at 109⅛@109⅜, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¾@110, and on Paris to 5.15⅝@5.13¾. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,439,671, making the total since July 1, 1869, $169,558,096, against $186,372,995 same time preceding fiscal year.

Government securities have been in active demand, mainly on investment account, at advanced prices, though the later dealings showed a slight reaction from the highest figures of the week. The offering of bonds have been moderate at the going rates. Government bought in two millions of Five Twenties on Thursday at about the open market prices. The last Public Debt statement was unexpectedly favorable. It showed a reduction in the aggregate indebtedness of nearly 11¾ millions, making the aggregate liquidation, since May 1, 1869, $97,933,066.

U. S. sixes of 1881 closed here at 116½@116¾; U. S. Five-twenties of 1862, ex May coupon, 111½@111¾; U. S. Five-twenties of 1864 at 110⅛@110⅜; U. S. Five-twenties of 1865 at 110⅝@112⅞; U. S. Five-twenties of 1865 consolidated, 112⅛@112⅜; U. S. Five-twenties of 1867, 113⅜@113½; U. S. Five-twenties of 1868, 113¼@113⅜; U. S. Ten-forties at 107⅝@107⅞; U. S. Six per cent. currency bonds, 112¼@112½.

Central Pacific Sixes closed on Wednesday at Frankfort at 77@77¼.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	April 20.	April 27.	May 4.
Consols	94¼	94⅛	94⅛
U. S. 5-20's of 1862	88⅛	88⅜	88⅝
U. S. 5-20s, 1865	87¾	87⅞	88⅛
" 1867	89⅛	89⅜	90⅛
" 10-40s	86	86	86
Erie	20¼	18¾	18¾
Ill. Central	113	111½	112
At. and Gt. West		27	27½

A fairly active business has been reported in State and Railway bonds at generally buoyant prices. Central Pacific Sixes closed at 91¼@92. Union Pacific Sixes at 85¾@86; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been unusually active, since our last, at much higher prices, though the fluctuations have been wide and frequent.

Business in domestic produce has been fairly active. Prices have been quoted steady and buoyant in most instances. At the close, the market showed less firmness for cotton, Breadstuffs, and Provisions. Middling upland cotton closed on Wednesday at 23 cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 4,600 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,540,000 bales, against 1,897,550 bales in 1868–'9; exports, same time 1,778,150 bales, against 1,210,675 bales same time in 1868–'9; stock on hand at latest dates, 826,500 bales, against 255,150 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 4,896 pkgs., against 8,812 pkgs., same time in 1869. From Boston, 1,252 pkgs. in 1870, against 3,525 pkgs. same time in 1869.

Foreign goods have been in fair demand and held with confidence. The week's imports of foreign dry goods were to the specie value of $1,692,265; and of foreign merchandise, $5,746,255, making a total of $7,438,520, against $9,703,952 same week last year.

At the Live Stock markets, this week, Beeves have been in less demand at from 12@17c. per lb.; week's receipts, 6,970. Milch cows have been in moderate request, at $40@$100 each, receipts, 90. Veal calves have been less sought after, at from 5@10c. per lb.; receipts, 4,003. Sheep moderately active at from 6@9⅛c.; lambs at 12 @19c. per lb.; receipts, 12,401. Swine quiet at 9⅞@10¼c. per lb., all live weight; receipts, 11,690.

The Ocean freight market has been comparatively quiet since our last. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d@1s. 6d. by steamer, per bbl.; grain at 3½d.@4 by sail, and 4d. by steamer, per bushel; cotton at ⅛d. by sail, and ¼d. by steamer per lb.; and heavy goods 10s. @25s. by sail, and 12s.6d.@85s. by steamer, per ton. Total number of vessels in port on Wednesday, 447.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 3, and since the beginning of the year:

	1869.	1870.
For the week	$2 809,834	$3,489,671
Previously reported	52,761,008	54,323,425
Since Jan. 1	$55,570,842	$57,763,096

The imports for the week ending April 30, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,880,467	$1,692,265
Gen. merchandise	7,823,485	5,746,255
Total for the week	$9,703,952	$7,438,520
Previously reported	98,793,574	94,223,967
Since January 1	$108,497,526	$101,662,487

The balance in the Sub-Treasury on Wednesday was $89,577,089 97.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75½; Louisiana 6s, 76½; do., 6s, Levee bonds, ex-int., 72¾; do., 8s, Levee bonds, 91¼; South Carolina 6s, new, Jan. and July, 82; New York State Bounty Loan coupon 110⅛; Alabama 8s, 103½; Georgia 7s, 95¼; Toledo, Wabash and Western consol. bonds, 79½; Buffalo, New York and Erie 1st mort., 91; Ohio and Miss. consol. bonds, 87; North Missouri 1st

mort., 86⅛; Morris and Essex con. bonds, 89⅛; Toledo, Peoria and Warsaw 1st mort., W. D., 83¾; N. Y. and N. H. R. R., 151; do., scrip, 140¾; St. Louis and Iron Mt., 44¾; do., 1st mort., 88½; New Jersey R. R., 122; Brooklyn 6s, W. L., 94¼; Western Union Telegraph, 83⅜; Consol. Coal Co. of Md., 28; Atlantic Mail Steamship Co., 25; Quicksilver Min., pref., 16; Adams Exp., Co., 63½; Am. Mer. Union Exp., 41; Wells-Fargo Exp., 17½; U. S. Exp., 43¾; Black Hawk Gold, 0.30; Central gold, 0.23; Consol. Gregory gold, 1.60; Grass Valley gold, 0.25, Quartz Hill gold, 0.30; Smith and Parmalee gold, 1.35.

Philadelphia.—West Pennsylvania R. R. bonds, 80; Phila. and Reading 6s, 1843–'80, 93; Harrisburg and Lancaster R. R. bonds, 91; West Jersey R. R., 63; do., 7s, 97; Penn. and N. Y. Canal 7s, 93¼; Lehigh Nav. conv. loan, 78; Phila. and Sunbury 7s, 95½; Huntingdon and Broad Top Mt., consol. mort., 27½; Oil Creek and Allegheny River R. R., 42½; Chesapeake and Delaware Canal, 40½; do., 6s, 94½; West Phila. R. R., 61½; Germantown Passenger R. R., 28¼; Pennsylvania Canal, 22; Pittsburg 4s, 57; Penn. State coupon, 5s, 103; North Carbondale Coal, 2; N. Y. and Middle, 4⅞; Feeder Dam oil, 31. The latest quotations are: City 6s, 101½@102; do., free of tax, 102⅝@102¾; State 5s, coupon, 102@104; do., 6s, W. L., 103@104; do., 1st series, 104@105; do., 2d series, 107@108; do., 3d series, 109¾@110; Reading, 50⅝@50⅝; do., 7s, 1893, 103½@105; do., mort. 6s, 1880, 93@93; Camden and Amboy, 120@120½; do., mort. 6s, 1889, 94@94; do., 1883, 89½@90½; do., 1889, 88@89; Penn. R. R., ex-div., 56⅜@56½; do., 1st mort., 100@100½; do., 2d mort., 96½@97; Little Schuylkill R. R., 43¼@44½; Morris Canal, 20@30; do., pref., 65@66; do., 6s, 84@85; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 46@48; Schuylkill Nav., 6½@8; do., pref., 16¾@17½; do., 6s, 1882, 58½@60; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 94@95; do., 5s, 59@62; Lehigh Coal and Navigation, 34@34¼; do., 6s, 1884, 86¾@87¼; do., R. R. Loan, 91½@—; do., Gold Loan, 92¾@93; North Pennsylvania, 37½@38; do., 6s, 93@93¼; do., 7s, 88@—; do., Chattle 10s, 108@—; Philadelphia and Erie, 28¼@28½; do., 6s, 89½@90; Minehill, 53¼@53¾; Catawissa, pref., 37½@38; Lehigh Valley, 55¾@55⅞; do., 6s, 98½@100; do., 6s, reg., 97½@98½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 43@44; Thirteenth and Fifteenth, 23@25; Spruce and Pine, 23@23¼; Green and Coates, 38@39; Chestnut and Walnut, 43@45; Hestonville, 13@13½; Union, 42@45.

Boston.—Keokuk and St. Paul R. R. 8s, 98¾; Vermont Central and Vermont and Canada 8s, 101¼@102; Vermont Central 1st mort., 84; do. 2d mort., 43¼; Burlington and Missouri River R. R. 8s, 1894, 100; do. 8s, (in Nebraska) 94¾; do. 7s, Land Grant, 89; Chicago and Southwestern 7s, guar., gold, 97½; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 94¼; Eastern R. R. 6s, 1889, reg., 96; do. 1885, 93¾; Cedar Rapids and Missouri 7s, 1916, 87½; Stanstead, Shefford and Chambly 7s, 81⅞; Jackson, Lansing and Saginaw R. R. 8s, 1885, 97¾; Lake Superior and Mississippi 7s, 1896, gold, 91; Cincinnati, Sandusky and Cleveland R. R. 22¾; do. pref., ex-Div., 35; Summit Branch, 30½; Norwich and Worcester R. R., 106⅛; Connecticut and Passumpsic Rivers pref., 85¾; Boston Water Power Co., 17⅞; Cary Imp., 6⅞; Waverly Land, 1¼; Massachusetts 5s, 1890, gold, 92¾; Maine 6s, 1889, 98; Boston 6s, currency, 100½; do. 5s, 1880@1883, gold, 96; Chicago 7s, 98; St. Louis 6s, Harbor Loan, 85¾; Brooklyn 6s, W. L., 93¾; Covington 7 3-10s, 100; Bangor 6s, 1894, R. R. Loan, 87½; Portland 6s, 1887, 92¾; Albany 6s, 1896, 93; Bath 6s, 1882, 91; Phoenix Mining Co., 18.

Baltimore.—Pittsburg and Cornellsville bonds, 92¼; Central Ohio 1st mort., 84; Western Maryland R. R. guar. by Washington County, 84; Orange, Alexandria and Manassas 7s, 79; Memphis City 6s, 50¼; Virginia 6s, old, reg., 56½; do. 1866, 66; do. 1867, 61¾; Baltimore Copper, 12. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92¼; Balt. and Ohio, 135@140; do., 6s, 1875, 95¼@96; do., 1880, 95⅞@96; do., 1885, 94@94½; Northern Central, 44¾@45; do., 6s, 1885, 90@91½; do., 1900, 86¼@87; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23½@26; N. W. Va. 1st mort., 95@96; do., 2d mort., 94@96; do., 3d mort. 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 70½@70½; Central Ohio, 23@24; do., 1st mort., 83@84; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 92@92½; do., 2d mort., guar., 85@88; do., 6s, pref., 65@68; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 74@—; Orange and Alexandria 1st mort., 6s, 70⅜@78; do., 2d mort., 6s, 76@76½; do, 3d mort., 8s, 86¾@—; do., 4th mort., 8s, —@74; Orange, Alexandria and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 84@84¾; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 73@74½; Baltimore 6s, 1875 94@94¼; do., 1886, 94@95; do., 1890, 94½@95; do., 1893, 90@90¼; do., 5s, 1838–'70, 73@79; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 102½@102⅝; City Passenger R. R. 18¾@19; George's Creek Coal, 62@66; Atlantic Coal, 2.00@2.00; Bare Hill, 0.10@0.13.

Alabama and Florida Union Railway Co.

We are informed that an organization of this Company is being effected through responsible parties here, and that they will be in working condition at an early date. With the liberal State aid, and ample means, there is no doubt that this road from Montgomery to the Florida line will soon be an accomplished fact. Particulars with Messrs. Paulding & Harnickell, 12 and 14 Cliff street, N. Y.

☞ We invite attention to the card of Messrs. J. A. Underwood & Son, and Caldwell & Co., in another column, offering for sale $400,000 of the First Mortgage 7 per cent. coupon bonds of the "Chicago, Cincinnati and Louisville Railroad Company." A full description of these bonds is given in the Advertisement, and in Circulars which will be forwarded upon application.

☞ It is stated that the Fredericksburg and Gordonsville Railroad Co. has purchased four thousand tons of "T" iron already, enough to complete it to Orange Courthouse, a distance of thirty-nine miles. Hands will immediately be set to work in grading the road, building bridges, laying sills and cross-ties and rails. The work is understood to be under the patronage of the Pennsylvania Railroad Co.

☞ FOR SAFE, ELIGIBLE, FIRST-CLASS INVESTMENTS we recommend the BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY. The railroad line, of which the greater part is in successful and profitable operation, traverses the largest coal and iron fields in the country, and is also a direct, cheap and constant through route between the Mississippi Valley and the seaboard. It is backed by responsible and experienced management, and the bonds based thereon are abundantly secured by mortgage on the whole valuable property. Principal and interest in coin. PRICE 90 AND ACCRUED INTEREST. Coupon or registered. Interest payable May 1 and Nov. 1. Bonds of $100, $500 and $1,000.

An important advantage can now be realized by exchanging Government securities, at current rates, for these bonds, obtaining thereby a reliable investment having thirty years to run, bearing six per cent. gold interest, and a difference of over twenty per cent. for reinvestment.

For further particulars apply to

FISK & HATCH,

Bankers, &c., No. 5 Nassau st.

Northern Pacific Railroad.

The Northern Pacific Railroad Company will receive proposals, until the 1st of June, for the grading, masonry, bridging, etc., of 230 miles of road in the State of Minnesota, extending from the Dallas of the St. Louis river to the Red river, together with everything requisite to complete the road bed for a single track, with necessary side tracks, ready for the rails. Proposals will also be received for cross-ties, rails, spikes and fixtures. It is the intention of the company to push through this portion of the road as rapidly as possible, and to have it open in twelve or fifteen months. In the mean time surveys will be made for other portions of the road, to be put under contract as fast as they can be got ready. Provisions for 3,000 men for seven months have been taken in on the line by sleighs. Plans, maps, profiles, etc., can be seen, and printed circulars containing full information obtained, by calling on Edwin F. Johnson, Esq., Chief Engineer, or J. Gregory Smith, Esq., President, at the office of the company, No. 120 Broadway, N. Y.

West Wisconsin Railroad Bonds.

We call the attention of our readers to the Bonds of the West Wisconsin Railroad Company, which are advertised for sale by Messrs. White, Morris & Co., of 29 Wall street. These bonds are Government first mortgage, 7 per cent., Gold, sinking fund, with coupons payable January and July, free of tax, and are secured by a land grant which by disinterested and competent judges is estimated to be worth twice the amount of the mortgage when the road is completed. The proceeds of the lands are to be held by the Trustees as a sinking fund for the purchase or liquidation of the bonded debt. The road, when completed, will enter at once upon a heavy freight business between St. Paul and Milwaukee and Chicago—it being by far the shortest route between these important points. With these bonds at 90 flat, and gold at 115, together with the accrued interest from 1st January, it makes them a 12 per cent. investment the first year and 9 per cent. thereafter. The investor can at a glance appreciate the safety and cheapness of this security.

The Public Debt Statement.

The following is a recapitulation of the public debt statement April 30, 1870:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886,353,900 00
Total	$2,107,943,200 00
Accrued interest	52,821,778 66

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$45,535,000 00
Navy Pension fund 3 per cent	14,000,000 00
Total	$59,535,000 00
Interest	310,443 33
Debt on which interest has ceased since maturity	$3,790,567 35
Interest	$490,553 30

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$356,107,221 00
Fractional currency	39,354,321 08
Gold certificates of deposit	33,840,400 00
Total	$429,301,942 08
Total amount outstanding	$2,600,570,709 43
Total interest	53,622,775 29
Total debt, principal and interest, to date, including coupons due and not presented for payment	$2,654,193,484 72

AMOUNT IN TREASURY.

Coin	$115,525,213 63
Currency	6,954,094 06
Sinking fund in United States coin interest bonds, and accrued interest thereon	33,266,162 68
Other United States coin interest bonds purchased, and accrued interest thereon	77,583,680 00
Total	$233,329,150 37
Debt less amount in Treasury	$2,420,864,334 35
Debt less amount in Treasury April 1, 1870	2,432,562,127 74
Decrease of debt during the past month	$11,697,793 39
Decrease of debt since March 1st, 1869	$104,598,925 66

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$541,500 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	126,060 00
Sioux City and Pacific	1,628,320	32,566 40
Central Pacific	25,881,000	511,795 78
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	32,000 00
Western Pacific	1,970,000	38,266 40
Totals	$64,457,320	$1,282,188 58
Interest paid by United States		$6,879,832 51
Interest repaid by transportation of mails, etc.		2,063,784 16
Balance of interest paid by United States		4,816,048 35

☞ Articles of consolidation of the Bennington and Rutland and Lebanon Springs Railroad companies were filed in the office of the Secretary of State on the 28d of April. The officers of the road are Augustus Schell, President; R. J. Niven, Vice President; Russell C. Root, Secretary; Cornelius Vanderbilt, Jr., Treasurer. The road extends from Chatham Four-Corners, New York, to Bennington, Vermont. The capital stock is fixed at $4,000,000.

Journal of Railroad Law.

RAILROAD COMPANIES—JURISDICTION OF STATE COURTS OVER FOREIGN JUDGMENTS.

The facts of the late case of Latimer *vs.* The Union Pacific Railway Eastern Division (43 Mo. 105) are fully and clearly stated in the following opinion by

WAGNER, J.—This was a suit brought upon a judgment rendered in the Supreme Court of the State of New York against the defendant, a corporation created under the laws of Kansas. The answer denied that there was any judgment that was binding on the defendant. It appears from the transcript that service of the summons was had upon Adolphus Meier, one of the directors of the corporation, whilst he was temporarily in the City of New York. There was no appearance at the return term, and judgment was taken by default. It is alleged that the cause of action arose in that State, and that the service was good under the code of procedure in relation to the service of writs, which provides that "If the suit be against the corporation the service shall be to the president or other head of the corporation, secretary, cashier, treasurer, a director, or managing agent thereof; but such service can be made in respect to a foreign corporation only when it has property within this State, or the cause of action arose therein, or when such service shall be made within this State, personally, upon the president, treasurer, or secretary thereof."

The well-established and settled principle is, that to give a court jurisdiction, a real defendant, against whom the plaintiff is entitled to a judgment, must be found and served with process within the limits of the jurisdiction; or some property or chose in action of his must be found there upon which the court can proceed *in rem*.

Every attempt on the part of one nation or State by its Legislature, to grant jurisdiction to its courts over persons or property not within the territory, is regarded elsewhere as mere usurpation; and all judicial proceedings in virtue thereof are held utterly void. This proceeds upon the known maxim, "*Extra territorium jusdicenti impune non paretur.*" (Story Confl. Laws § 539.)

As regards action in the nature of proceedings *in rem*, there is very little difficulty. To enforce any right of action against property, either real or personal, it must be within the jurisdiction or possession of the tribunal assuming to give judgment aginst it. (Rose *vs.* Himeley, 4 Cranch, 241.) Of this description may be cited the action of attachment. Where the proceedings by attachment terminate in a judgment against the person of the defendant, they rest upon the same grounds as other actions *in personam*, and must disclose the same kind of service of process. If there is a failure in this, the judgment will not be recognized in other jurisdictions as extending beyond the property actually seized or levied upon; and hence, a personal judgment obtained in a sister State, upon notice to the defendant by publication only, there being no appearance of the defendant, will be deemed null and void outside the State in which it was rendered, and will support no action here. (Winston *vs.* Taylor 28 Mo., 82, and cases there cited.) The authorities all concur in denying jurisdiction in actions *in personam* over non resident foreigners upon anything short of actual notice given within the territorial limits of the forum, or voluntary appearance there.

In the case of D'Arcy *vs.* Ketchum 11, How. U. S. 165, it appeared that a judgment had been rendered in the State of New York in favor of Ketchum against Gossip and D'Arcy upon a partnership note of theirs. There was personal service on Gossip and no service on D'Arcy, who was an inhabitant of Louisiana. Judgment was rendered against him in accordance with a New York statute which provided where joint debtors were sued, and one of them was brought into court, judgment should go against the others in like manner as if they were served with process, the service of process upon one being regarded as constructive service upon the rest.

An Action upon this judgment was brought in the Circuit Court of the United States against D'Arcy. The court held that under the act of May 26, 1790, the record was entitled to full faith and credit and gave judgment accordingly. This judgment of the Circuit Court was reversed in the Supreme Court on appeal, where it was held that the Courts of New York acquired no jurisdiction over D'Arcy; and that, not being a citizen or inhabitant of that State, he could not be affected by laws to which he was not amendable.

The question which arises here seems to be well settled in New York, and the courts there have given the statute a practical construction.

In Hulbert *vs.* Hope Mutual Insurance Company, 4 How. Pr. 275, it is decided, after great consideration in a well reasoned opinion, that the service of a summons upon a president of a foreign corporation, who happens to be temporarily in that State, and who does not voluntarily appear to the action, does not give the court jurisdiction of the corporation for the purpose of rendering personal judgment upon contracts made in the State, or for debts due to residents of the State—such notice being simply regarded, for all practical purposes, as a statutory notice that proceedings are about to be instituted against the property of the defendant, and that an action against a foreign corporation is to be deemed a proceeding against its property only, unless there is a voluntary appearance. In other words it amounts to constructive notice only against the foreign corporation, and is a substitute for notice by publication. The same doctrine is repeated and affirmed in Brewster *vs.* The Michigan Central Railroad Company 5 How. Pr. 183. And in the very case mostly relied on by the plaintiff in error it is distinctly stated that the section of the Code (§ 134) authorizing the service of the summons on the president, etc., of a corporation is merely a substitution of that mode for service by publication as provided in another section. (Bates *vs.* New Orleans, etc., R. R. Co., 18 How. Pr. 576.)

The proceeding in this case was strictly *in personam*. It does not appear that the defendant had any property in the State of New York; and, if it had, no effort was made to subject it to the jurisdiction of the court. This being the case, and as there was no voluntary appearance of the defendant, the service of process on Meier was ineffective, and the judgment must be held null and void.

Judgment affirmed.

Northern Pacific Railroad.

The proposals for contracts for this important railroad enterprise is now open, the section to be immediately constructed extending from Duluth, West, some two hundred miles. There are many considerations of general interest which commend this road to the public favor, but we have in this section a particular interest in desiring its prosperity, five millions of the stock being held in Pittsburg. That this route will be a commanding and successful one, is beyond all reasonable question. It will develop hundreds of thousands of square miles of territory, much of which is adapted to agriculture and grazing, richly supplied with timber and minerals, and greatly aided by noble water courses, and a delightful climate.

It has been over and over again demonstrated that it is nearer to Puget Sound, the Pacific terminus, by three hundred miles than any other route, that it is the directest line from the East to the West, that it is not so much exposed to obstructions by snow, that the grades are lighter, and that the country it traverses is susceptible of a finer agricultural development than that crossed by other routes. There will be an organized effort to colonize the country dominated by the road, and of its success we have no apprehension whatever. Soil, climate, timber, minerals and water invite population, and few years will elapse before there will be a lucrative way traffic along a large portion of the route. We desire to call attention to one significant fact, that even the papers most bitterly hostile to any Congressional appropiation in aid of the road, have based their opposition to the principle of Government promoting railronds, but have admitted that the advantages claimed for this particular route did exist. Within decent limits it is wise policy on the part of the Government to foster great national thoroughfares which open up and develope the national domain, build communities, increase the general wealth and create new bonds of union. The Northern Pacific Road has received no moneyed assistance from the public treasury. It solicits none. The value of the original grant of land has been impaired by the occupancy of squatters, and it has asked that an equivalent be conferred. It will however enlist in its behalf individual capital and individual enterprise. Shrewd and far-seeing capitalists will not be blind to the advantages of this magnificent route which will one day be the channel of the silks and spices and teas of the East and the rich products of the West, and which will assuredly, berore many years stretch its iron lines through valleys filled with herds, and villages teeming with people. Nature beckons on the enterprise with smiles of welcome, and firm hand and stout heart go forth to respond to the invitation. The road will be built and it will be the crowning triumph of the grand highways which unite the Atlantic with the great ocean on the other side of our continent.—*Pittsburg Chronicle.*

Michigan and Mansfield R. R.

Committees, consisting of J. G. Wait and Richard Reed, of Sturgis, Michigan, and Wm. Strong and E. G. Fay, of Bryan, Ohio, were in Mansfield, April 22d, in the interest of a new railroad project between that point and Sturgis, Michigan. Organizations are already completed, and officers elected in Michigan, under the name of Sturgis and Mansfield Railroad, and in Indiana under the name of the Michigan, Indianapolis and Ohio Railroad.

A meeting of leading citizens was held which resulted in the preliminary steps being taken for the incorporation of a company. Papers were made out, certified and acknowledged, and will be filed at once at the office of the Secretary of State. The title of the Company in Ohio, having *termini* at the State line and Mansfield, is the Michigan and Mansfield Railway Company. Capital stock, six hundred thousand dollars.

The following persons are incorporators: H. H. Sturgis, Wm. Bushnell, Hubbard Colby, Willard S. Hickox, James H. Cook and Henry C. Hedges, of Mansfield; Wm. Stough and E. G. Fay, of Bryan, Ohio; Chas. Foster, of Fostoria, Ohio.

The road is to pass through the counties of Williams, Henry, Fulton, Hancock, Wood, Seneca, Crawford and Richland.—*Railroad Record.*

Greenville and Columbia Railroad.

The receipts from operations of this road for the year ending September 30, 1869, were:

From passenger		$114,196 61
" freights		274,506 89
" mails		11,400 00
		$400,103 50
Expenditures:		
Operating expenses	$247,686 52	
New Iron	17,924 21	
		265,610 73
Net earnings		$134,492 77

The road and outfit, including real estate, cost $3,081,213 50. The total amount of capital stock paid up is $1,510,374 54. The bonded debt of the company is as follows:

First mortgage bonds outstanding	$262,000 00
Non mortgage bonds outstanding	260,500 00
Guaranteed bonds due in 1881, 1882 and 1883	688,000 00
Guaranteed bonds in 1888	118,500 00
Certificates of indebtedness, guaranteed, due in 1888	429,293 30
Bonds and certificates issued under second mortgage	54,063 68
Coupons of first mortgage bonds outstanding	3,745 00
Coupons of non-mortgage outstanding	66,570 00
Coupons of guaranteed bonds outstanding	7,997 50
Coupons of second mortgage bonds and certificates	9,461 15
Total	$1,900,130 63
This is subject to a reduction of 2/3 on the non-mortgage bonds and coupons, say	218,046 66
Whole amount of bonded debt when adjusted	$1,682,083 97

The following bonds and coupons have not been reported to the company, for either the payment of interest or adjustment of any kind, and as the company has advertised for them for three or four years, and the courts for about two years, the presumption is that most of them are lost or destroyed, and will never be presented as a claim against the company to wit:

First mortgage bonds	$22,500 00
Non-mortgage bonds	260,500 00
Guaranteed bonds	50,000 00
Coupons from first mortgage bonds	3,745 00
Coupons from non-mortgage bonds	66,570 00
Coupons from guaranteed bonds	7,997 50
	$411,312 50

All the interest upon the entire mortgage and guaranteed debt that has been presented has been funded up to the 1st July, 1868, and from that to the present time paid in cash.

☞ Geo. P. Rumbough has been appointed Chief Engineer of the Iron Mountain and Helena Railroad with instructions to begin at once the preliminary surveys from Helena to the Memphis and Little Rock Railroad.

☞ Work is progressing on the Troy and Greenfield Railroad. A gravel train is running between Greenfield and Stillwater. The road will be open to Shelburne Falls for passenger and freight traffic about the last of May.

☞ FIRST MORTGAGE SEVEN PER CENT. BONDS of the WEST WISCONSIN RAILROAD COMPANY, PRINCIPAL AND INTEREST PAYABLE IN GOLD, FREE OF GOVERNMENT TAX.

FIFTEEN YEARS TO RUN FROM JANUARY, 1870.

LAND GRANT OF OVER 1,000,000 ACRES FROM GOVERNMENT, upon which, together with road and all its property, these bonds are a First Mortgage.

70 MILES OF ROAD FINISHED AND RUNNING, from which income is already derived, with rapidly increasing receipts.

This road, with its connections, forms an AIR LINE FROM ST. PAUL TO MILWAUKEE, and is a SAVING OF NEARLY 100 MILES on the great North-western route to Chicago.

ELEVEN COUNTIES along the line of this road DONATE $50,000 EACH, with right of way for construction.

This Company is EXEMPTED FROM TAXES UPON ITS LANDS FOR FIFTEEN YEARS, by special act of Legislature.

These bonds have the option of being converted into stock, and are receivable at par, as cash, for the purchase of any of the lands of the Company.

The immense tonnage of grain and lumber accumulating weekly at St. Paul must, upon completion of this road, be carried to Milwaukee and Chicago by this direct route.

The advantages, resources, connections and land grant of this Company are fully set forth in a pamphlet which can be obtained at our office.

A large number of these Bonds have been placed in Europe, and we now offer a LIMITED NUMBER IN THIS MARKET AT 90 FLAT, and recommend them with confidence to our friends and capitalists, fully believing them to be one of the safest and cheapest investments ever offered.

WHITE, MORRIS & CO.,
Bankers and Financial Agents.
No. 29 Wall-st.

☞ The stockholders of the Marietta and Cincinnati R. R. Co. have voted to accept the provisions of the recent laws of the State allowing bonds to be issued with power to vote. They also ratified the previous action of the directors, authorizing the issue of $3,000,000 third mortgage bonds with powers to bondholdholders contemplated by this law.

☞ The Worthingston's Valley, Hampstead and Bachman's Valley Railroad Company was organized at Hampstead, Carroll Co., Md., on the 30th inst. This road will connect one of the most fertile sections of Carroll Co. with the Western Maryland and Northern Central Railroads.

☞ B. F. Loney, Benj. Price, Moses Weisenfeld and A. P. Burt have been appointed directors of the Western Maryland Railroad Company on the part of the city of Baltimore.

☞ The Worcester and Nashua Railroad Company has begun to lay a double track between Worcester and Nashua, and will try to have it completed as far as Groton Junction in less than one year.

☞ The survey of the Mt. Dallas and Bedford (Pa.) Railroad will be commenced in a few days by Mr, Fulton.

Ohio Railroad Law.

The following is a copy of the act passed by the Legislature of Ohio on the 6th of April, 1870, entitled "An act to extend the time for the completion of unfurnished Railroads:"

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That in all cases in which any railroad company heretofore incorporated has been duly organized under any law of this state, and has commenced in good faith, the construction of any portion of its railroad, and has made expenditures thereon, and the act incorporating said company, or any law of this state, requires the completion, sufficient for use, of said railroad, or any part thereof, within any limited period after the passage of the ac incorporating such company, or after the organization thereof, and such company has not so completed said railroad or such specified part thereof within said limited period, and such period has not expired, or has been temporarily extended by order of any court of competent authority or by act of the Legislature of the State of Ohio, it shall be lawful for said railroad company to proceed in the construction of said railroad or such part thereof, and complete the same at any time within five years from and after the expiration of the time limited by the laws in relation thereto. *Provided,* however, that the provisions of this act shall not apply to any railroad company that has completed any portion of its road under its original or amended charter, and has for ten years previous to the passage of this act abandoned or suspended work upon the remaining portion of its line of road.

SEC. 2. This Act shall take effect from its passage.

☞ The Wheeling *Register* says that the contracts for the completion of the Chesapeake and Ohio railroad from Gauley to the Ohio (100 miles) have been awarded, and the time for their fulfilment fixed, under heavy penalties, at May 1, 1871. The contracts for the heavy work on the line from Gauley eastward have also been let. This portion of the road, owing to the tunnelling, heavy cuts and embankments along the route, will require two and a half years to finish. About 2,000 laborers are already at work and, their number will be increased to 6,000 within two weeks.

☞ The distance completed on the east side to the central shaft of the Hoosac tunnel was, on the 22d inst., 6,946 feet; from the west end to the first shaft, 2,447 feet; from the shaft to the face, 2,372 feet, making a total at the west end of 4,819 feet, and a total of 11,765 feet at both portals. The work is now progressing at the rate of four feet a day from the west end, and five or six feet from the east end. The central shaft is progressing at the rate of a foot a day, and will be completed, at the present rate of progress in about four months.

☞ A laboring force of 2,400 men and 400 horses is now engaged in the work of construction of the Pittsburg and Connellsville railroad, between Connellsville and Cumberland. The progress making is regarded by the officers of the road as in the highest degree satisfactory, and there is reasonable ground for the expectation that the close of the year 1870 will witness its completion.

☞ A project is on foot in Gallatin, Tenn., to construct a cheap railroad from that city to the Cumberland, a distance of three miles, for the purpose of bringing coal and timber from the river. It is thought the road proposed can be built and equipped at a cost of $7,500 per mile.

☞ The jury, in the case of Patrick Lane, who fell from the Hackensack bridge, returned the following verdict: "We find that Patrick Lane came to his death by accidentally walking or falling from the Hackensack bridge into the river, after being ordered out of the cars of the New Jersey Railroad Company; and we censure the company for ordering conductors to put persons off the cars except at stations, and for not having a rail at each side of the bridge."

☞ Mr. Henry H. Boody, of No. 12 Wall street, long and favorably known on the street in connection with important and successful railway enterprises, received into partnership, the 1st day of May, his nephew, Mr. D. A. Boody, and his son, Mr. H. P. Boody, for the transacting of a general banking and commission business, under the style and title of Henry H. Boody & Co.

Northern Pacific Railroad.

To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars, containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.
NEW YORK, April 26, 1870.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
4t49 **New York.**

Holden, Hopkins & Stokes,

104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,

Also Agents for
Oxford Iron Company, Oxford,
CUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

McKay Iron and Locomotive WORKS,

MANUFACTURER OF

LOCOMOTIVE ENGINES,

JERSEY CITY, N. J.
Iron Bridges of all Classes.
Office 119 BROADWAY, New York.

The San Antonio and Mexican Gulf Railroad.

FOR SALE AT PUBLIC AUCTION.

HEAD QUARTERS FIFTH MILITARY DISTRICT, State of Texas.
CHIEF QUARTER MASTERS OFFICE, Austin, Texas, April 11th, 1870.

IN COMPLIANCE WITH THE ORDER OF THE Secretary of War, dated March 26th, 1870, there will be sold at Public Auction at Indianola, Texas, between the hours of 12 M. and 3 P. M., on Wednesday, the 25th day of May, 1870, all the right, title and interest of the United States of America in and to the

San Antonio and Mexican Gulf Railroad from Lavaca to Victoria, Texas.

The Sale will include the Road Beds, Tracks and Sidings, Buildings, Water Stations, Turn Tables, &c.

The Railroad Materials and Supplies pertaining to the road, together with the Rolling Stock, Cars, Machinery and other Equipments, as follows:

28 Miles of Track, (more or less).
1 Passenger Car.
1 Baggage Car.
6 Box Cars.
6 Platform Cars.
1 Engine and Tender.
1 Engine.
1 Engine House at Lavaca.
1 Depot Building at Victoria.
1 Depot Building at Lavaca.
1 Machine Shop at Victoria.
20 prs. trucks loose at Depot in Victoria.
4 prs. trucks under 2 Platform Cars.
1 Miscellaneous lot of Railroad Material, Boxing Straps, &c.
1 Worthless lot of Blacksmiths Tools.
1 Mixed lot of Machinery being odd pieces, &c., in shops at Victoria.
8 prs. trucks lying loose along the Road between Lavaca and Victoria.
2 prs. driving Wheels at Victoria.
1 Tank at Victoria.
1 Pistern at Victoria.
1 Iron Safe.
2 Stoves.
2 pr. Scales.
3 Hand trucks.
1 Cross Cut Saw.

The property may be inspected on Application to the agent of the Road and any information desired may be obtained from the Chief Quarter Master Fifth Military District, at Austin, Texas.

Full particulars given on day of sale.

Terms of payment cash in United States Funds.

By order of

Bret. Major General J. J. Reynolds,
GEO. E. ALDEN,
Brvt. Major and A. Q. M. U. S. Army,
In charge of Office
Chief Quartermaster.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to

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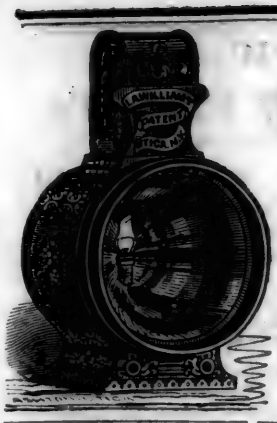
WOOL & COTTON WASTE,

For Railroad and Steamboat Use, Steam Packing, &c.,
No. 233 Church Street, Philadelphia, Pa.,
SOLE AGENT FOR
CLEVELAND STEAM GAUGE CO.,
HOLT'S PATENT STEAM GAUGES,
For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

D. L. WELLS,
Milwaukee, Wis.



I. A. WILLIAMS'

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

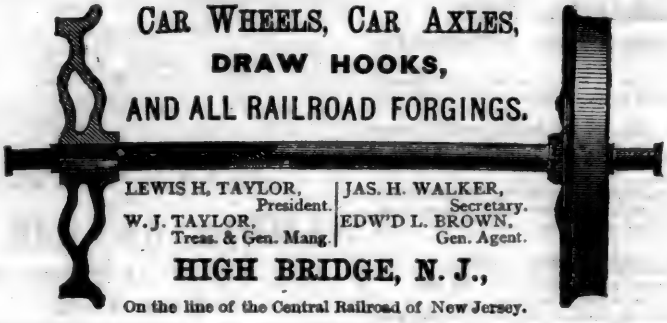
I. A. WILLIAMS, Patentee.

TAYLOR IRON WORKS,

Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.

MANUFACTURERS OF

Wheels and Axles, made in the best and most careful manner, furnished separately, or "fitted," making complete sets.



CAR WHEELS, CAR AXLES,
DRAW HOOKS,
AND ALL RAILROAD FORGINGS.

Standard Draw Hooks, finished, ready for immediate use, with Nuts and Plates, with or without links.

LEWIS H. TAYLOR, President. | JAS. H. WALKER, Secretary.
W. J. TAYLOR, Treas. & Gen. Mang. | EDW'D L. BROWN, Gen. Agent.

HIGH BRIDGE, N. J.,

On the line of the Central Railroad of New Jersey.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

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Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

CEO. F. MORSE,
Supt. Portland Locomotive Works,
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Orders by mail promptly answered.

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NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.

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CHEAP PAINTING.—
1/2 COST LEAD
100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Secty., No. 150 North 4th St., Philada.

or 75 Maiden Lane, N. Y.

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TIMBER AND OTHER RAILROAD SUPPLIES,

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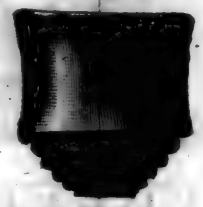
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National Spring Works,
1 Barclay St., New York.
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MANUFACTURERS OF

RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.

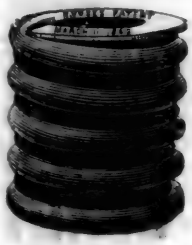
Patented.—All others are Infringements.



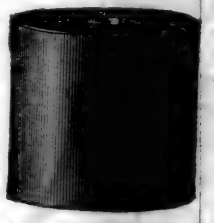
Small Rubber Centre Groupe Spiral.



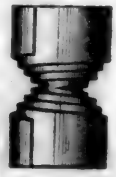
Large Rubber Centre Spiral.



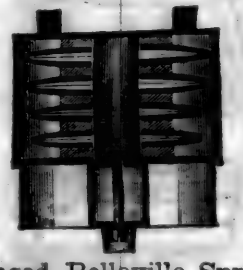
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Steamship Company's
THROUGH LINE TO
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Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each man. Medicine and attendance free.

May 5, ALASKA, CAPT. GRAY, connecting with COLORADO CAPT. FARNSWORTH.

Steamer AMERICA, will leave San Francisco June 1, 1870, for China and Japan.

All freight for San Francisco will go as fast.

Freight for steamer ALASKA, received until 4 P. M. on WEDNESDAY, May 4. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

ENVELOPES.
SAMUEL RAYNOR & CO.,
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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSER AND ENAMELER FOR
Car Builders and Railroad Companies,
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CIVIL ENGINEER,
64 & 66 BROADWAY,
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Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$90.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 64 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 20.] SATURDAY, MAY 14, 1870. [WHOLE No. 1,778, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 14, 1870.

James River and Kanawha Canal.

The United States Senate recently directed the Committee on Commerce to inquire into the expediency of causing a survey and examination to be made of the line of water communication between the James and Ohio Rivers, with a view of ascertaining the practicability and utility of such water communication for the transportation of military and commercial supplies. On Thursday the Committee were, at their own request, discharged from the further consideration of the subject. As explanatory of the reason for their request they submitted to the Senate a letter on the subject from Gen. HUMPHREY, Chief of Engineers, in which he says that the propriety of reviving at this time the old project of a continuous canal navigation to the Ohio River by this route is questionable. Judging by the analogous improvements—the Chesapeake and Ohio and the Pennsylvania Canals, and in view of the probable speedy completion of the Chesapeake and Ohio Railroad, so as to give a through line of road from Richmond to the Ohio River, the latter enterprise, in the opinion of the General, would serve military purposes infinitely better than a canal, and would probably supplant any canal likely to be built, necessarily limited in capacity to admit it to the supply of summit water and encumbered with the amount of lockage indispensable to overcome the intervening elevation.

Boston, Hartford and Erie Railroad.

The following is a summary of the provisions of the bill reported by the Railway Committee of the Massachusetts Legislature for granting additional State aid to secure the completion of this road:

First. It provides for an additional loan of three and a half millions of dollars by the State, in five per cent. scrip, expressed either in the sterling currency of Great Britain or in Federal currency, as the Governor and Council shall determine, and payable in the year 1900.

Second. No scrip shall be issued until a majority of the shares of the capital stock of the corporation shall have been transferred to, and delivered to, the Treasurer of the Commonwealth, to be held by him for the purpose of voting at all meetings of the Corporation, and said majority of shares shall be so delivered before the first day of January next.

Third. The company shall have thirteen Directors, eight of whom shall be chosen by the Treasurer, voting upon the stock transferred to him, and shall be persons named and approved by the Governor and Council.

Fourth. No scrip shall be delivered until after a new election of officers in accordance with the above provisions, nor until the Trustees of the Berdell bonds shall be persons who are satisfactory to the Governor and Council.

Fifth. No scrip shall be issued until an agreement has been executed in a manner satisfactory to the Governor and Council, that the company will comply with the provisions of this act; will hold the Commonwealth harmless from all expenses, loss or damage on account of said scrip; will pay the principal and interest when due, with cost of exchange thereon; and until the company shall have delivered to the State, Berdell bonds to the amount of three and a half millions of dollars.

Sixth. No scrip is to be delivered until contracts are made with suitable persons for the completion of the road between Boston and Hartford, within six months from the time of contract, for less than $500,000; and from thence to the Hudson, at Fishkill, within eighteen month from the time of contract, for less than $2,800,000.

Seventh. No scrip is to be issued or delivered until all attachments and other liens or incumbrances upon the property of the company—excepting existing mortgages, intervening between the recording of the Berdell mortgage and a mortgage to be made, under the provisions of a vote of said railroad company, to Dwight Foster, Benjamin E. Bates, and Edward C. Sherman, trustees—shall have been released, removed, or disposed of for the benefit of the Commonwealth, and said last-named mortgage shall have been duly executed in such manner as to create, after the same shall have received all necessary ratification and confirmation, a valid and effectual lien upon the franchises and all the property, real and personal, now owned or which may hereafter be acquired by the company, subject only to the Berdell mortgage, and the incumbrances prior thereto so far as they embrace and cover the same; nor until all the real estate, franchises and other property held or claimed to be held by the Boston, Hartford and Erie Ferry Extension Railroad Company, and leased or claimed to be leased to the Boston, Hartford and Erie Railroad Company, shall have been conveyed to the last named railroad company, or such provisions and agreements shall have been made respecting the same as shall be satisfactory to the Governor and Council.

Eighth. The scrip or the proceeds thereof is to be delivered only to the persons who agree to construct said railroad, or to their legal representatives or assigns, and upon the certificate of the State Engineer that they are entitled to the same by the terms of their contracts; and the scrip is to be issued by the Treasurer, under the direction of the Governor and Council; and on each $100,000 issued there shall be reserved and paid to the Commissioners of the sinking fund an amount not less than shall, with the accumulations, produce at the maturity of such scrip an amount equal to the scrip so issued.

Economy of Steel Rails.

The following calculations exhibit very clearly the great economy of using hammered steel rails on all roads which have so heavy a traffic that four years will fairly represent the average life of the best unhammered iron rails. The cost of re-rolling is estimated at $30 per ton, and the loss, at each renewal, from wear of iron, expense of taking up and relaying, and other contingencies, at $15 per ton.

Years' Duration.	20	40	60
Best hammered steel rails.	$110	$110	$110
Compound interest a 6 p.c.	242	1,021	3,518
Total cost of steel rails....	352	1,131	3,628
Cost of iron rails....	76	76	76
Compound interest.....	167	705	2,431
Expense of re-rolling.....	180	405	680
Compound interest.....	153	1,141	4,809
Total cost of iron rails....	577	2,328	7,946
Deduct cost of steel rails..	352	1,131	3,628
Saving pr ton by using steel	224	1,197	4,317
Present worth of saving...	69	116	130
Present saving per mile...	6,995	11,640	13,088
Increase of dividends on a road costing $40,000 per mile, per cent....	17.49	29.10	32.72

Therefore, if the average life a steel rail is only twenty years (= 5 iron rails), it is as cheap to lay steel rails as to lay the best iron rails at a cost of $6 05 per ton ($76—69 95 = 6 05).

If the life of steel is forty years (= 10 iron rails), which is probably a moderate estimate, a saving of $4,040 per mile could be made by laying steel even if the best iron rails were offered as a gift.

If the life of steel is sixty years (= 15 iron rails), an estimate which is more than justified by the experience of the Pennsylvania, the Philadelphia, Wilmington and Baltimore, and other railroads, and by a long series of experiments at home and abroad, the saving effected, by having the whole road in steel, would be sufficient to add nearly 2 per cent. to the annual dividends, on a road which could pay 5 per cent. with a track of the best iron rails.

On roads with a lighter traffic, the saving is still an important consideration. If, for example, the life of an iron rail is ten years, and a steel rail will only wear out five iron rails, the present worth of the saving by the use of the steel is $17 87 per ton, which makes steel rails at $110 as cheap as the best iron rails would be at $58 63 per ton.

Even allowing 8 per cent. compound interest for the use of money, it would be cheaper to buy steel rails that would wear out in twenty years than to pay $22 for iron rails that would require re-rolling in four years.

The great increase of saving on curves and grades, in yards, and in other places where the wear is so great that the life of the best iron rails is two years or less, is shown in the following table, which is computed at the prices now ruling ($110 per ton for the best steel, and $76 for best iron) allowing 6 per cent. compound interest.

The following table is meant to show the present worth of saving on 100 tons (about one mile) of steel rails, taking the wear of iron rails at two years, one year, six months, and three months respectively, and on the different suppositions that 1 steel rail will equal 3, 5, 10, 15, or 20 iron rails:

Iron wear.	Two years.	One year.
As 1 to 3....	$4,196 41	$4,850 18
As 1 to 5....	10,165 03	12,192 99
As 1 to 10.....	20,252 52	27,207 60
As 1 to 15....	25,885 30	38,427 41
As 1 to 20....	29,030 62	46,811 59
Iron wear.	**Six months.**	**Three mos.**
As 1 to 3....	$5,210 01	$5,401 48
As 1 to 5....	13,326 96	13,944 18
As 1 to 10....	31,637 49	34,222 38
As 1 to 15....	47,027 31	53,045 19
As 1 to 20....	61,057 10	70,417 01

There are some roads of heavy traffic, but only a few, which claim that they can get a year's average service for the best iron rails, where the wear is most severe. The above table shows that by substituting a steel rail which would wear only five years they could effect a saving which would be equivalent to an immediate addition to their capital of $121 on every ton, or $12,192 on every mile of steel laid down. In the extreme case supposed, when the life of an iron rail would be only three months, and the life of a steel rail five years, the saving would be $70,417 07 per mile.—*Monetary and Commercial Times.*

Cincinnati, Hamilton & Dayton Railroad.

PRESIDENT'S OFFICE C., H. & D. R. R. Co.
CINCINNATI, May 3, 1870.

To the Stockholders:

GENTLEMEN—In accordance with the requirements of the charter, I herewith submit a statement of the business of your road for the year ending March 31, 1870. It will be seen from the report of the Secretary that the

Gross earnings have been	$1,191,457 45
Transportation expenses	579,964 08
Leaving for interest on bonds, taxes and dividends.....	$611,493 37

The working expenses have been 49.76 per cent. of the gross earnings.

The earnings per mile have been. $19,357,062	
Number of passengers carried.....	669,252
Number of tons of freight removed in narrow gauge cars	395,482

During the past year two dividends have been paid to the stockholders, one of five and the other of four per cent., free of Government tax. The net earnings have been a fraction over eleven per cent.

The road has been operated with its usual freedom from accidents and loss of life, and maintained in first class condition.

The business of the Dayton and Michigan railroad continues to increase, and meet the expectation of our company. From the time it was leased, it has earned more than sufficient to pay running expenses and the interest on its bonded debt, which was the consideration of the lease. Its property has been largely increased by the purchase of valuable depot grounds in the city of Toledo, measuring about half a mile of river front, and by building freight depots for the increasing business at that important point. It is generally conceded that the location of the depot grounds in Toledo of the D. & M. road are preferable to those of any other railroad terminating there.

The equipment of the road has been largely increased and kept in first-class order.

More depot buildings are required at different stations on the line of the road, and the fencing must be extended.

Arising out of jealousy and differences springing from the location of the county seat between Troy and Piqua, an unfortunate location of a few miles, both for the interest of the road and for Piqua, was made. The citizens of both Troy and Piqua are at this day desirous that the location should be changed; and it is believed that the additional business to be derived from both places would fully justify the measure if the company had the means on hand to make the improvement. The change involves the removal of about nine miles of track from one side of the river to the other, and a new bridge over the Great Miami in place of the present one that can last but a few years longer.

It will be remembered by our stockholders that at the time the Dayton and Michigan road was leased perpetually to our company, a bonus of one million dollars of their stock was made a part of the consideration. This stock, together with that previously held and since purchased, at a very low figure, gives our company a majority interest of 26,494 shares to 21,506.

The business of the Cincinnati, Richmond and Chicago railroad, for want of an outlet beyond Richmond, has not met the hopes of our company. So far, since we leased the road, it has not paid for the necessary renewal of bridges, running expenses and interest on its bonds. Its local business, however, is increasing slowly, which will ultimately, we hope, make it fairly remunerative to the C. H. & D. Co.

The extension of the Richmond and Fort Wayne road to Ridgeville the present year will add something to the traffic of the road. The position which this road occupies in relation to ours, with a charter more liberal, if not extraordinary, forbids any idea of letting it pass into other hands that might prove adverse to the C., H. & D. Co.

The Cincinnati and Indianapolis railroad, which connects with the Cincinnati, Hamilton and Dayton at Hamilton, continues to give us a large amount of business, and to receive from us in return about an equal amount. It will be remembered that our company originally subscribed two hundred thousand dollars to this road, more than it has to all our other connecting roads combined. The business done in connection with us, which otherwise would not have reached our road, has amply repaid us for the outlay. Our board still regard that road as one of great importance, and when it shall have been completed, in its extension to Fort Wayne, one of still greater importance to our city. It has had its struggles, more than ordinarily met with in similar enterprises, and great credit is due the untiring energy and faith of those who have had charge of its construction and management, and our board unite in the general sentiment of hope and belief that final success is about to reward its owners.

Our relations with the Atlantic and Great Western and Erie railways remain harmonious, and all obligations on the part of both parties are promptly met. The present contract between the Cincinnati, Hamilton and Dayton and Erie, made for the period of ten years, is believed to be fair and satisfactory. It gives the Erie all the advantages she would have if her own road actually terminated in Cincinnati, and relieves our company of the anxiety and trouble of a through Eastern business; is fairly remunerative to our company for the large expenditure of building an extra track for the broad gauge business, and leaves us full time to devote to the local traffic of our road, by far the most important.

Our business with the Cleveland, Sandusky and Cincinnati railroad remains as heretofore, satisfactory and profitable to both companies. The amount of traffic interchanged is steadily on the increase, and the rates received for the transportation of both passengers and freight are remunerative. In some articles of traffic, such as lumber from Northern Michigan, ice from Sandusky and Toledo, to Cincinnati and other points, there has been lately sharp competition between the Dayton and Michigan and C., S. and C. roads; but this has been overcome by an agreement between the parties to select a common agent, to secure and equally distribute the lumber from points beyond Toledo and Sandusky.

This pioneer road of Ohio, under its present management, has been greatly improved, and bids fair to again assume its old position as one of the most important roads of the State. The travel over it, in connection with our road to and from the islands of Lake Erie, during the summer season, is rapidly increasing, and the full improvements being made at Put-in Bay and other points, for the accommodation of visitors during the summer, will doubtless prove profitable to the roads.

In closing this, my twenty-second annual report, it is proper to refer to a few facts in the history of the company, that may well be considered causes of congratulation to our stockholders and to the public.

It should be remembered that whilst your company never asked or received aid from any city, county, or township, by way of subscription, donation or loan of credit, it has gone straight forward in building one of the best roads in the West, meeting all its obligations, large and small, punctually, without even having a piece of paper protested, for lack of means to pay or disposition so to do. That from the year 1849, after a million of dollars had been subscribed and the rights of way secured, and when the contract for construction was closed, it has earned and paid to

its stockholders an average dividend of upward of eight per cent. per annum, more than any other road terminating in Cincinnati has paid to its stockholders, from its commencement. And this, notwithstanding the large and continued outlay necessary to provide for increasing business, and the subscriptions voted by our stockholders to aid connecting and branch roads.

That the company is now free from any floating, and has but a comparatively small bonded debt; that it has no longer any occasion to apply its net earnings to any other purpose than cash dividends to its stockholders, with a fair prospect of their being satisfactory; that the company hold good reserved assets, sufficient to secure regular dividends, in case of any unforeseen casualities; that their property, on the whole, is worth a large amount more than it cost, or which is represented by stock and bonds; that those of its Directors who, after many years of faithful service, have departed this life, and those who still remain, had the foresight to secure, within a reasonable distance of the center of the present city of Cincinnati, a large amount of real estate, at a small cost, sufficient for the present and the future requirements of a great business.

That since the day the road was opened for business, in the fall of 1851, it has been remarkably free from accidents to either persons or property, and that of *nine millions* carried, but nine passengers have lost their lives.

That the superior accommodations furnished, in the number of passenger trains for local travel, beyond that of any other road leading from our city, has built up an almost continued village from Cincinnati to Hamilton, and has contributed largely to the wealth and population of all the cities on its line. That its employes of all ranks, with scarcely an exception, have proven faithful to their trusts, and have been educated and promoted on the road, each one being taught to feel that they had an interest in the same, beyond their mere salary; that the best of feeling toward the road has been cultivated and manifested by those whose lands were of necessity taken for rights of way, and wherever destruction came from fire or flood, they have always been the first to the rescue; that the best of relations have been maintained with all connecting roads, and a liberal course pursued toward them; that the road has earned the reputation among the best railroad men of the country of being one that is well constructed and well managed, and worked at a per centage of the gross earnings much below other well-managed roads; that while its stock has not commanded as high a price in the market, from causes not necessary here to enumerate, its intrinsic value has been all the while increasing, and it should not be parted with now at less than par in gold.

The Cincinnati, Hamilton and Dayton occupies the position of a trunk road, for business from the Cincinnati and Indianapolis Junction, the Cincinnati, Richmond and Chicago, the Dayton and Union, the Dayton and Michigan, the Cleveland, Sandusky and Cincinnati, the Atlantic and Great Western and Erie Railroads.

It has not only the narrow, but broad gauge tracks, with ample means to accommodate the immense Cincinnati and Southwestern business of all these roads, besides the large local business of our own Miami Valley. Its policy is to extend equal facilities to all, and maintain strict neutrality between them, asking for nothing which they are not willing to concede, and agreeing to no contracts which are not equally fair to both and all parties. So long as such a policy is pursued by our company, there will exist no real necessity for another road down our valley, it having already a canal and a railroad, as well as a railroad of the very first class running parallel and distant only fourteen or fifteen miles.

The scare crow of a railroad for the past twenty years has served the purpose of frightening timid stockholders and of depressing the market value of the stock.

The day is distant when the C., H. and D. road will not be able to accommodate the business of all roads terminating at Dayton, and that of those leading to our valley this side of Dayton, at one-third what it would cost them to build independently into Cincinnati, and do their own work; and until this company gives just cause of offense by pursuing a different policy from the past, there will be no occasion for a road being built, which would probably not pay more than running expenses. Respectfully submitted,

S. S. L'HOMMEDIEU.

Lehigh Coal and Navigation Company.

The Board of Managers respectfuily submit their report for the year 1869 as follows:

The profits of the year from all sources were:

Net profits on railroads, including car service		$907,895 36
Net profits on Lehigh Canal		166,260 29
Net profits on coal—		
Summit Mines	$436,951 64	
Newport Mines	54,824 72	
		491,776 36
Net profits on real estate sold		96,968 86
Net profits from rents		55,120 86
Miscellaneous receipts		80,432 08
		$1,797,453 81
Less general expenses	$116,333 07	
Taxes chargeable to Railroad	36,925 83	
Taxes chargeable to Lehigh Canal	7,810 17	
Taxes chargeable to Delaware Division Canal	6,211 55	
Taxes chargeable to coal	56,523 58	
Taxes on interest and capital stock	104,182 98	
Taxes on landed prop'rty and improvements	6,100 80	
Balance of interest account for 1869	984,071 48	
Loss on Delaware Division Canal	143,692 81	
		1,462,752 27
Surplus to credit of profit and loss account		$334,701 54

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1868, was as follows:

	1869. Tons. Cwt.	1868. Tons. Cwt.
From the Wyoming Region	841,719 18	519,279 19
From the Upper Lehigh Region	77,261 17	141,499 06
From the Hazleton Region	120,938 02	332,817 06
From the Beaver Meadow Region	98,113 17	117,086 16
From the Mahanoy Region	2,705 07	4,711 18
From the L. C. and N. Co.'s Lehigh Mines	450,350 12	427,017 04
Other shippers	6,562 02	9,750 19
Total	1,597,651 15	1,552,163 03

Distributed as follows:

	1869. Tons. Cwt.	1868. Tons. Cwt.
Delivered east of Mauch Chunk by railroad	933,569 06	493,774 05
Delivered east of Mauch Chunk by canal	605,143 16	989,947 05
Consumed along the line above Mauch Chunk	33,901 02	26,605 03
Delivered to connecting lines in Wyoming Valley	25,037 11	41,836 10
Total	1,597,651 15	1,552,163 03

There was an increase on the railroad tonnage of	430,292 01
There was a decrease on the canal tonnage of	384,803 09
Showing a net increase of	45,488 12

The production of the company's mines was as follows:

	1869. Tons.	1868. Tons.
Shipped by railroad	204,872	7,585
Shipped by canal	189,079	363,346
Sold at Mauch Chunk	5,938	6,278
Sold at Summit Hill	1,028	759
Used at planes for engines, &c.	11,692	9,307
Total from Summit mines	412,609	387,220
Room Run mines	56,401	57,620
Newport mines	26,502	.....
Sugar Notch mines	65,002	.....
Greenwood mines, under lease	3,400	22,286
Total	563,914	467,126

The details of the business of the year will be found in the accompanying reports of the heads of departments. The next result is very gratifying, considering the extreme irregularity of the business throughout the year. During the winter the only source of profit was the railroad, as the canal was not in operation and the demand for coal light and prices low. Early in May business was almost entirely suspended by the general strike of the miners, and only partially resumed late in June, and fully when our own and other Lehigh men went to work early in July.

A second suspension occurred in the Hazleton, Beaver Meadow and Upper Lehigh regions soon after, and the coal from our own mines and the Wyoming region gave only partial employment to our canal and railroad equipment for several weeks before the freshet of 4th of October, which not only cost the company largely for repairs to railroad and canal, but interrupted business on the railroad, and almost entirely cut off the revenues of the canal for the season. On the 27th of October the coal-breaker of the Upper Lehigh Company was destroyed by fire, which deprived us of the transportation of an average of over 3,000 tons per week for the remainder of the year.

The rates of transportation charged on coal were high during the last four months of the year, but the irregularity of business was so great as to neutralize to a considerable extent the benefit of these rates, and the net result on the railroad was less than a fair profit on the same amount of trade at lower rates, but distributed with more regularity through the year. The business of the canal shows a very unsatisfactory result, instead of the anticipated profit of over $350,000, based on the average of the twenty years previous of nearly that amount, and the profits on our coal product were no more than we ought to realize in an ordinary season. The aggregate net result of the year's business, while satisfactory under the circumstances, was less by over $500,000 than the estimates made early in September, which would have been realized but for the strikes and flood.

RAILROAD.

The reports of income for the year indicate the increasing importance of the railroad, and that the company must in the future regard this as its most certain source of revenue. The canal is more liable to injury from freshets, and, while a valuable auxiliary, its entire destruction would still leave the company the means of transporting to market all of its own coal and a large amount for other parties, with ability to increase only limited by its financial resources for extending track and increasing equipment and its necessary adjuncts. The stockholders may therefore now, as they could never before, feel that a freshet, no matter how severe, cannot deprive the company of the means of earning interest and dividends.

The Wilkesbarre planes were completed and commenced raising coal September 25th, and they promise to meet our expectations fully. Such ad-

ditions have been made to the road and equipment as our means would permit; not sufficient, however, to meet fully the requirements of our customers. The details of these extensions and purchases will be found in the report of the President's assistant. The Railroad Car Trust Association, referred to in the last annual report, has invested its capital of $750,000 in 8 locomotives, 50 flat cars, and 2,250 coal cars. The urgent demand for more cars and motive power, and the satisfactory working of the first trust association, induced the organization in October of the Lehigh Equipment Trust, with a capital of one million of dollars. There have been ordered by the managers of this trust 10 locomotives, 150 flat cars and 2,000 coal cars. With this addition, our available equipment will include 70 locomotives and 10,592 6-tons coal cars, beside passenger and freight cars sufficient for present need, being probably an aggregate much greater in proportion to length of road than ever before controlled by one company soon after the opening of its line, and probably sufficient to move all the coal we can handle without important additions to our tracks, and shops and other buildings.

CANAL.

The water was let into the Delaware Division Canal on the 10th March, and into the Lehigh Canal on the 24th of the same month, and both canals were in good boating condition until the freshet of 4th October, which interrupted navigation on the Lehigh until November 15, and on the Delaware Division for the remainder of the season, excepting on the upper ten miles and the portion below New Hope. The Lehigh was closed by ice on December 6, and the Delaware Division December 16. The freshet referred to has, for volume of water and destruction of property, been paralleled in the history of the company only by those of 1841 and 1862. The damages to the Lehigh Canal, though extended over a distance of thirty-three miles, were of such a nature that they could all have been repaired within three weeks. Those to the Delaware Division were more serious. On this canal two aqueducts were carried away by the sudden raising of the streams they cross before the flood in the Delaware river had attained a dangerous height, and two others were seriously injured by the same cause. To have restored these aqueducts hastily would have left them still, as they always had been, frail structures, liable to be carried away by the next severe storm of a few hours' duration. It was decided, therefore, to rebuild them deliberately and substantially during the winter, and when completed they ought, with the increased water-way under them and their very substantial masonry and superstructure, to resist future floods. As no through business could be done on this canal during the remainder of the year, economy rather than expedition was consulted in the repairs to the Lehigh Canal, and it was not opened until November 15, at which date the portions of the Delaware Division above and below the aqueducts were also repaired.

The extraordinary repairs to the Lehigh Canal during the year amounted to about $70,000, and those to the Delaware Division to about $50,000. The additional amount required beyond the cost of ordinary repairs to restore the Delaware Division will be not far from $75,000, which will properly be chargeable to the revenue of 1869, having been made necessary by the freshet of that year.

In connection with the subject of the freshet the Board desire to express their obligations to their associate, Mr. John Leisenring, for his efficient aid during the height of the storm in preserving the dam at Mauch Chunk from destruction. Also, for his assistance and advice thereafter in both railroad and canal repairs. All of the company's officers and employes labored earnestly in restoring our works, and they derived great benefit from Mr. Leisenring's large experience in the freshets of the previous thirty years.

A reference to the reports of this company for the last thirty years will show that the Lehigh Canal was seriously damaged in 1841, 1850 and 1862, and that the injury done by freshets in the intermediate years was trifling. The freshet of October last, while making evident the fact that the encroachments on the river by the iron furnaces, with their cinder banks, increase from year to year the danger to the canal, by narrowing and increasing the depth and rapidity of the river during seasons of high water, also shows that where the greatest damage was done in 1862, a change of location saved the canal at those points from any injury, and that similar changes can be made at other points, which suffered severely in this freshet, with a like result.

Much has already been done to improve the Delaware Division and to protect it from high water by raising the banks, building stop-gates and renewing locks, and with the completion of the new aqueducts and other works now in progress, that canal may be regarded as less liable to injury than at any previous period.

The expenditures in thus improving that canal have always been charged to maintenance for the current year. It is proposed to continue these improvements and to strengthen all weak points on the Lehigh Canal developed by the last freshet.

COAL INTERESTS.

In the supplementary report submitted last year reference was made to indications of an approaching suspension of labor in the coal regions. The miners demanded that their wages should be governed by the price of coal, and after a suspension of six weeks they carried their point in the Schuylkill and Wyoming regions. After eight weeks' suspension the Lehigh operators also yielded. The terms of settlement were so unsatisfactory to the operators in the latter region that, after a trial of a few weeks, they generally notified the men that they could no longer pay the prices, and a second suspension for over two months resulted. This company having arranged with its men on more favorable terms than others in July, did not join in the second suspension, which resulted to those who participated in a considerable saving from their previous contract, and lower rates than we were paying. Even with this gain the prices of labor are very much higher throughout the Lehigh than in either the Schuylkill or Wyoming region, thus taking, to a certain extent, from these operators their advantages of nearness to market and superior quality of coal.

The greater portion of our Lehigh coal was sent to market by the canal until navigation was intert rupted by the freshet. Arrangements for the shipment of our whole product by rail during the winter were in progress at the time, and were completed as speedily as possible, but the production during October, November and December was much less than if no change of mode of transportation had been necessary. This cause, added to the strike of eight weeks from May 10 to July 6, prevented the realization of our expectations of a large increase over 1868. The total increase amounted to but 24,170 tons. During the last few months of the year coal sold at high prices, but the cost of mining was increased in a much greater proportion over previous years than the increase of prices at which the coal was sold, so that we made no greater profit for the year than we should have made on the same amount of coal in a season of moderate prices but greater regularity.

The coal agency established in New York, referred to in the last annual report, has worked satisfactorily, and promises to be of increasing advantage to the Company.

There is a considerable demand in this city for our coal for family use, and not having succeeded in other arrangements to supply this demand, the Board has decided to open a yard from which to sell and deliver the product of our various mines. With this view we have purchased a property on the North Pennsylvania Railroad, between Diamond and Susquehanna streets, and are fitting it up with a capacity to meet a large demand.

The 17,144 shares of Wilkesbarre Coal and Iron Company stock purchased in 1867, was sold in June last, and the company received in exchange a tract of 2,000 acres of land near the foot of our Wilkesbarre planes, and a considerable sum of money in addition. Valuing the land at the very low price of $245 per acre, we realized the par value of our own stock given in exchange for the Wilkesbarre stock in September, 1867. Whatever the land is worth in excess of the $245 per acre may be regarded as profit on the transaction.

The purchase of stock was made for the purpose of ensuring tonnage for our railroads and canals, and was introduced by the policy of some of the large companies operating in the Wyoming region of controlling large bodies of coal lands. That policy is still continued, and at this time all of the railroad and canal companies leading from that region own and lease extensive tracts of land. It was not regarded as prudent to dispose of the company's interest in the Wilkesbarre Coal and Iron Company stock, possibly resulting in the withdrawal of their business, without making other arrangements for trade.

The lands received from the Wilkesbarre Coal and Iron Company in Hanover township adjoin the Biddle lands, and the two tracts amount to over 2,800 acres, nearly all within the coal field. The Cook tract near this body of land has about 100 acres of coal. In addition purchases have been made to the extent of 3,580 acres located in Newport township, five miles distant from the western limit of the Hanover township tract.

The reasons that led to the sale of the stock and the purchase of these lands were various. The price offered was considered higher, relatively, than the lands could be purchased at.

Large expenditures would be necessary during the next two or three years to continue the coal product of the Wilkesbarre Coal and Iron Company at the rate of 1869, and further expenditures were deemed judicious to increase the product and diminish the cost of mining. While we owned a marjority of the stock, the remaining stockholders were indisposed to advance any portion of the money necessary for these developments. It was estimated that no larger expenditure during 1869 and the two following years would be necessary, beyond the proceeds of the sale of the Wilkesbarre Coal and Iron Company stock, to purchase the large body of land and give us the entire control of and profit on a large product of coal, than it would be necessary for us to advance to retain the control and half ownership of the property of the Wilkesbarre Coal and Iron Company.

The only operation on the Hanover lands are those of Messrs. Parrish & Thomas, who mine from a portion of the property under a lease granted in 1865, which yields a rental of about $30,000 per annum. A shaft near the middle of the property on the line of the Pennsylvania Canal shows the top vein to be unusually fine in quality at that point, and at an early period it will be advisable to build a breaker and open the mine.

On the Newport lands extensive developments were in progress at the time of purchase, for the details of which see the report of the superintendent. They contemplate a production of 300,000 to 400,000 tons a year, and further developments are practicable to at least the extent of doubling that product.

The Hanover and Biddle tracts offer an apportunity for an equal number of collieries.

The interest of the company in coal lands in the Wyoming region is:

	Acres.	Cost.
Hanover tract, from Wilkesbarre Coal and Iron Company, over	2,000	$493,001 30
Biddle lands, over	800	169,497 32
Cook lands, portion underlaid with coal	100	45,000 00
Newport township lands	3,580	1,413,976 96
In the aggregate	6,480	$2,121,475 58

Of which 5,700 acres are within the coal field.

We have thus nearly as many acres of coal in the Wyoming as in the Lehigh region. The developments thus far made indicate that the coal is of a very superior quality, and that it can be

mined at a much lower cost than at our Lehigh mines,

The amount of available coal belonging to us is about equal in the two regions. Carefully prepared estimates give over 300,000,000 of tons available in the Wyoming lands, after allowing for faults and waste in mining, against 282,000,000 estimated as available in our Lehigh lands.

The Wyoming Valley is well known for the fertility of its soil, and a considerable portion of the company's lands are under a high state of cultivation; and portions of the Hanover and Cook tracts are available as building or town lots, and surface lots on adjoining properties, no better located, are selling at the rate of $2,000 or $3,000 per acre.

The extent to which we shall develop the Wyoming lands the coming year depends in a great measure upon the price of coal, and the condition of the labor question. The building of a third breaker next fall will give us a capacity for 1871 of from 300,000 to 400,000 tons; and there are three other points offering, at least, equally favorable opportunities for the cheap mining of coal of very superior quality.

We sent to market 63,846 tons from our Summit mines in September, and this may be regarded as nearly the monthly capacity of our present openings in Panther Creek Valley. Further developments would be unwise before the completion of the Nesquehoning tunnel, as the gravity road and planes cannot transport any considerable increase without expensive additions to the machinery. The tunnel will, no doubt, be completed before the close of 1871; and after that we can readily increase our production to 80,000 or 90,000 tons per month.

FINANCES.

The floating debt incurred in 1868, in the purchase of rolling stock and in adding sidings, &c., to the railroad, was increased during 1869, by expenditures of the same character rendered necessary by the amount of business pressing upon us.

The five-year loan issued in 1868 was regarded as a temporary expedient, and was used almost exclusively as collateral security for loans to the company. When the sale of the Wilkesbarre Coal and Iron Company stock was made it became necessary to retire a considerable portion of this loan, and for the purpose of funding the floating debt and providing means for permanent improvements on our railroad and coal lands, it was decided to issue a new loan of two millions of dollars, secured by a first lien on the newly acquired coal lands and on real estate in Philadelphia, the value of the properties being at least three millions of dollars. The loan matures in 1894, bears 6 per cent. interest, clear of taxes, payable, principal and interest, in gold. A sinking fund of ten cents for five years, and fifteen cents thereafter, on every ton of coal mined and carried away from the property, is payable monthly to the Trustees, and will provide for the loan before maturity. The payments on this account were, for October, $1,414 02; November, $1,269 44; December, $1,253 92, and will increase to $3,500, or perhaps $4,000 a month before the close of 1870.

The loan is convertible into the stock of the company until 1879. The Board entertained the hope that the business of the year would show such satisfactory results to the stockholders as to create a demand for the new bonds by reason of this privilege of conversion. The freshet in October not only reduced our receipts, and rendered necessary heavy expenditures in repairs, but delayed the negotiation of the loan. The loss of receipts and increased expenditures amounted to fully $500,000, which sum and the proceeds of the loan would have relieved the company of floating liabilities. The Board look forward with confidence to the funding of this indebtedness at an early period.

In October, 1867, the stockholders were invited to subscribe to a six per cent. ten year convertible loan of the company, to the aggregate amount of $3,800,000. The subscriptions received amounted to about $1,200,000. During 1868 a small portion of the remainder was issued in payment for equipment and purchase of coal lands, and there remains of the amount originally authorized about $1,800,000 available for future use.

NESQUEHONING VALLEY RAILROAD.

The completion of this road has been delayed beyond the period named in the last report. Work was not pressed vigorously early in the year, and the weather during the fall was very unfavorable, rendering it almost impossible to make any considerable progress for weeks at a time. An early period in the spring is named for the connection of the main line with the Catawissa railroad, and it is hoped in time for spring lumber trade. The road will beyond question earn, as soon as its trade is developed, the dividends of ten per cent. per annum, free from taxation, which this company has undertaken to pay on its stock, besides adding largely to the profits of our main line.

Sales have been made from time to time of stock at par, and as means beyond the proceeds of these sales have been needed for prosecuting the work, this company has subscribed and paid for stock to the extent of 2,140 shares, which form a portion of the contingent fund. It is proposed to sell this whenever purchasers can be found at par and accrued dividends.

Work on the tunnel is progressing satisfactorily.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Philadelphia, January 1, 1870.

SUPPLEMENTARY REPORT.

The annual report refers only to the business of the company for the year ending December 31, 1869. The repairs of the Delaware Division Canal, at that time in progress, were completed on the 14th of April, and boats were passed into the canal on the 16th of the same month. The delay in completing the acqueducts was due to the frequent and heavy rains during the fall and winter, which drove us away from work on the piers by raising the streams fourteen times in about as many weeks, and delayed their completion about a month. The contractors for the superstructure did not press their portion of the work with proper vigor, and the two causes lost us about three weeks' business at the opening of the season. The one day of through business on the 16th of April, was followed by a severe freshet in the Lehigh on the 18th of April, with the river at Mauch Chunk within six inches as high as in October last. Fortunately but little damage was done to the Lehigh Canal, and none whatever to the Delaware Division proper. A portion of the guard wall at Easton was, however, carried away, and until the river can be turned to its usual course, we have no means to transfer from the Lehigh Canal to either the Delaware Division or Morris Canal. Unless unexpected causes intervene, boats can pass freely on Saturday or Monday next.

The total outlay in repairs to both guard wall and canal can hardly amount to so much as $20,000. Our customers have many canal orders which they are anxious to fill, and we have completed arrangements to run all of our boats, so that when strikes or freshets do not interfere we shall pass a large amount of coal through the canal. The loss of tonnage on the canal has been partly made up by a gain on the railroad, and the cash receipts of the latter have been increased almost to the extent of the loss on the former. The principal cause of diminished revenue, thus far this year has been the suspension of work at our Summit and Room Run mines. During a long term of years there was a well established relation existing between the wages paid in the Hazleton and Beaver Meadow regions and at our mines. We did not participate in the demands of the operators last fall, which resulted in the second suspension, and when work was resumed in November we lost our relative position. Our efforts to regain the lost ground resulted in a suspension of our men, who have done no work since February 12. At the time of the suspension we were paying higher wages than any other operator working on the sliding scale or "basis" plan. We have offered our men wages equivalent to those paid in the Beaver Meadow region, and considerably higher than the rates the Schuylkill county men offer to resume work at, and which the operators, there decline for the reason that they are too high. We cannot yield the point in dispute without establishing the precedent of paying much higher wages than any of our neighbors in the Lehigh region, and they now pay excessive rates compared with the Schuylkill and Wyoming regions.

The Nesquehoning Valley Railroad was turned over to us on the 18th of April, and we commenced running freight trains on the 2d of May. We shall find full employment for all the cars we can send to the Catawissa road in the lumber, ore and miscellaneous trade, and shall start passenger trains soon, with the promise of a fair and increasing business. We are using the Burleigh drills in the work on the tunnel, and they have already given good results, and promise better when the workmen have acquired greater skill in the use of them.

When we sold our Wilkesbarre Coal and Iron Company's stock we gave that company the right to terminate the contract binding their tonnage to our line by giving six months' notice. We have recently closed a new contract with them for a long term of years, by which they agree to send not less than 400,000 tons of coal per annum over our works, giving us the choice of routes by which it shall be sent to the New York market from the terminus of our lines. We regard the new contract as more favorable to us than the one previously in force.

We did very little remunerative business last year previous to the 6th of July, and the only very good months we had were July and August. It is hardly likely that the commencement of our paying business can be so long delayed this year, and when it does begin we shall be very much better prepared for it in every department than we were at any time last year.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Philadelphia, May 3, 1870.

☞ The commission of Russian engineers, who lately visited England for the purpose of seeing Mr. Fairlie's narrow gauge railway plant, and the Festiniog railway where his engines are at work, have, according to the *Iron and Coal Trades Review*, reported strongly in favor of the system. They recommend it to be adopted for a portion of the railway between St. Petersburg and Moscow, and estimate the cost of construction at about £4,500 per mile.

☞ Suit has been entered in the Superior Court at Baltimore, by the State of Maryland against the Baltimore and Ohio Railroad Company, under the resolution passed at the late session of the General Assembly, directing said suit to be entered if the claim of the State for one-fifth of the receipts from passengers on the Washington Branch was not satisfied within twenty days.

☞ John Taylor Johnston has been re-elected president of the Central Railroad Company of New Jersey, and Samuel Knox secretary and treasurer. The directors are: John Taylor Johnston, James Boorman Johnston, Sidney Dillon, Adam Norrie, John C. Green, F. T. Frelinghuysen, B. Williamson, Asa Packer, H. D. Maxwell.

☞ The contract for the grading and bridging of the extension of the Littlestown Railroad to the Pennsylvania and Maryland State lines has been awarded to Cyrus Diller, Esq., of Hanover, Pa.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	$1,774,824	----	----
American Central	800,000	J. & J.	Jul. '69 3
Atlanta and West Point	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina	5,545,225	----	----
Atlantic & Gt. Western	25,879,923	----	----
" " " pref.	1,919,800	----	----
Atlantic & St. Lawrence*	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio	18,152,962	A. & O.	Apl. '70 4
Do. Washington Br.	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger	670,000	F. & A.	Feb.'70 3
Bay de Nequet & Marq	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware	996,250	----	----
Berkshire*	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*	250,000	J. & D.	Dec.'69 2½
Boston and Albany	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont.	459,900	----	----
Do., do. pref.	1,240,400	M. & N	May '70 3
Boston and Lowell	1,891,500	J. & J.	Jan. '70 4
Boston and Maine	4,076,974	J. & J.	Jan. '70 5
Boston and Providence	3,300,000	J. & J.	Jan. '70 5
Broadway (South Boston)	400,000	J.A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)	2,100,000	J. & D.	Dec '69 3
Brooklyn City	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.	399,800	----	Jan.'70 3½
Buffalo, Bradford & Pitts.	1,100,000	----	----
Buff., New York & Erie*	950,000	M. & N.	M'y '69 3½
Buffalo and Erie	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)	737,800	A. & O.	Apl.'70 4½
Camden and Amboy	5,000,000	F. & A.	Feb. '70 5
Camden & Atlantic, pref.	600,000	----	----
Camden & Burlington Co.	331,000	----	July '69 3
Cape Cod	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le*	447,000	J. & D.	Dec.'69 3
Catawissa	1,150,000	----	----
Catawissa, pref.	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna*	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref.	755,000	M. & N.	M'y '69 3½
Central of Georgia	4,666,800	J & J	Jan. '70 5
Central of New Jersey	15,000,000	J. & J.	Jan.'69 2½
Central Ohio	2,800,000	J. & D.	Dec.'69 3
Do. pref.	400,000	J & D.	Dec. '69 3
Cen. Park, N. & E. River.	970,000	----	Oct.'67 2½
Chemung*	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton	5,141,800	M. & S.	Mar.'70 5
" " pref.	2,426,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*	2,227,000	----	----
Chicago & N. Western	14,590,162	J. & D.	Dec.'69 4
" " pref.	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific	14,000,000	A. & O.	Apl.'70 5½
Cin., Ham. & Dayton	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger	----	J'n &J'ly	Jan.'68@2
" Street	----	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref.	398,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.)	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg	5,968,775	J A J &O	Apl.'70 3½
Cleveland and Toledo*	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen.	10,460,900	----	----
Columbus and Xenia*	1,786,200	quarterly	Dec. '69 2
Concord	1,500,000	M. & N.	May '70 5
Concord & Ports., guar.	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn	500,000	----	----
Conn. & Passump. Rivers	139,000	----	----
Do. do. pref.	1,822,100	F. & A.	Feb. '70 3
Connecticut River	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley	1,316,900	A. & O.	Oct. '69 4
Danbury and Norw'k	400,000	----	----
Dayton and Michigan*	2,390,646	----	----
Delaware*	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley	1,820,200	----	----
Detroit & Milwaukee	1,047,350	----	----
" " pref.	1,500,000	----	----
D. Dock, R. B'dw. & Bat.	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City	1,673,641	J. & J.	Jan. '70 5
Do do. pref.	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy	392,550	J. & J.	Jan. '70 3
Eastern (Mass.)	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.)	492,500	J. & J.	Jan. '70 4
East Pennsylvania	664,800	----	----
East Tenn. and Georgia	1,290,067	----	----
East Tenn. and Virginia	1,902,000	----	----
Eighth Avenue (N. Y.)	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*	500,000	M. & N.	Nov'69 2½
Do. do. pref.	500,000	J. & J.	Jan.'70 3½
Erie Railway	70,000,000	F. & A.	Feb.'66 4
Do. pref.	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg	962,900	----	----
Evansville & Crawfordav.	2,143,445	----	----
Fitchburg	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester	248,000	J. & J.	Jan. '69 3
Flint and Holly	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. F'y	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw. (Ph.)	491,620	J. @ J.	Jan. '70 3
Georgia	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)	512,245	J. & J.	Jan. '70 3
Girard College (Phila.)	160,000	J. & J.	Jul. '67 2
Granite	----	M. & S.	Mar.'70 5
Green and Coates St. (Ph.)	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	3,300,000	J.A.J&O	Aph '70 3
Hannibal and St. Joseph.	1,900,000	----	----
Do. do pref.	5,253,330	----	----
Hanover Branch, Pa	116,850	M. & N.	Nov.'69 5
Housatonic	820,000	----	----
" pref	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top	494,350	----	----
" " pref.	190,750	J. & J.	Jn.'68 3½
Illinois Central	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*	300,000	J. & J.	Jan.'70 4
Lake Shore & Mich. So.	35,000,000	F. & A.	Feb. '70 4
" " guar.	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb.	1 335,000	----	----
Leeds and Farmington*	----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne	344,550	J. & J.	Jan.'69 4
Little Miami	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint)	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.)	90,000	----	----
Long Island	3,000,000	F.M.A.N.	Aug.'66 2
Loulsv., Cin. and Lex.	1,621,786	J. & J.	Jul. '69 3
" pref.	848,315	J. & J.	Jan'70 3½
Louisville and Nashville	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb. & Chicago	2,800,000	----	Feb. '70 3
Lowell and Lawrence	200,000	A. & O.	Apl. '70 3
Lowell Horse	58,830	J. & J.	Jan. '70 3
Macon and Western	2,000,000	----	Jan. '70 5
Mahanoy & B'd Mount'n*	1,676,915	----	----
Maine Central	1,511,500	----	----
Manchester & Lawrence	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati	3,029,778	----	----
" " 1st pref.	3,130,719	M. & S.	Sep. '66 3
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston	5,812,725	----	June'69 3
Memphis and Ohio	670,000	----	----
Metropolitan (Boston)	1,250,000	J. & J.	Jan. '70 5
Michigan Central	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston)	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*	323,376	J. & J.	Jan. '70 5
Millville and Glassboro'	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien	----	----	----
" " " 1st pref	----	----	----
Milw. & St. Paul	7,665,104	Feb. 1870	$3 & 7s
" " pref.	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio	3,762,400	----	----
Montgomery & W. Point	1,644,104	J. & D.	Dec.'67 4
Morris and Essex	7,880,100	----	Jul.'69 3½
Mt. Carbon & Pt. Carbon*	282,350	J. & J.	Jan. '70 5
Nashua and Lowell	720,000	M. & N.	May '70 5
Nashville & Chattanooga	2,056,544	----	----
Naugatuck	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton	500,000	J. & J.	Jan. '70 4
New Haven & N. London	738,538	----	----
N Haven & Northampton	1,344,000	J. & J.	Jan. '68 3
New Jersey	6,250 000	F. & A.	Feb. '70 6
New London Northern	895,000	----	July '69 4
N.Y. Central & Hudson R.	45,000,000	A. & O.	Apl. '70 4
" Certificates	21,491,450	A. & O.	Apl. '70 4
" old int. cer.	22,829,000	----	Aug.'69 4
New York and Harlem	5,500,000	J. & J.	Jan. '70 4
" pref.	1,500,000	J. & J.	Jan. '70 4
New York & New Haven	2,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*	1,000,000	J. & J.	Jan. '70 5
Ninth Avenue	797,400	----	----
North Carolina	4,000,000	A. & J.	Apl. '70 3
Northern Central	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.	155,000	----	May '67 4
Northern of N. Hampsh.	3,068,400	J. & D.	June'70 4
North Pennsylvania	3,150,150	----	Jan.'70 5s
Norwich & Worcester	2,363,800	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n	3,040,900	J. & J.	Jan. '70 3
" pref.	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi	20,000,000	----	----
" pref.	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R.	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport	4,848,320	J. & J.	Jan. '70 3
Orange and Newark	231,550	----	----
Oswego and Syracuse	432,400	F. & A.	Aug.'69 4
Pacific of Missouri	3614,515	----	----
Panama	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv.	630,000	J. & J.	July '69 4
Pennsylvania	31,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*	1,200,000	----	Feb. '70 4
Peoria and Hannibal	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*	5,004,200	J. & J.	Jan. '68 3
" " pref.	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred.	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n	1,535,560	A. & O.	Apl. '70 5
Phila. and Trenton*	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt.	9,058,300	J. & J.	Jan. '70 4
Philadelphia City	100,000	J & J.	Jan. '70 3
Philadelphia and Dar'y	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams	450,000	J. @ J.	Jan '70 3
Portland and Kennebec	682,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston	----	----	Jul. '69 3
Rensselaer and Saratoga	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville	2,000,000	----	----
Richmond and Petersb'g	847,100	----	----
Rich., Fred. and Potomac	1,041,800	----	----
Rockport	88,400	----	Nov.'67 2
Rome, Watert. and Og'nb.	2,400,000	J. & J.	Jan. '70 5
Rutland preferred	----	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute.	2,800,000	----	----
" " " pref.	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.	1,469,423	----	----
Sandusky and Cincinnati	2,089,000	----	----
" " pref.	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark	901,341	----	----
Savannah and Charleston	1,000,000	----	----
Schuylkill and Susqueh'a.	1,269,150	----	----
Second and Third St. (Ph.)	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley*	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke	868,200	----	----
Second Avenue (N. Y.)	670,000	A. & O.	Oct. '68
Shamokin V. and Pottv.*	869,450	F. & A.	Feb.'70 3
Shore Line	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.)	750,000	----	Nov.'69 5
Somerville	75,000	M. & N.	May '70 5
South Carolina	5,819,275	----	----
South Shore	259,685	----	Jul. '68 3
South Western, Georgia	3,989,900	F. & A.	Feb.'70 4
Staten Island	660,000	J. & J.	Jul. '67 4
Stony Brook	267,300	M. & N.	May'70 3
Steubenville and Indiana	1,983,141	----	----
Stockbridge & Pittsfield*	448,700	----	----
Summit Branch	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.	1,314,130	----	----
Taunton Branch	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama	595,922	----	----
Terre Haute and Indiana.	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)	1,750,000	----	Nov.'69 4
Thirteenth and Fif. (Ph.)	----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw	2,700,000	----	----
" " (K. D.) pref.	1,700,000	January	1870,11 4s
" " (W. D. pref.	1,300,000	----	----
Tol., Wabash and West.	5,700,000	----	----
" " pref	1,000,000	M. & N.	May'69 3½
Troy and Boston	607,111	----	----
Troy and Greenbush*	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	200,000	----	----
Union (Phila.)	250,475	J. @ J.	Jan.'70 3
Utica and Black River	834,400	J. & J.	Jan. '70 4
Vermont and Canada*	2,500,000	J. & D.	Dec.'69 4
Vermont Central	5,000,000	----	----
Vermont and Massachu'ts	2,800,000	J. & J.	Jan.'70 3
Vicksburg and Meridian	357,408	----	----
Virginia Central	3,353,679	----	----
Virginia and Tennessee	3,506,300	----	----
Western Union	2,707,693	----	----
West Jersey	1,209,000	F. & A.	Feb.'70 5
West Philadelphia	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon	1,463,775	----	----
Winchester and Potomac	----	J. & J.	Jan. '70 3
Warren	1,547,650	----	----
Worcester and Nashua	1 522,500	J. & J.	Jan'70 3½

CANALS.

Chesapeake and Delaware	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio	3,228,595	----	----
Delaware Division	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania	64,000	----	----
Lehigh Coal and Navigat.	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	728 100	J. & J.	Jan. '69 3
Morris (consolidated)	1,025,000	F. & A.	Feb.'67 3
" (preferred)	1 175,000	F. & A.	Feb.'70 5
Pennsylvania	4,300,000	----	----
Schuyl. Navigation (cons.)	1,908,207	F. & A.	Feb'67 6
" " (pref.)	2,888,804	F. & A.	Feb.'67 6
Susq. and Tide Water	2,002,746	----	----
Union	2,907,850	----	----
" preferred	----	----	----
W. Branch and Susq.	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship	20,000,000	MJS&D.	Sept.'69 3
Union Navigation	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	41,063,000	J. & J.	Jan.'70 2
American Coal	1,500,000	M. & S.	M. '69 3
Ashburton	2,500,000	J. & D.	Dec.'66 4
Butler Coal	500,000	J. & D.	D. '69 3.4
Central Coal	2,000,000	J. & J.	July'65 5
Fulton Coal	----	J & J.	Jan.'70 4
Lackawanna Coal	300,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	200,000	----	Dec'68 2½
Pennsylvania Coal	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal	200,000	----	Dec'68 2½
Short Mt. Coal	800,000	----	Jan. '70 5
Spring Mountain Coal	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal	1,250,000	F. & A.	Aug. '66
Adams Express	10,000,000	----	Mar.'70 2
Am. Merchants Union Exp.	18,000,000	----	Jan.'70 3
United States Express	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp.	10,000,000	----	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,200	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,199	403,091	348,995	4,682,505
1870	293,978	323,825	344,366	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,795	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,887	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	476,600	387,700	5,274 687
1870	362,800	398,200	443,900	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,663	2,811,544
1864	278,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,622	747,942	702,691	767,506	946,767	932,683	754,671	547,842	7,976,499
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,420
1867	606,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	12,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,130	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	304,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,565	242,621	3,095,945
1870	201,500	218,600	244,161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,566	359,403	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,423	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,306
1866	603,053	505,286	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,210	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	695,401	681,041	7,817,629
1869	659,138	524,683	709,845	568,282	640,975	778,261	696,228	841,363	979,401	914,408	814,413	696,677	8,823,482
1870	654,587	668,391	644,374	597,571	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,992	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,504	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,383	140,473	132,869	131,019	109,639	1,390,828
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	236 012	308,106	375,567	332,360	348,043	3,202,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,216	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,315	488,388	530,871	429,785	380,084	4,663,805
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,885	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,463	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,824	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,670	328,870	4,530,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,540	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,295	412,934	330,378	4,371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,320	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	380,430	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,890	6 617,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	382,823	377,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,792,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,185	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,916,543
1870	196,787	218,234	253,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,870	250,617	294,874	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	586,979	957,194	1,121,205	1,351,579	1,419,252	1,196,955	702,686	10 033 026
1866	738,061	725,967	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,093
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,360	1,476,406	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	230,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,760	351,750	233,480	3,809,268
1868	278,712	265,137	257,890	286,825	260,529	293,344	283,833	484,209	450,203	429,898	322,270	299,439	4,013,308
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	765,467	857,232	837,383	716,329	6,709,183
1870	628,629	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	117
.. .. coupon		6	" "	1881	117⅛
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,000	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon		5	" "	1882	112⅜
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	110½
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	110½
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111⅞
.. .. .. (5-20s).....coupon		6	" "	1885	112½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113⅜
.. .. .. (5-20s).....coupon		6	" "	1886	114⅛
.. .. 3d series (5-20s)...registered	379,584,850	6	" "	1887	113⅞
.. .. .. (5-20s).....coupon		6	" "	1887	114⅝
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
.. .. .. (5-20s).....coupon		6	" "	1888	115
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept	1904	107½
.. .. .. (10-40s) ....coupon		5	" "	1904	108⅛
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	264,260	var	.....	Due.	....
Treasury Notes (7-30s).....	711,100	7.3	.....	Due.	....
Certificates of Indebtedness.....	6,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,234,420	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	var.	.....	Dem.	....
Fractional Currency	39,354,321	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	103½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	100
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	94½
.. — .. .. (" " ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	96
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'60–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	100
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	100
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'78	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69–'06	76
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	73
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	91½
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	97½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	98½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	95
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. Defense Loan of 1864–'68	2,040,100	6	" "	1883	79
.. South Relief Loan of 1867.....	100,000	6	" "	1873	102½

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	92½
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	93
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
.. —	650,000	6	" "	'72–'73	111
.. —	720,000	6	" "	'74–'75	106½
.. —	1,430,000	6	" "	1370	106½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	98½
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	93½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	93½
Nebraska—(No Account).....	.....	..	.....	.....	....
Nevada—(No Account).....	.....	..	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	105
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'60–'91	48
.. — .. (new).....	3,059,045	6	" "	'92–'98	25
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	6	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	90
.. —Funding Bonds	1,282,971	6	" "	'70–'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	55½
Texas—No legal debt.....	.....	..	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	69½
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	..	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	88
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	...	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	886,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95¼
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	38
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,908	7	April & Oct.	New York.	1890	89
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	90½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	96-'98	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1876	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	234,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.)						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	47½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (103 m.)	1,248,560	7	Feb. & Aug.	New York.	1885	97½
Funded Coupons	755,000	7	May & Nov.	" "	1883	88½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	74½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	101
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1891	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	8	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	93
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						....
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						....
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						....
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						....
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						....
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						....
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1832	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						....
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						....
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96
Bonds of 1863	500,000	6	March & Sept.	"	1889	93
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	83½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18--	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 28.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1896	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	114½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	97½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	92½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	71½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1903	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		6*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	6	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	6	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'93	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1867	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (60 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	106½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	85½
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	1866	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	92½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	102
2d Mortgage	276,500	7	— & —	"	18—	88
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,600	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct.	Boston.	1874	98½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1886	87

RAILROAD BONDS LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1867.....	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000.....	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds.....	124,500	7	" "	"	1877	....
Steamboat mortgage.....	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div.....	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.....	856,000	7	" "	" "	1874	....
Income, W. Div.....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,052,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling.....	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	76
Old Colony and Newport:						
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1878	96
Company Bonds.....	458,000	6	April & Oct.	"	1875	94
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	78
2d Mort. (Charlotte to Lynchb.)	1,180,500	6	Jan. & July.	" "	1876	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan.....	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 6-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O...	500,000	7	May & Nov.	New York.	1916	....
Income.....	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage.....	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan.....	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling.....	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling.....	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m..	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures...	3,620,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed.....	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage.....	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage.....	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed.....	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General).....	5,000,000	6	" "	"	1881	92
2d Mortgage.....	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000.....	600,000	7	Jan. & July.	"	1885	92
Philadelphia, Germant. & Norist.:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-42-44-48 and 49..	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible.....	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling.....	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv....	238,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy) .	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867.....	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.) ..	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000...	.....	7	Jan. & July.	Baltimore.	1896	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m....	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	96
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	60–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage.....	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds.....	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	876,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B).....	876,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	876,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D).....	876,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E).....	876,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	876,000	7	June & Dec.	" "	1912	100
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & F. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
Placerville and Sacramento:						
1st Mortgage.....	226,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage.....	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage.....	60,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	56
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage.....	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible..	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.).....	160,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	" "	'60–'87	....
Richmond and Danville:						
Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia..	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	New York.	'75–'90	....
Consolidated, registered.....	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.).	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons).....	176,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage.....	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage.....	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock..	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*.....	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)...	150,000	10	" "	"	1893	....
2d Mortgage (" ")...	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	90
1st Mortgage (Series *B*)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	70
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)...	860,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000 ..	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $10,000 p. m...	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage.....	228,000	6	Feb. & Aug.	Boston.	1878	98½
Sandusky, Mansfield and Newark:						
1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile....	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	204,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	91½
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'96–'99	86
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'96–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	74½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	86½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	..
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1900	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	75
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	60½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1900	86
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1895	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	97
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1862	59
Improvement Loan	1,801,070	6	May & Nov.	"	1876	51
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶....New York.	5,839,596	547,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	948,405	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	—	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,607	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,168	.....	505.7	.....	666,324	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	—	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,794,916	2,968,809	8	100	139½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,032	158,572	—	100	224
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	46.0	131,811	56,342	314,903	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	88
Nov. 30, 1869	200.6	48.6	619.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,196	2,597,837	.....	.....	16,411,800	2,873,020	1,235,000	1,752,774	289.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	151
Nov. 30, 1869	42.9	....	6.7	—	9	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,656	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,839	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,369	114.3	.....	7,340,040	5,471,360	486,675	160,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	—	48	34	27	528	Bos., Hart. and Erie ¶. M.,R.L.,Ot. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,941	14,038,169	6,015,251	640,007	175,725	—	100	28
Nov. 30, 1869	26.8	1.8	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	133
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,011	4,471,274	—	217,437	1,000,420	146.1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	149
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,611	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	.....	.....	2,288,000	580,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.....N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,320	69,088	94,196	223,040	59,558	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	3,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,646	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	.....	49,900	.....	11.0	9,000	25,508	11,677	21,937	.....	—	100	....
Dec. 31, 1868	—	—	—	350.0	—	—	—	—	Burl., Cedar Rapids and Minnesota.Iowa.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	109.0	18	12	7	506	*Burlington and Missouri River*....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,965,645	.....	728,431	165.0	.....	.....	.....	841,653	411,226	—	100	84
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	7,830,525	2,527,458	10	100	120½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,449	123,864	64,268	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	72
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West Jersey.)	—	.....	.....	6	50	88
Oct. 31, 1868	30.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,582	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois Central.)	—	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	895.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah....S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	....	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	—	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	384	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,059	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 891,755	718,5.6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	420,000	.....	—	(Leased	to Phila. and Read.)	—	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	.....	.....	—	100	....
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	114½
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	147½
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	130
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	43,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	123½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	—	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Lease	es con	of Sa	n.	&	Ch	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	134	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	406,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentucky Central.)	—	.....	.....	—	100	....
an. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1869	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,964	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	24	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	79½
Dec. 31, 1868	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,058,750	1,652,100				(Leased to Atl. &		Gt. Western.)			8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	407,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	107½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Shore.)			7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000				(Leased to	Pittsburg	Cincinnati	and St. Louis.)		8	50	18½
Feb. 28, 1869			12.8	—					Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,788,200	248,000	80,667	85,846		(Operated by	Little Mi	ami.)			8	50	
Mar. 30, 1868	54.7	—	12.8	—					Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	77½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,642		100	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N.Hampshire.	850,000	*			350,000					(Leased to	Concord,)				7	100	108½
Mar. 31, 1869	58.0	—	3 1	—					Connecticut and Passump. Riv.	Vermont.	2,996,151	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,247	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	136½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	
Oct. 31, 1868	6.8		95.3						Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21,710	15,047	8,826	39,337	14,823		50	
Mar. 31, 1868	14.6	—	1.1	—					Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178		50	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	485,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury, Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(Under cons	truction.)					100	
Apr. 30, 1869				117.5					Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497		100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*			70,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479		100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.		100	
Nov. 30, 1868	36.0	—	2.8	—					Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	
Dec. 31, 1868	84.5	28.0	6.3	—					Delaware, Lack. and Western	Penn.	11,021,259	2,067,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	110
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0							100	
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458		100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased to Boston	& Maine.)		29,000	29,000	3	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4	100	107½
Dec. 31, 1868	143.5	—	6.1	—					Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217			100	
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In progress.)						100	
Sept 30, 1868				41.0					Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progress.)			100	
Sept. 30, 1868	10.0			65.0					East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000									50	
Oct. 31, 1868	17.5		0.3						Eastern	Massachusetts.	5,734,882	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	121½
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Balt.)					
Dec. 31, 1868	38.5		1 8						Eastern Shore	Maryland.	850,000				392,550					(Leased	to Phila.	& Reading.)			6	50	
Oct. 31, 1868	7.5		3.5						East Mahanoy	Pennsylvania.	391,604				654,600	576,000			36.0	244,880	293,720	481,273	565,168	191,033		100	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847				1,319,999	2,385,770	141,339		140.8				512,864	60,969		100	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.	3,550,492	*	40,410	255,124					130.0	350,378	82,393	71,288	537,891	133,709		100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095		100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky	Tenn.										(Leased	to Northe	rn Central.)		25,000	5	100	
Sept. 30, 1868	45.8	—	2.9	—					Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central.)		165,000	5	50	56
Oct. 31, 1868	78.0	—	14.5	—					Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000										100	
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	12,506,765	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583		50	23½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,084,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	424,005	636,916	245,369		100	
Dec. 31, 1868	35.0	—	2.2	75.0					European and North American	Maine.																100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	109.0	182,212	171,463	63,446	166,758	35,072		100	
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920		100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0							100	
Nov. 30, 1869	5.8		....						Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815		100	
Oct. 31, 1868	12.7	—	0.4						Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Connellsvill	e.)		7.6	50	
Nov. 30, 1869	51.0	42.8	30 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	308,374	3,540,000			547,060	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Dec. 31, 1868	12.0		....						Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvidere	Delaware.)				100	
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	361,984	189,578		100	
Dec. 31, 1868	154.0	—	3.5	—	7			75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0							100	
Dec. 31, 1868	45.2		....		4			34	*Florida and Alabama*	Florida.	1,300,000	*							12.5							100	
Dec. 31, 1868	60.0	—	....	—					*Florida, Atlantic and Gulf Central*	Florida.									60.0							100	
Dec. 31, 1868			....						Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In progress.)						100	
Dec. 31, 1868				96.0					Freehold & Jamesburg Agricultural	N.J.	329,300	*			230,845		97,000		17.0	36,930	67,586	44,058	53,493	14,361		100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.						575,000			52.0							100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607			1,003,724	491,589	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0							100	
Dec. 31, 1868	20.0	—	....	630.0					Grand River Valley	Michigan.					1,000,000	1,000,000			61.0							100	
Dec. 31, 1868	61.0	—	....	30.0					Grand Trunk	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572		100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western	Canada.	25,662,970	*							164.3	122,712	39,149		320,138	128,055		100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000		271.0				2,184,167			100	111½
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.		*			7,600,000	9,760,000				(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Oct. 31, 1868	36.0	18.0	20.0	—					Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441					1,861,682	548,219	14	100	232
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	....	518	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	618,586	149,920	18,558,582	766,351	122,688		100	
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,440	361,606		2,037,939	2,056,000			122.4	273,158	851,826	182,894	581,983	211,545		100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,096	123,332	2,000,000	291,000	121,023	101,962	119.8				867,617	528,297		100	
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135.0							100	
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.									50.0							100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669,382	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,216	1,780,896	8	100	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,291,675	*			689,380	1,810,045			58.7	152,874	27,812	286,895	219,211	80,051		50	
Dec. 31, 1869	708.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois	32,785,264	*	9,721,936	1,691,280	25,278,710	8,018,170	10,901,500		970.0	5,414,403	52,300,016	253,336,118	8,823,482	3,662,516	10	100	142½
Dec. 31, 1868				72.0					Indianapolis and St. Louis	Indiana.				(Is now	operating	Terre	Haute,	Alton &	St. Lo	uis R.	R.)						100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,686,339	4,456,485	106,746	6,185,897	3,232,807			302.5							100	25
Dec. 31, 1868	78.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250						100	
Dec. 31, 1868				225.0					Iowa & Missouri State Line	Iowa & Mo.																100	
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Iron	Ohio.	314,897	*			132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944		100	
Oct. 31, 1868	11.0	—	2 0	—	2				Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,013	37,322	2,107		50	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	151,392	116.0				391,849	212,727		100	
Dec. 31, 1868	108.0	62.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,482,644	225.0	695,819			1,063,524	264,955		100	67
Dec. 31, 1868	37.0	—	....	—					Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicago	and Alton.)		152,927	7	100	90
Dec. 31, 1868	45.0	—	....	—					Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Central.)			8	100	
Oct. 31, 1868	4.6	—	4.6	0.8					Junction (Phila.)	Pennsylvania.	892,751				160,250	800,000			4.6	12,736	179,720	1,008,270	70,033	41,987		100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000			99.0							100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)						100	
Dec. 31, 1868	18.0			53.0				8	Knoxville and Charleston	Tennessee.									16.0							100	
Dec. 31, 1868	31.0	—	18.2	34.0	2	1	1	20	Knoxville and Kentucky	Tennessee.									31.0							100	
Oct. 31, 1868	90.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772			1,334,000	2,248,000	68,616		80.0	532,181			842,567	302,838		50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1866	Lake Erie and Louisville ....Ohio & Ind.	37.0	—	2.0	116.0	3	2	1	25	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	...
Jun. 30, 1868	Lake Shore (C. P. & A.)...Pa. and Ohio.	95.5	—	55.0	—	84	68	31	2,063	4,008,536	986,237	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Jun. 30, 1868	Lake Shore and Michigan Southern.....	470.8	141.3	126.6	—	185	162	53	3,635	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	99½
Oct. 31, 1868	Lehigh and Susquehanna...Pennsylvania.	105.0	48.0	16.0	—	53	13	8	3,138	10,875,097	2,695,500	.....	(see Le	high Coal	and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	...
Nov. 30, 1868	Lehigh Valley.....Pennsylvania.	101.0	198.5	183.2	—	117	22	11	4,970	13,348,779	4,193,069	.....	.....	16,058,150	3,328,600	963,880	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	Lexington and Arlington..Massachusetts.	6.6	—	0.6	—	2	5	2	10	230,758	32,950	750	.....	241,200	.....	42,800	.....	6.6	25,980	890,705	33,823	42,199	4,277	—	100	...
Dec. 31, 1868	Lexington and Big Sandy .....Kentucky.	12.0	0.8	....	—	2	2	—	137	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	Lexington and Frankfort.....Kentucky.	29.0	—	2.7	—	—	—	—	—	654,268	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	Little Miami.....Ohio.	84.2	—	46.0	—	—	—	—	—	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	...
Jun. 30, 1868	Little Miami and Col. & Xenia (Joint).O.	15.3	—	1.4	—	45	40	24	723	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	...
Oct. 31, 1868	Little Schuylkill.....Pennsylvania.	28.3	3.0	16.6	—	—	—	—	—	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1868	Long Branch and Sea-Shore.New Jersey.	9.0	—	....	—	2	10	—	—	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	Long Island.....New York.	94.0	25.0	10.5	—	25	41	9	247	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1868	Louisville, Cincinnati and Lexington.Ky.	9.4	81.0	9.2	—	26	22	14	473	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,065	4,381,111	563,872	162,756	9	100	...
Jun. 30, 1869	Louisville and Frankfort.....Kentucky.	65.0	—	6.5	—	—	—	—	—	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	Louisville and Nashville...Ky. and Tenn.	185.0	163.2	33.7	25.8	66	45	23	745	11,771,844	*	1,499,372	721,050	3,238,597	3,269,146	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,009	919,094	6	100	70½
Nov. 30, 1869	Lowell and Lawrence.....Massachusetts.	12.4	—	2.3	—	2	3	1	20	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	29,979,605	.....	.....	21,786	6	100	...
Oct. 31, 1868	Lykens Valley.....Pennsylvania.	21.0	—	6.0	—	3	—	—	—	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	...
Dec. 31, 1868	Macon and Brunswick ¶.....Georgia.	50.0	—	....	124.0	6	3	—	53	364.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....(11 mos.)	.....	94,046	288	—	100	...
Nov. 30, 1867	Macon and Western.....Georgia.	102.5	—	10.0	—	17	8	8	208	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	*McGregor and Sioux City*.....Iowa.	—	—	—	300.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	...
Jun. 30, 1868	McMinnville and Manchester.¶.Tennessee.	34.2	—	7.0	—	—	—	—	—	825,000	.....	.....	.....	.....	.....	.....	.....	—	.....	(In hands of rec	eiver.)	.....	.....	—	100	...
Oct. 31, 1868	Mahanoy and Broad Mountain.....Penn.	12.5	25.1	38.9	—	—	—	—	—	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	...
Dec. 31, 1868	Maine Central ¶.....Maine.	109.8	—	8.2	26.0	14	21	7	273	4,121,894	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,959	213,444	—	100	50
Mar. 31, 1868	Manchester and Lawrence..N. H. & Mass	22.4	—	....	—	—	—	—	....	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	Manchester and North Weare..N. Hamp.	19.0	—	....	—	—	—	—	....	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Co	ncord.)	.....	.....	.....	—	100	...
Dec. 31, 1868	Marietta and Cincinnati.....Ohio.	190.8	86.0	22.0	—	52	21	13	645	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Dec. 31, 1868	Maryland and Delaware ¶...Md. and Del.	32.0	—	....	21.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	...
Jun. 30, 1868	Memphis and Charles.Tenn., Miss. & Ala.	272.0	19.0	24.2	—	55	24	23	606	7,661,618	*	1,636,709	578,050	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	Memphis, Clarksv. and Louisv.¶..Tenn.	32.6	—	6.1	—	—	—	—	—	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	...
Jun. 30, 1868	Memphis and Ohio ¶.....Tennessee.	130.5	—	8.3	—	—	—	—	—	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,586	.....	130.6	318,574	.....	.....	514,376	64,343	—	100	...
May 31, 1869	Michigan Central.....Mich., Ind. & Ill.	284.5	—	39.1	—	100	85	27	1,809	15,951,936	*	647,814	381,873	11,197,348	5,153,489	752	900,034	329.3	2,394,934	.....	.....	4,716,293	1,661,848	10	100	124½
Feb. 28, 1869	Mich. South. and North. Ind.O., M., I. & I.	468.4	48.6	70.6	—	101	94	22	1,576	17,340,227	3,058,607	687,027	627,192	12,125,600	8,876,580	247,141	863,782	595.5	2,667,191	65,165,897	126,631,971	5,024,108	2,044,036	8	100	...
Sept 30, 1868	Middletown, Union and Water Gap.N.Y.	13.0	—	1.0	—	—	—	—	—	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 8	mos.)	11,283	461	—	100	...
Dec. 31, 1868	Millstone and New Brunswick.N. Jersey.	6.6	—	....	—	—	—	—	—	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Dec. 31, 1868	Milwaukee and St. Paul .....Wisconsin.	196.0	740.0	....	—	124	73	41	2,229	35,370,772	*	.....	.....	17,499,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	67
Oct. 31, 1868	Mine Hill and Schuylkill Haven....Penn.	24.5	58.8	52.3	—	33	—	—	98	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	104½
Dec. 31, 1868	Mineral Point.....Wisconsin.	33.0	10.0	1.0	—	4	3	2	40	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	236.0	—	13.0	—	26	17	9	257	6,796,319	778,381	.....	.....	2,944,750	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	Mississippi and Tennessee ¶.Miss. & Tenn.	99.2	—	4.7	—	14	10	4	93	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
May 31, 1868	*Mobile and Girard*.....Alabama.	63.5	—	4.0	164.5	6	4	2	67	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	...
Dec. 31, 1868	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	472.0	14.5	....	—	71	32	10	945	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Jan. 31, 1868	Montgomery and Eufala.....Alabama.	22.0	—	1.3	58.0	3	2	—	24	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	...
Feb. 29, 1868	Montgomery and West Point ..Alabama.	88.5	28.4	....	97.2	21	13	8	163	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	33
Dec. 31, 1868	Morris and Essex .....New Jersey.	84.0	5.0	61.7	—	55	62	11	1,509	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	92½
Nov. 30, 1868	Nashua and Lowell....N. Hamp. & Mass.	14.6	—	3.0	—	13	15	8	240	624,300	113,400	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,630,980	472,574	93,814	10	100	140½
Jun. 30, 1868	Nashville and Chattanooga ¶...Tennessee.	151.0	22.0	10.0	—	51	18	4	548	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Sept. 30, 1868	Nashville and Decatur ¶...Tenn. and Ala.	120.0	12.5	8.0	—	23	9	4	172	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	Nashville and Northwestern¶.Tenn. & Ky.	172.5	—	4.7	—	20	4	2	193	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	...
Dec. 31, 1868	Naugatuck .....Connecticut.	57.0	....	8.4	—	10	11	4	215	2,026,700	*	.....	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Dec. 31, 1868	New Bedford and Taunton.....Mass.	38.0	30.0	12.1	—	9	8	8	184	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,162	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Oct. 31, 1868	New Brunswick and Canada ¶ .N. Bruns.	14.9	—	2.6	—	—	—	—	—	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	Newcastle and Beaver Valley.....Penn.	6.0	—	....	—	—	—	—	—	421,007	4,000	.....	.....	286,867	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	...
Nov. 30, 1869	Newcastle and Frenchtown....Delaware.	83.9	16.2	6.0	—	14	15	5	195	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	...
Dec. 31, 1868	New Haven and Northamp.Conn. & Mass.	33.9	....	....	—	37	70	15	231	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	...
Nov. 30, 1869	New Jersey.....New Jersey.	100.0	—	10.0	—	15	13	8	219	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	New London Northern..Conn. and Mass.	206.0	—	....	—	25	26	6	463	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	...
Dec. 31, 1868	N. Orleans, Jack. and Gt. North.¶.L. & M.	62.0	—	....	—	5	4	—	31	7,912,607	*	.....	.....	4,742,158	3,807,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec 31, 1868	New Orleans and Ohio.....Kentucky.	80.2	2.8	9.6	238.0	10	9	2	137	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	*N. Orleans, Opelousas & Gt. Western* ¶.La.	297.7	296.0	455.4	—	292	297	95	5,468	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,182	.....	378,198	118,326	—	100	46
Sept. 30, 1868	New York Central .....New York.	80.0	—	1.0	—	3	8	3	1	36,607,097	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,196	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	...
Sept. 30, 1868	New York and Flushing.....	5.1	—	....	34.7	.....	.....	.....	.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,568	.....	—	100	...
Sept. 30, 1868	N. Y., Housatonic & North.N.Y. & Conn.	130.7	9.1	45.5	—	41	81	40	723	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1869	New York and Harlem.....New York.	62.3	—	63.8	—	37	88	24	450	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	146½
Sept. 30, 1868	New York and New Haven.N.Y. & Conn.	—	—	—	24.0	—	—	—	—	6,143,480	900,000	1,087,117	114,677	5,000,000	1,061,500	300,246	883,528	62.2	838,178	69,247,430	6,736,230	2,163,875	840,929	10	100	152
Aug. 31, 1868	New York and Oswego Midland....N.Y.	62.0	13.0	....	—	16	17	5	128	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	N. Y., Providence and Boston..C. & R. I.	98.5	—	3.7	—	—	—	—	—	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	Niagara Bridge and Canandaigua.N. York.	81.0	4.0	....	—	7	13	2	71	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
Norfolk and Petersburg ¶.....Virginia.	223.0	8.9	....	—	24	18	13	315	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1865	North Carolina ¶.....North Carolina.	102.0	—	....	—	12	12	5	110	4,950,608	*	294,611	67 658	4,000,000	433,000	147,045	752,835	—	.....	.....	.....	533,869	25,323	—	100	...
Feb. 28 1869	North-Eastern ¶ .....South Carolina.									2,148,131	*	26,175	28,701	1,063,950	845,000	276,937	22,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1868	72.0		3.0	118.0					North Louisiana and Texas	La.				(In progress.)															100	
Dec. 31, 1868	233.3	147.8	....		50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8					1,296,961	301,779			100	85
Oct. 31, 1868	55.3	12.0	22.5		26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,468,839			67.3	421,267				1,015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6		18	19	10	419	Northern	Canada.									96.8		4,758,284	13,598,080		561,370	128,943		100	
Dec. 31, 1868	138.0	4.0	101.3		130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326				4,303,783	983,768	6	50	99
Mar. 31, 1868	69.0	13.0	....		24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	271,630	5,688,452	15,270,340		625,318	219,285	8	100	17½
Sept. 30, 1868	21.3	—	4.5		6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*							35.3	129,710	5,306,825	541,215	279,360	89,692		100	
Nov. 30, 1868	59.4	7.0	12.0		21	22		542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	243,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106½
Jun. 30, 1868	113.0	32.0	14.0		91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)				145.0	279,621		3,345,141		253,994				
Sept. 30, 1868	118.4	4.0	18.0		31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417,500	988,100	83,148		122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	85
Dec. 31, 1868	340.0	....	....		79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,848,336	*			23,354,125	4,964,000			340.0		30,256,534			2,964,041	663,427		100	37½
Oct. 31, 1868	96.0	8.5	18.5		28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	653,185		50	84
Nov. 31, 1868	130.5	12.2	43.9		38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	19,810,178	1,552,525	538,138	6	100	99½
Sept. 30, 1868	259.8	9.9	9.0		27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,465,121	3,003,342	287,728	279,957		100	72
Dec. 31, 1868	5.0	4.0	....					....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479		100	
Sept. 30, 1868	28.6	—	3.2						Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811		100	
Sept. 30, 1868	36.3	—	41.1		6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,360,471	269,037	91,161	8	100	
Feb. 29, 1868	283.0	....	....		52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		38,598	3,340,024	7,560,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338		100	
Dec. 31, 1868	47.6	—	....		15	23	—	151	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6							24	100	145
Dec. 31, 1868	14.5	—	14.5						Paterson and Hudson	New Jersey.	630,000				630,000				(Leased	to Erie.)					53,400	8	100	
Dec. 31, 1868	12.0	—	....						Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			(Leased	to Erie)							100	
Dec. 31, 1868	15.1	—	—						Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			(Leased	to Erie.)					26,500	5	100	
Dec. 31, 1868	22.0	—	—						Pemberton and Hightstown	Penn.	533,786				339,650	160,000			(Leased to Camden and Amboy.)								100	
Dec. 31, 1868	330.0	36.5	486.6		434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	920.7	6,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	112½
Oct. 31, 1868	47.0	15.9	53.0		23	4		1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0							20	50	225
Dec. 31, 1868	46.0	—	....						Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											100	
Dec. 31, 1868	61.0	21.3	4.7		12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	98,883		100	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,561	*			218,000	800,000	212,500		39.0	87,111			156,746	19,424		50	
Oct. 31, 1868	287.5	—	75.9		95	42	18	1,340	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,209	13,000,000	328,633		287.5				2,804,250			50	
Oct. 31, 1868	17.1	3.1	20.2		22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	56½
Nov. 30, 1868	93.0	54.0	275.7		268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,810,519	2,525,128	26,301,352	7,080,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	102½
Oct. 31, 1868	26.5	—	32.2						Philadelphia and Trenton	Pennsylvania.	1,379,164		329,062		1,259,120				26.5				995,196	290,585	10	50	118
Oct. 31, 1868	100.0	3.8	106.4		59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,107,105	103.8	997,200			3,393,897	905,891	8	50	110½
Jun. 30, 1868	193.0	7.5	20.0		72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	15,758,000	*			5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,338,531	646,465		50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,620	181,065		50	
Dec. 31, 1868	468.3	—	131.5		204	120	54	2,887	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,803,643	307,443,978	3,041,181	3,039,070	10	100	
Nov. 30, 1869	18.7	—	1.4						Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Sept. 30, 1869	23.0	—	....		3	2	1	30	Plattsburg and Montreal	New York.			(In hands of R	eceiver.)					23.0	34,971			60,642	5,313		100	
Dec. 31, 1868	63.0	9.0	7.0		17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5		16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,480	51.3	258,977			518,592	130,420	6	100	107
Mar. 31, 1868	50.0	—	....						Portsmouth and Concord	N. Hampshire.	360,000				360,000				(Leased	to Concord.)				24,500	7	100	
Mar. 31, 1868	26.0	—	....						Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000			(Leased	to Eastern.)			77,755	24,737		100	
Nov. 30, 1868	14.5	—	..		3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	350,000			14.5	50,896			112,572	21,541		100	
Nov. 30, 1869	43.4	1.0	12.0		21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....						Raleigh and Gaston ¶	North Carolina.																	100	
Dec. 31, 1868	73.8	8.5	....						Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667		100	
Oct. 31, 1868	40.0	8.0	2.0		8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000				139,744			178,456	26,995		50	
Sept. 30, 1868	175.0	—	12.0		33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	565,727	15,355,890	28,253,852	3,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3		24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,620	4,086,393	6,123,789	574,020	219,091		100	
Sept. 30, 1868	75.5	—	5.0		12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	381,552	4,044,544	657,882	296,726	101,742		100	
Sept. 30, 1868	22.1	2.7	....		6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728		100	
Sept. 30, 1868	38.3	—	....						Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in operation.)					100	
Sept. 30, 1868	22.0	—	....	31.0					Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	
Dec. 31, 1868	12.0	—	....	78.0					Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)					100	
Dec. 31, 1868	141.1	48.5	20.8		38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	113
Dec. 31, 1868	119.0	—	—		39	31	12	739	Rutland	Vermont.	6,500,000	*							166.3	694,409	4,068,421	11,712,202	993,239			100	20
Dec. 31, 1868	175.0	....	....		....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000					(About $5	0,000 a month.)				100	72½
Dec. 31, 1868	132.0	34.0	....						St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)	517,941			100	35½
Dec. 31, 1868	195.0	15.0	15.0		32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000			120.0				612,000	173,000		100	45
Dec. 31, 1868	151.0	—	....						St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased	to Chi. & Alton.)	240,000			100	
Dec. 31, 1868	63.7	8.2	....						St. Louis and St. Joseph	Mo.					2,000,000	1,000,030					(Under construction.)					100	
Dec. 31, 1868	68.5	—	....		95	—	—		St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)					100	
May 31, 1868	80.0	—	....		7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404		100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,960	100,415		100	
Nov. 30, 1867	16.0	—	....						Salem	New Jersey.	278,328	*			180,550	100,000					(Leased to West Jersey.)			16,533	6	50	
Nov. 30, 1869	16.9	—	2.6						Salem and Lowell	Massachusetts.	380,425	52,542		1,590	243,305	226,900	353	91						17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0		10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052		100	
Oct. 31, 1868	54.0	—	7.0		7	1	3	96	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	148,578		54.0	152,360			167,518	344		50	
Oct. 31, 1868	9.2	20.7	3.2						Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased to Phila. and Reading.)				5	50	
Dec. 31, 1868	60.0	—	7.1		13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000										100	
Feb. 29, 1868	81.3	—	6.3		13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909		100	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441			100	
Oct. 31, 1868	28.0	—	6.0						Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705			277,763	83,511	5	50	
Dec. 31, 1868	43.0	—	2.1		4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145		100	
Dec. 31, 1868	20.0	—	—						Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff.	Mad. and	Louisville.)				100	
May 31, 1868	50.0	—	2.5		10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334		100	
Dec. 31, 1868	101 7	6.5	—		10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,080			100	
Dec. 31, 1868	63.0	9.0	7.0		17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124		100	
Dec. 31, 1868	18.0	—	....						South Branch	New Jersey.	438,300				438,300						(Leased to Central of New Jersey.)				6	100	
Dec. 31, 1868	137.0	108.0	21.9		43	22	18	360	South Carolina ¶	South Carolina.	7,567,446	*		1,026,406	5,818,275	3,860,741	514,389	1,295,967	243.0	756,431			1,294,967	490,706		100	
Jun. 30, 1869	—	—	—	183.0					South and North Alabama	Ala.					900,000						(In progress.)					100	
Nov. 30, 1869	21.5	—	1.9		8	12	2	8	South Shore	Massachusetts.	462,167	38,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,913	67,962	9,613		100	
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in full operation.)					100	
Sept. 30, 1868	123.0	6.5	12.0		15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*		36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,568	8,666,425	389,360	63,560		100	
Sept. 30, 1868	—	—	—	98.0					Southern Central	New York.					880,000				(Under construction.)							100	
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											260,000			100	
ec. 31, 1868	91.0	—	....	230.0					*Southwest Pacific* ¶	Missouri.									91.0							100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5		26	20		320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302			920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	26	Spartanburg and Union ¶..South Carolina.	.....	*	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	.....	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	65,000	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	2,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	859,627	211,737	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	50.0	4	8	5	100	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)												—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	6	100	104½
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Terre Haute and Indianapolis....Indiana.	1,990,706	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	523	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	389.0	5.0	48.9	106.0	105	47	28	2,120	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	58½
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,708,755	5,152,944	517,000	244,944	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)					—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)					7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)				32,000	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	42½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	766,201	6,752,750	20,251,545	1,910,162	563,666	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	1,154,069	*	.....	.....	1,351,594	.....	.....	.....	43.0	53,635	2,098,999	727,543	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont and Canada.....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	28,660	1,413,955	283,550	90,396	35,784	—	100	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	(Leased to Vermont Central.)					8	100	104½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont and Massachusetts..Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	1,208,309	14,520,100	47,067,328	1,788,406	532,306	var.	....	....
Feb. 28, 1868	146.0	—	....	—	19	10	5	132	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	266,607	5,603,857	3,889,481	567,568	loss.	2	100	63
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,840	205,898	357,408	1,997,698	882 633	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia Central ¶.....Virginia.	5,540,788	541,814	53,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,406	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	....	....	....	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	863,212	75,075	—	100	....	....		
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Warwick Valley.....New York.	172,677	*	.....	.....	99,000	85,000	.....	.....	10.3	(Leased to Del. La. & W'(in.)					7	100	87½
Dec. 31, 1868	23.0	—	....	—	....	....	....	....	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Chester and Philadelphia.....Penn.	1,408,267	193,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	(Opened Nov. 20, 1867.)					—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	199,550	8,344,441	1,880,650	356,247	159,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	2.1	—	4	2	...	63	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	....	....	....	....	Western North Carolina..North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,566,447	.....	63.7	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Jersey.....New Jersey.	1,640,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,749	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	....	....	4	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)				—	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1868	171.0	—	15.0	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,324,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	21	—	....	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,181	33,027	1,463,776	1,474,665	160,296	336,854	181.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	215,000	.....	.....	.....	.....	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1869	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	395,525	.....	.....	.....	317,050	152,000	24,333	.....	13.0	303,434	5,297,044	7,835,998	538,021	150,961	9	100	130½
									CANALS, &c										324,542	.....	.....	43,788	7,266	—	100	....
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,756	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	.....	—	—	184.5	—	—	—	445,950	362,488	—	50	82
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,688,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amo.R.R.)	—	—	—	—	—	—	.....	.....	14	100	124
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	67½
Oct. 31, 1868	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	18,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,580	.....	—	50	13½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	—	123.0	—	—	—	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	6,000	57,580	Loss.	—	100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000					—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.							—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	102	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	622,895	2,100,000	1,600,000		664,662	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	166,838	99,800	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,928	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101¼
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	68,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Phila.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905	—	100	100	....
Sept. 30,'68	3.60			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443	—			....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Grd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	280,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	39
Sept. 30,'68		16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—			....
Oct. 31, '68	3.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	25½
Oct. 31, '68	34.25	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.60	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,857	7.6	50	15	35
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	13¼
Dec. 31, '68				Hoboken and Hudson City..N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,988	75,000			29,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	8,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,530		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472		—			....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,600			2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,643,729	1,250,000		177,164	765,981	136,284	10.0	100	100	69
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		96,848	598	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	800,000			13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)...Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000					—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	16	44½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	80,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	28	23
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	59,000	15,000		31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	44
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	29,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										24½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,987	250,000	100,000	51,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,598	31,390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	275,000	300,000	15,000	321,374	43,748	10	50	50	64½
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	35,000	5,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	4,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,749	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75,000	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M. & N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	628,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	86,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,060	7	J. & J.	1875	....
D. Dock, E. Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	160,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A. & O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J. & D.	18—	83
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N.	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	7	J. & J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1878	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1872	....
Union (Boston): Real estate mortgage	30,200	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	151,000	7	J. & J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1909	....
Worcester: 1st Mortgage	72,000	6	A. & O.	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed.	600,000	7	7	....
Bloesburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	3½	....
Central Ohio, preferred.	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred.	2,017,815	7	3	89½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred.	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed.	594,261	6	9	....
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed.	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,636	...	...	111
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	70
St. Louis, Alton and T. H., pref.	2,040,000	7	7	64
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,380	8	8	....
Morris, preferred.	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred.	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	18

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 50 @	37 —
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		31 — @	32 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	97 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		115 —	@125 —
Bar, Refined		77 50	@ — —
Bar, Common		72 50	@ — —
Scroll		87 50	@115 —
Ovals and Half-round		95 —	@110 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		85 —	@120 —
Hoop		105 —	@145 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold). per ton.	50 —	@ 60 —
Rails, American, at Works in Penns. c'y.		71 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— —	@ — 18
American, Spring, do.		— 9	@ — 12
American Machinery do.		— —	@ — 12
American German do.		— 10	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½, 5 cents per lb. (Cash.)

Cut, 4d. @10d	per 100 lb	4 25 @	4 37½
Clinch		5 75 @	5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	—29
Copper		— 36 @	—

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 45 @	— —
Straits	(gold).	— 35 @	— 35½
English	(gold).	— — @	— 35

Plates—Fair to good branda.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	8 50 @ 8 75	10 — @	10 50
I. C. Coke		7 — @ 7 75	8 25 @	9 25
Coke Terne		6 — @ 6 25	7 25 @	7 50
Charcoal Terne		7 75 @ 8 25	9 — @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 16 @	— —
Crude, 40 @ 47 gravity (in shipping order)		— 20½ @	— 21
Refined, prime L. S. to W. (110 @115 test)		— 26 @	— —
Refined, Standard White (in ship'g order)		— 28 @	— —
Refined, prime White (in shipping order)		— 29 @	— —
Refined, S. W. (in jobbing lots)		— — @	— 30
Refined, S. W. (in tin)		— 33 @	— 34
Naptha, Refined, (65 @ 73 gravity)		— 10 @	— —
Residuum	per bbl.	4 50 @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	16 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7	M.9.	Tu.10.	W.11
Canton Co.	....	72	71½	71½	72	72
Central Pacific 6s.	....	92½	93	....	....	93½
Central of N. Jersey	109½	110½	110½	109½	108½	109½
Chicago & Alton	114	....	....	114	114	114½
" pref.	....	115	....	....	....	....
" 1 M.	102½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	91
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	114
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	81½	82½	82½	82½	83½
" pref.	91½	91½	91½	91½	91½	92½
" 1st M.	95	....	95	....	95½	....
" S. F.	....	....	....	....	....	....
" Consol.	87	....	....	....	....	....
Chic., Rock Isl. & Pac.	122½	123½	123½	124	123½	125
Chicago & R. I. 7s, 1870.	105	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	98½	98½	....	....	98½
Clev., Col., C. and Ind.	....	79½	79½	79½	....	....
Clev. and Pittsburg	106½	106½	106	106½	106	107½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	77	....	....	....	79
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	101	....	....	....	....	....
Col., Chi., & Ind. C.	19½	19½	19½	19½	19	18½
" 1 M.	83½	83½	....	83½	83½	83½
" 2 M.	63	64	63	62½	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	124	....	124	124½	....	124
Del. Lack. & Western.	112	....	111½	....	....	110½
" 1 M. 7s.	....	....	97½	....	97½	98
" 2 M. 7s.	....	....	....	97½	....	97
Dubuque & Sioux City.	108	....	108	108	....	108
Erie Railway.	....	....	24	23½	23½	24
" pref.	....	....	48	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	97	....	....	....
" 3 M. 7s, 1883	88½	....	....	....	....	88½
" 4 M. 7s, 1880	84½	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	78	....	....	78
Hannibal & St. Joseph.	....	....	112½	111½	110½	112
" pref.	110	109½	107½	....	....	111
Hudson River.	....	....	....	....	....	....
" 1 M. 7s, 1869.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	143	....	142	142½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	99½	101	100½	99½	100½
Lake Shore Div. bonds.	93	93	93	93½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	123½	....	124	124½	....	125
" S. F. 8s, 1882	....	....	....	....	....	121½
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	98½	....	....	....
" 2 M.	....	....	95	....	....	95
Mariposa Mining Co.	....	....	8½	9½	....	9½
" pref.	17½	17½	18½	18	18½	18½
" Tr. 10s ctfs.	....	....	45	....	46	....
Milw. and St. Paul.	65	65½	66	66½	66½	67½
" pref.	78½	78½	81½	81½	81½	82½
" 1st mort.	93½	....	94	94	94	94
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	105½	....
" 7 3-10s con.	....	....	....	93	....	93½
Missouri 6s	92½	93½	....	93½	....	92½
" H. & St. J. 1ss.	....	93	....	....	93	....
Morris and Essex.	92½	92	92½	....	....	92½
" 1st mort.	100	100	....	....	100	....
" 2d mort.	98	....	....	....	97½	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883.	88½	90½	....	90	90	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	99½	99½	99½	100½
" certificates.	94½	95	94½	95	96	97½
N. York and Harlem.	142½	144	144½	144½	145½	146
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s	....	47½	....	....	48	47½
" new	....	23½	23½	23½	24	25
Ohio and Miss.	....	37½	38½	38½	38½	40½
" pref.	....	74½	....	75	75½	....
" 1st M.	....	98	....	....	99	....
Pacific Mail S. S. Co.	....	43	43½	43	41½	42½
Panama	....	....	....	....	....	150
Phila. and Reading.	....	103	102½	102½	102	102½
Pitts., Ft. W. & Chi. gtd.	....	94½	94½	94½	94½	94½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	93½	....	....	....
Quicksilver Mining Co.	....	....	10	....	....	....
St. L., Alton & T. H.	....	35½	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	96	....	96	....	....
" 2 M. pref.	....	....	86	....	85½	85½
" Income bds.	....	....	....	78½	....	79
Tennessee 6s.	....	60½	60	60½	60½	....
" new.	....	55½	55½	55½	55	55
Tol., Wab. & Western.	....	54½	55½	57½	58	59½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	82½	82½	....	....	....
" Equipment.	....	....	....	....	....	....
Union Pacific 1st mort.	....	86	85½	86	86	86
Virginia 6s, ex-coupon.	....	....	....	69½	....	....
" new	....	....	....	....	69	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	107⅛	107⅛	108	108	108	108⅛
U. S. 5s, 10-40s, reg	....	....	....	....	107	107⅛
U. S. 6s, 1881, reg	....	....	....	....	....	117⅛
U. S. 6s, 1881, coup	116	116⅛	....	116⅛	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110⅛	110⅛	....	110⅛	....	111⅛
U. S. 6s, 5-20s, c. 1862	111⅛	111⅛	111⅛	111⅛	112⅛	112⅛
U. S. 6s, 5-20s, reg. '64	....	110⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110⅛	110⅛	110⅛	110⅛	111	111⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	111⅛
U. S. 6s, 5-20s, c. 1865	110⅛	110⅛	110⅛	110⅛	....	112
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	113⅛	113⅛
U. S. 6s, 5-20s, c. n. '65	112⅛	112⅛	113	113⅛	113⅛	114⅛
U. S. 6s, 5-20s, reg. '67	113⅛	....	....	113	....	113⅛
U. S. 6s, 5-20s, c. 1867	113⅛	113⅛	113⅛	113⅛	114	114⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	114	....
U. S. 6s, 5-20s, c. '68	113⅛	113⅛	113⅛	....	113⅛	114⅛
U. S. 6s, Pac. R. R. issue	....	....	....	....	....	112⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	....	....	....	....
preferred	....	....	....	38	....	37⅛
Camden and Amboy	120⅛	121	120⅛	121	120⅛	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	90⅛	....	....	....	....
.. 6s, 1889	90	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	94	....
Lehigh Navigation	....	....	33⅛	....	34	33⅛
.. 6s, 1884	97	....	....	....	....	....
.. Gold L.	93	....	92⅛	93	93⅛	....
.. R. R. L.	....	94	92⅛	....	....	....
Lehigh Valley R. R.	55⅛	55⅛	56	56	56⅛	56
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	53⅛	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	85	....
North Pennsylvania	38	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	87⅛	....	88
.. 10s, 1887	....	....	....	....	....	....
Northern Central	45	....	....	....	....	....
Pennsylvania R. R.	56⅛	56⅛	56⅛	56⅛	56⅛	56⅛
.. 1st M	....	....	100⅛	....	....	....
.. 2d M	....	....	....	97	97	....
Penn. State, 6s, 1st series	104⅛	....	....	104⅛	104⅛	....
.. 6s, 2d series	....	....	....	....	107⅛	....
.. 6s, 3d series	110	....	....	....	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	102	....	....	101⅛	....	....
.. new	102⅛	102⅛	102⅛	102⅛	102⅛	102⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	50⅛	51⅛	51⅛	51⅛	51	51⅛
.. 7s, 1893	....	....	....	105	....	....
Philadelphia and Erie	28⅛	28⅛	28⅛	....	....	28⅛
.. 6s	....	....	....	....	....	....
.. 7s	91⅛	91⅛	91⅛	....	92	92
Schuylkill Navigation	....	....	6⅛	....	....	....
.. pref.	....	....	....	....	....	16
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	6	....
.. 6s, 1878	....	....	....	46	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	3
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	38	....	....	....	....	....
2d and 3d streets	....	....	....	....	44	....
Spruce and Pine	23	....	....	....	....	....
13th and 15th sts.	....	....	....	....	24⅛	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	94⅛	94⅛	....	....	....	....
.. 1886	94	....	....	....	....	....
.. 1890	95⅛	95⅛	95	95⅛	95⅛	
.. 1884	93⅛	....	....	....	....	....
Balt and Ohio	137	....	....	....	....	139⅛
.. bonds, 1875	....	....	....	....	96	96⅛
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94	....	....	....	....	94⅛
Marietta & Cin. 1st M	92⅛	....	....	....	92⅛	92⅛
.. 2d M	71	....	....	71⅛	....	71⅛
Northern Central	....	....	....	....	....	44⅛
.. bonds, 1885	....	....	....	....	....	91
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	....	150	149⅛	....	151	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	....	....	....	149	
Boston and Providence	145	....	145	....	145⅛	
Boston, Hartford & Erie	6⅜	6⅜	6¼	6⅜	6⅛	5⅜
.. 7s, new	40⅛	41	40	42⅛	41	38
Cheshire, pref.	....	....	89⅛	....	90	89⅛
Concord	77⅛	....	....	....	....	....
Connecticut River	....	....	138⅛	....	....	136⅛
Eastern	121	121	121⅛	....	....	121⅛
Fitchburg	....	....	....	....	136⅛	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	124⅛	....	....	124⅛
Northern, N. H.	120	....	120⅛	....	119⅛	119
Ogdens. & Lake Champ	84⅛	85	85	85	....	85
.. pref.	106	....	107	....	....	....
Old Colony & Newport.	99⅛	100	....	99⅛	....	99⅛
Ph., Wil. & Baltimore	55	55	....	55	55⅛	....
Portl'd, Saco & Ports	....	107	....	....	....	....
Union Pacific	....	....	41⅛	40⅛	42⅛	42⅛
" 6s	....	84⅛	83⅛	83⅛	83⅛	84⅛
" Land Grant 7s	....	75⅛	74⅛	....	....	....
" Income 10s	85⅛	85⅛	85	85⅛	85⅛	86⅛
Vermont & Canada	104⅛	104⅛	....	....	104⅛	104⅛
Vermont & Mass	....	....	....	63	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	101⅛	....	....	....	....	101⅛
Metropolitan	....	....	....	....	....	69
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	5⅛
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	2⅛	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. April 22.	April 15.
All. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	63 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	63 — 68
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	26 — 27	27⅛ — 28⅛
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	19⅛ — 20	20⅛ — 21
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	112 —113	113 —114
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	91 — 92	90⅛ — 91⅛
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	90 — 93	88 — 92
Do. with option to be paid in Phila.	90 — 93	88 — 92

American Railroad Journal.

Saturday, May 14, 1870.

Stock Exchange and Money Market.

There has been an unusually full offering of Money reported in the call loan line since our last, and to the prominent Government and Stock Exchange firms advances have been freely made at 4@5 per cent., with exceptional negotiations at the extreme figure of 6 per cent., in a controllable form. The city banks as well as private lenders have been eager to place their accumulating balances advantageously, but have found the demand far behind the available supply from day to day, though in consequence of the rapidly growing business at the Stock and Gold Boards, as well as of the enlarged dealings in the Public Funds, the inquiry for accommodation has been more active than through the preceding week. There has been a livelier demand for strictly prime to good mercantile paper, which has been in comparatively moderate supply and rated at from 6@7 per cent. per annum as extremes. The city banks, in their last weekly statement, showed a further important addition to their reserves, including $8,572,868 of deposits, $2,681,403 of specie and $1,164,057 of legal tender notes. Their loan averages were augmented $5,742,186. The U. S. Sub-Treasury closed the week with a coin balance of $76,689,647, and a currency balance of $1,643,908. The aggregate coin reserve of the Treasury Department on Monday was $110,724,000; currency, $10,000,000. Of the coin reserve, $34,019,000 were represented by outstanding coin certificates.

The specie reserve of the city banks according to the latest return is $31,498,999, against $16,081,489 same time last year. The city bank deposits are now $217,362,218, against $193,893,137 week ending May 8, 1869. The legal tender reserve amounts to $56,108,922, against $55,109,573 same time last year. The circulation now stands at $23,444,641, against $23,986,160 same time last year. The loans are now $275,246,471, against $268,486,372 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $116,843,490 a day, against a daily average of $108,919,186 the preceding week, and $74,076,755 the week ending with April 23, 1870. The current week's exchanges average about 108 millions a day. The city banks, last week, reported a gain of $2,681,403 of specie, $8,572,862 of deposits, and $1,164,057 of legal tender notes. They increased their loans, $5,742,186; and reduced their circulation, $61,752.

The city bank exchanges on Wednesday were about 102 millions.

National Bank notes to the amount of $291,170 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $323,611,756, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $24,067,133, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,543,623. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,278,550; and for the public deposits, $16,510,000—making a total of $358,783,550. The Treasury Department last week redeemed and destroyed $621,100 of worn and mutilated fractional currency, and issued $1,810,059 of new.

The U. S. Sub-Treasury receipts, week ending with May 7, were $5,177,256 in coin, (including $3,086,000 from customs duties,) and $4,429,079 in currency; payments, $13,611,034 in coin, (including $10,619,563 of coin interest,) and $4,698,512 in currency; balance at the close of the week, $86,642,575 (including $76,689,647, of coin, and $1,643,908 of currency,) against $88,231,250 at the close of the preceding week, showing a decrease of $1,588,675. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $594,019 in coin, (including $393,062 from customs,) and $464,499 in currency; payments, $520,576 in coin, (including $491,000 of coin interest,) and $42,0826 in currency. On Tuesday, receipts, $432,003 in coin (including $401,384 from customs), and $787,674 in currency; payments, $516,196 in coin (including $404,000 of coin interest) and $400,419 of currency. The balance at the close of business on Tuesday stood at $81,879,042, (including $2,185,832 of currency, and $76,878,898 of coin,)

against $89,412,673 a week previous; and $88,453,470 on April 23, 1870. The aggregate receipts of the office in April were $38,914,767, including $13,193,882 from customs; aggregate payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,788,376 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $82,225,739.

Government revenues were on a more liberal scale. The excises, during the week yielded $4,301,649; customs at the port of New York, $2,971,377, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $8,868,731 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $141,498,048.

Gold has been more active, and the price has shown decidedly more firmness, the range having been from 114¼@115¼, and the closing quotation on Wednesday was 115⅛. The speculative inquiry has been more confident. The export demand has been quite moderate, having absorbed only about three-quarters of a million, since our last. On Wednesday Government marketed a million of Gold at from 114 93@115 03. The aggregate of the bids was $5,305,000, and the range from 114⅞@115¼.

The coin balance of the Treasury Department on Monday was $110,724,000, including $34,019,000 on private deposit; currency balance, $10,000,000.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $76,820,094.

The customs revenue of the port on Wednesday was $452,000.

The actual coin interest payments of the Sub-Treasury on Wednesday were $511,850.

The customs demand for Gold last week, averaged $514,334 a day; thus far, this week, it has averaged $397,223 a day, or equal to a weekly aggregate of $2,383,338. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $31,626; and since Jan. 1, 1870, $6,340,509, against $8,463,145 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $115,320,343, against $108,790,376 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to April 29, was $2,526,084, against $2,449,365 same time last year.

The exports of specie, from this port, last week, were $591,434 against $425,890 same week last year; total, since July 1, 1869, $25,369,731, against $33,117,744 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $10,619,563, and since July 1, 1869, $78,314,681, against $79,607,551 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to April 22d, were $12,995,698, against $12,264,558 same time last year.

Foreign Exchange has been in fair demand and a trifle firmer in price. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 109¼@109½, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¾@110, and on Paris to 5.15⅝@5.13¾. The offerings of produce bills have been up to a fair average our since last. The week's exports of domestic produce have been to the currency value of $3,419,985, making the total since July 1, 1869, $170,528,178, against $140,308,006 same time preceding fiscal year.

Government securities have been quite freely purchased, chiefly for home investment, and, with very moderate offerings of all issues of the coin bearing bonds, prices advanced rather sharply, closing with an upward tendency. On Thursday, Government bought in a million of Five-Twenties at about the open market rates.

U. S. sixes of 1881 closed here at 117@117¼; U. S. Five-twenties of 1862, 112⅜@112½; U. S. Five twenties of 1864 at 111¾@111⅞; U. S. Five-twenties of 1865 at 112@112⅛; U. S. Five-twenties of 1865 consolidated, 114¼@114⅜; U. S. Five-twenties of 1867, 114⅝@114¾; U. S. Five-twenties of 1868, 114⅝@114¾; U. S. Ten-forties at 108⅜@108⅝; U. S. Six per cent. currency bonds, 112⅝@112¾.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	April 27.	May 4.	May 11.
Consols	94⅛	94⅛	94¼
U. S. 5-20's of 1862	88⅜	88⅝	88⅝
U. S. 5-20s, 1865	87⅞	88⅛	88
" 1867	89⅜	90⅛	90
" 10-40s	86	86	85½
Erie	18¾	18¾	18
Ill. Central	111⅛	112	112½
At. and Gt. West	27	27½	28⅛

State bonds have been in fair demand at fairly supported prices.

Railway bonds have been more sought after, on investment account, at buoyant prices. Central Pacific Sixes closed at 93¼@93½. Union Pacific Sixes at 85⅞@86; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been in brisk speculative request at higher and rising prices.

A fairly active business has been reported, since our last, in the leading kinds of domestic produce, at rather stronger prices, as a rule. Middling upland cotton closed on Wednesday at 23½ cts. per lb. The stock of cotton now here is given at about 46,500 bales. The receipts at the port this week, have averaged about 4,700 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,593,700 bales, against 1,925,000 bales in 1868–'9; exports, same time 1,815,850 bales, against 1,243,800 bales same time in 1868–'9; stock on hand at latest dates, 334,150 bales, against 284,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 4,919 pkgs., against 8,818 pkgs., same time in 1869. From Boston, 1,326 pkgs. in 1870, against 8,574 pkgs. same time in 1869.

Foreign goods have been in moderate demand at generally steady prices. The week's imports of foreign dry goods were to the specie value of $1,433,476; and of foreign merchandise, $4,768,817, making a total of $6,202,293, against $7,672,849 same week last year.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 12@17¼c. per lb.; week's receipts, 5,932. Milch cows have been in fair request, at $40@$100 each, receipts, 104. Veal calves have been quiet, at from 5@10c. per lb.; receipts, 4,951. Sheep salable at from 6@9¼c.; lambs at 12@18c. per lb.; receipts, 18,235. Swine quiet at 9½@10⅛c. per lb., all live weight; receipts, 17,457.

Ocean freights have been comparatively quiet, but generally steady. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 3½d.@4 by sail, and 4½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 10s. @25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 509.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 10, and since the beginning of the year:

	1869.	1870.
For the week	$4,622,424	$3,419,985
Previously reported	55,570,842	57,763,096
Since Jan. 1	$60,193,266	$61,183,081

The imports for the week ending May 7, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,485,736	$1,433,476
Gen. merchandise	6,187,113	4,768,817
Total for the week	$7,672,849	$6,202,293
Previously reported	108,497,526	101,662,487
Since January 1	$116,170,375	$107,864,780

The balance in the Sub-Treasury on Wednesday was $82,225,738 69.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York Central 6s, sub. bonds, 87¼; Toledo, Wabash and Western consol. bonds, 80¼; Ohio and Miss. consol. bonds, 88; St. Louis and Iron Mt., 45; do., 1st mort., 89; North Missouri 1st mort, 88; Toledo, Peoria and Warsaw 1st mort., W. D., 79¾; Quincy and Toledo 1st mort., ex-int, 81; Chicago and Gt. Eastern Income bonds, 47¾; Am. Dock and Imp. 7s, 95¾; Milwaukee and St. Paul 1st mort., Iowa Div., 87; Pacific R. R. 7s, guar. by Mo., 98; Galena and Chicago 1st mort., 99¾; New York and New Haven R. R., 152; do., 6s, 99; do., scrip, 140¾; New Jersey R. R., 120; New York 7s, Bounty Loan reg., 110¼; do., 7s, 1872, 105½; do., 1873, 105; Louisiana 6s, 76; do., 6s, Levee bonds, 73; Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75½; South Carolina 6s, new, April and Oct., 80; do., Jan. and July, 81½; California 7s, 112; Georgia 7s, 94¾; Penna. Coal, 225; Cumberland Coal and Iron, 44½; Consol. Coal Co. of Md., 28; Adams Exp., Co., 67⅛; Wells-Fargo Exp., 15⅜; Am. Mer. Union Exp., 48; U. S. Exp., 47¾; Western Union Telegraph, 82⅞; New York City 6s, 1887, 96; Black Hawk Gold, 0.25; Central gold, 0.23; Consol. Gregory gold, 1.70; Grass Valley gold, 0.21, Quartz Hill gold, 0.26; Smith and Parmalee gold, 1.40.

Philadelphia.—Sunbury and Erie 7s, 99; Phila'

and Sunbury 7s, 95½; Lehigh Nav. conv. loan, 79; Huntingdon and Broad Top 1st., mort., 90; Phila. and Reading 6s, 1880, 93; West Pennsylvania R. R. bonds, 80; Penn. and N. Y. Canal 7s, 93¼; West Jersey 7s, 97; Connecting R. R. bonds, 85; New Creek bonds, 12½; Morris Canal 2d mort., 75; Oil Creek and Allegheny River R. R., 42; do., bonds, 76; Chesapeake and Delaware Canal, 41; Pittsburg 6s, 90; do., 5s, 73½; Phila. City 5s, 94; Dalzell oil, ¼: The latest quotations are: City 6s, 101½@102¼; do., free of tax, 102⅝@102¾; State 5s, coupon, 103@103½; do., 6s, W. L., 104@104; do., 1st series, 104¾@104¾; do., 2d series, 107⅜@107⅝; do., 3d series, 109@110; Reading, 50⅜@50⅝; do., 7s, 1893, 105@107½; do., mort. 6s, 1880, 93@93; Camden and Amboy, 120@120½; do., mort. 6s, 1889, 93⅜@93½; do., 1883, 90@91; do., 1889, 90@91½; Penn. R.R., ex-div., 56@56¼; do., 1st mort., 100¼@100½; do., 2d mort., 96¾@97½; Little Schuylkill R. R., 42½@43½; Morris Canal, 20@30; do., pref., 65@68; do., 6s, 84@86; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 46@48; Schuylkill Nav., 6@8; do., pref., 16⅛@17; do., 6s, 1882, 58@58¼; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 94@95; do., 5s, 60@62; Lehigh Coal and Navigation, 83½@84; do., 6s, 1884, 87⅜@88; do., R. R. Loan, 92@93; do., Gold Loan, 92¾@93; North Pennsylvania, 87½@38; do., 6s, 92¼@93; do., 7s, 88@88; do., Chattle 10s, 108@—; Philadelphia and Erie, 28⅛@28½; do., 6s, 89½@91; Minehill, 53@53¼; Catawissa, pref., 37⅛@37⅞; Lehigh Valley, 56⅛@56¼; do., 6s, 97@98; do., 6s, reg., 98@99; Fifth and Sixth streets, (horse,) 38⅜@40; Second and Third, 44½@—; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 23@25; Green and Coates, 38@39½; Chestnut and Walnut, 44¼@45; Hestonville, 13@13½; Union, 42@45.

Boston.—Vermont Central 1st mort., 1886, 83¼; Vermont Central and Vermont and Canada 8s, 1875, 102¼; Massachusetts 6s, 92¼; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 95½; Burlington and Missouri River R. R., 84; do. 8s, 1889@1894, 99⅞; do. in Nebraska, 96¾; Connecticut and Passumpsic Rivers 6s, 1876, 94; do. 7s, 100; Old Colony and Newport 6s, 1876, 96; do. 7s, 1877, 103; Boston, Concord and Montreal 6s, 1889, 88¼; Stanstead, Shefford and Chambly 7s, 79½; Cedar Rapids and Missouri 7s, 1916, 88; Cheshire 6s, 1880, 92¼ Kalamazoo and South Haven 1st mort. 8s, 92½; South Shore R. R. 6s, 1880, 91½; Leavenworth, Lawrence and Galveston R. R. 10s, 1899, 95¾; Norwich and Worcester R. R. 106½; Cincinnati, Sandusky and Cleveland R. R. 29; Summit Branch, 31¾; Chicago, Iowa and Nebraska, 130; Merrimac Valley Horse R. R., 80; Granite R. R., 80; Boston Water Power Co., 18¾; CaryImp., 6¾; Wymouth Iron Co., 812½; Jeddo Coal Co., 2½; Maine 6s, 1889, 98; Massachusetts 5s, 1883, gold, 96; do. 6s, 1871, gold, 113; do. reg., 110¾; do. 1872, 111¾; do. 1873, 111; do. 1877, 106⅞; do 6s, 5-20s currency, reg., 100¾; Boston 6s, currency, 1880, 101; do. 5s, 1878, gold, 97¾; do., 1883, gold, 96½; St. Donis 6s, 1878, 91; do. 1873, 94⅞; do. 1874, 106⅞; Bath 6s, 1882, 92¾; do. 1884, 89¾; do. 1891, 88; Bangor 6s, 1874, R. R. Loan, 96¼; Chicago 7s, 1881, 98¾; Cook Co, Ills., 7s, 1885, 98; Salem 6s, 1887, 86½.

Baltimore.—Orange, Alexandria and Manassas 7s, 79; Pittsburg and Cornellsville bonds, 92¼; Central Ohio R. R., 23; do. 1st mort., 84⅞; Maryland Defense bonds, 102⅜; Virginia 6s, old, reg., 56¼; do. 6s, 1867, 61⅜; Bare Hill Mining Co., 0.13. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92¼; Baltimore and Ohio, 138½@140; do., 6s, 1875, 95@96¼; do., 1880, 95½@96; do., 1885, 94½@95; Northern Central, 44¼@45; do., 6s, 1885, 90½@91⅞; do., 1900, 86½@87; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 24@26; N. W. Va. 1st mort., 95@96; do., 2d mort., 94@96; do., 3d mort. 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92½@93; do., 2d mort., 71½@72; Central Ohio, 22½@23⅛; do., 1st mort., 83@85; Western Md. 6s, 1890, 77@79; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 65½@67; do., 6s, guar., by Washington Co., 82@85; Richmond and Danville bonds, 75@79; Orange and Alexandria 1st mort., 6s, —@78; do., 2d mort., 6s, 76@76½; do 3d mort., 8s, 86¾@—; do., 4th mort., 8s, —@74; Orange, Alexandria and Manassas 7s, 78½@80; Virginia and Tennessee 8s, 84@84¾; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 73@74½; Baltimore 6s, 1875 94@94½; do., 1886, 94½@95; do., 1890, 95¼@95½; do., 1893, 90@90¼; do., 5s, 1838-'70, 75@79; Memphis City 6s, 50½@50¾; Maryland Defense Loan, 1883, 102¼@102¾; City Passenger R. R. 18½@19; George's Creek Coal, 62@67; Atlantic Coal, 2.00@2.00; Bare Hill, 0.13@0.13.

Oswego and Rome Railroad.

At the annual meeting of this company held on the 3d inst., the following named gentlemen were unanimously elected officers for the ensuing year:

Marcellus Massey, President. S. D. Hungerford, Vice-President. J. A Lawyer, Treasurer. C. M. Moore, Secretary.

The road of this company, hitherto operated by the Rome, Watertown and Ogdensburgh Company, under perpetual lease, has recently become virtually the property of the latter company.

☞ One-third of the capital of the Rensselaer and Saratoga railroad has been purchased by the Delaware and Hudson Canal Company, and one-sixth by Commodore Vanderbilt. Great improvements are contemplated in the rolling stock, the road-bed, and in the erection of new depots and docks on Green Island. The present capital stock of $3,000,000 will be increased by calls on stockholders until a sufficient sum is raised to make all the desired changes.

☞ Mr. Ashbel Welsh, General President of the United Companies of New Jersey, states in his annual report that he is using this year almost altogether steel rails, having already procured upwards of thirty miles of steel and steel-headed rails, and that the intention was to substitute them altogether for iron on all the main lines of their several roads.

☞ The certificate of incorporation of the Lake Branch of the Baltimore, Pittsburgh and Connellsville Railroad was filed at the Secretary of State's office at Columbus, Ohio, a few days ago. The proposed road is to extend from Elyria, Lorain county, through the counties of Medina, Wayne, Stark, Tuscarawas, Harrison and Belmont Station, on the Central Ohio Railroad.

☞ THE CHESAPEAKE AND OHIO RAILROAD, (now in operation from the port of Richmond to the famous White Sulphur Springs of West Virginia, 227 miles,) is being rapidly extended to the Ohio River, at the Kentucky line, where it will connect with lines in progress to the chief railroad centers of the West. An immense through business awaits its completion, besides a profitable traffic from the agricultural and mineral products so abundant along the route.

The Company offer through us their SIX PER CENT. GOLD BONDS, secured by mortgage on the entire Trunk Line (427 miles) and the large equipment therefor, at 90 and accrued interest from May I. The net earnings of the road are already more than sufficient to meet the interest on its outstanding Bonds. Government and other securities received at full market rates in exchange.

Descriptive pamphlets furnished.

FISK & HATCH, Bankers, &c.,
No. 5 Nassau st.

Lehigh Coal and Navigation Co.

The report of this company, which we publish in full in our present issue, will repay careful perusal, and will be found to be a most gratifying exhibit of the skilful management of the Company. We do not propose to recapitulate either the figures or the argument of the report, as the detail is of sufficient interest to obviate the necessity for an abstract. Twice during the year the Lehigh river was swollen by severe freshets, and these naturally interfered with the complete fulfilment of the anticipations of profit; but work has been constant in repairing the disastrous effects of these storms, and providing against like contingencies in the future. The railroad, rather than the canal, is looked to as the source of the great wealth in traffic and recompense which the future must bring. There was a net increase in the tonnage over that of 1868 of 45,488 tons, and the production from the company's mines stands 563,914 tons for 1869, against 467,126 for the previous year.

☞ William Toothe, Esq., has taken charge of the sales department of "The William Butcher Steel Works," and has established an office at No. 59 John street New York. The officers of the company are: Samuel Huston, President; H. P. Rutter, Secretary and Treasurer; Wm. Butcher, General Superintendent; Wm. Toothe, General Agent.

☞ The $400,000 First Mortgage seven per cent. bonds of the "Chicago, Cincinnati and Louisville Railroad Company" offered for sale by Messrs. J. A. Underwood & Son, and Caldwell & Co., are only a part of the first and only issue of the company for $1,000,000—$600,000 having been already placed. These bonds are secured by a mortgage upon the entire property, and are at the rate of only $13,700 per mile.

☞ The following gentlemen have been elected directors of the Cincinnati, Hamilton and Dayton Railroad Company: S. S. L'Hommedieu, John Young, John W. Ellis, Wm. Goodman, George T. Stedman, Lowell Fletcher, H. D. Huntington, Samuel Fosdick, and Daniel McLaren. The officers are: S. S. L'Hommedieu, President, D. McLaren, Vice-President and General Superintendent, and F. H. Short Secretary and Treasurer.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for the four months from January 1st, were:

	1869.	1870.
Ashes, bbls.	3,049	3,153
Breadstuffs—		
Wheat flour, bbls.	648,690	851,631
Cornmeal, bbls.	124,459	122,422
Wheat, bush.	1,735,388	2,012,941
Rye, bush.	16,394	7,659
Oats, bush.	621,564	815,878
Barley, bush.	211,203	685,285
Peas, bush	18,346	40,800
Corn, bush	1,899,333	614,813
Cotton, bales	286,249	291,819
Naval Stores—		
Crude turp., bbls.	7,361	3,642
Spirits turp., bbls	16,884	18,773
Rosin, bbls	184,172	208,663
Tar, bbls.	39,047	88,247
Pitch, bbls	1,212	1,688
Provisions—		
Pork, bbls.	55,671	64,061
Beef, pkgs	45,576	52,315
Cutmeats, pkgs	54,747	64,571
Butter, pkgs.	173,186	151,418
Cheese, pkgs	32,665	87,375
Lard, tcs. and bbls.	43,359	49,132
Do., kegs	2,063	10,202
Whiskey, bbls.	52,294	79,253

The Exports from New York to foreign ports of certain leading articles of domestic produce for four months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	1,044	1,417
Do., Pearls, bbls	25	22
Beeswax, lbs	51,403	101,265
Breadstuffs—		
Wheat flour, bbls.	312,177	530,504
Rye flour, bbls.	1,223	1,097
Cornmeal, bbls.	58,609	29,241
Wheat, bush.	2,519,627	3,548,997
Rye, bush	....	6,709
Oats, bush.	37,617	9,003
Barley, bush.	.....	.....
Peas, bush	31,961	32,184
Corn, bush	1,016,051	99,728
Candles, bxs.	20,572	16,366
Coal, tons	25,868	17,503
Cotton, bales	121,536	165 823
Hay, bales	8,288	17,757
Hops, bales.	20,852	17,297
Naval Stores—		
Crude turp., bbls	388	403
Spirits turp., bbls	1,968	6,022
Rosin, bbls	169,966	191,233
Tar, bbls	17,633	5,744
Pitch, bbls	1,666	1,804
Oils—whale, galls	424	36,136
Do., sperm, galls	219,939	129,300
Do., lard, galls	11,584	11,197
Do., linseed, galls	1,960	2,325
Provisions—		
Pork, bbls.	26,940	32,160
Beef, bbls.	9,502	9,748
Do., tcs	28,596	21,974
Cutmeats, lbs	22,169,511	17,149,571
Butter, lbs.	311,080	482,440
Cheese, lbs	2,381,554	5,614,679
Lard, lbs.	12,357,566	11,876,532
Rice, tcs	249	1,006
Do., bbls	1,326	5,409
Tallow, lbs	4,962,629	8,826,043
Tobacco, crude, pkgs.	27,787	18,072
Do., manf., lbs	1,623,380	1,877,043
Whalebone, lbs	128,480	112,218
Petroleum, galls	17,031,683	21,135,245

☞ The Rockville *Sentinel* says that arrangements will shortly be made for the more vigorous prosecution of work on the Point of Rocks Railroad; and that it is contemplated to let out in a short time several new sections, both on the upper and lower part.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$1,226,111	$1,287,318
" cotton	1,404.630	1,195,693
" silk	1,797,809	1,698,010
" flax	881,298	837,078
Miscellaneous dry goods	586,064	828,563
Total entered for consump.	$5,896,912	$5,846,662

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$951,570	$1,014,656
" cotton	401,654	654,758
" silk	401,640	455,383
" flax	341,839	542,449
Miscellaneous dry goods	92,150	197,564
Total withdrawn from warehouse	$2,188,853	$2,864,810
Add entered for consump.	5,895,912	5,846,662
Tot. thrown on the market	$8,084,765	$8,711,472

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$769,343	$758,725
" cotton	422,360	367,333
" silk	312,032	348,735
" flax	443,847	352,404
Miscellaneous dry goods	95,180	313,625
Total entered for wareh'g.	$2,042,762	$2,135,822
Total entered for consump.	5,895,912	5,846,662
Total entered at the port	$7,938,674	$7,982,484

The imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$6,438,144	$6,514,388
" cotton	6,627,210	6,655,396
" silk	7,790,194	7,636,635
" flax	4,167,247	3,646,893
Miscellaneous dry goods.	2,776,077	3,511,776
Tot. entered for consump.	$27,793,872	$27,964,088

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$3,987,110	$4,109,681
" cotton	1,926,276	2,759,371
" silk	1,656,281	2,159,945
" flax	2,119,117	2,555,230
Miscellaneous dry goods.	581,231	611,290
Total withdrawn from warehouse	$10,270,015	$12,195,517
Add entered for consump.	27,793,872	27,964,088
Total thrown on the market	$38,063,887	$40,159,605

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$4,084,807	$3,986,439
" cotton	1,902,676	2,857,869
" silk	1,807,385	1,921,535
" flax	2,081,306	1,946,773
Miscellaneous dry goods.	452,395	715,043
Total entered warehouse.	$10,328,069	$11,427,659
Add entered for consump.	27,793,872	27,964,088
Total entered at the port	$38,121,941	$39,391,747

The imports of foreign dry goods at New York for ten months from July 1, were:

1864–5	$40,498,403
1865–6	122,981,478
1866–7	98,725,514
1867–8	67,246,559
1868–9	81,137,951
1869–70	84,634,332

Journal of Railroad Law.

COMMON CARRIERS—WHEN WAY BILL IS TO BE EXCLUDED AS EVIDENCE—DISCREPANCY BETWEEN BILL OF LADING AND RECEIPT.

The facts in the late case of Erb *vs.* The Keokuk Packet Company (43 Mo., 53,) are fully and clearly stated in the following opinion by

Fagg, J.—This action was brought to recover the value of three boxes of goods shipped at the City of St. Louis, on one of the defendant's boats, to be delivered at the City of Leavenworth. The loss of the goods in question being established to the satisfaction of the jury at the trial, the respondents had judgment for the amount claimed, and an appeal has been duly prosecuted to this court.

At the instance of the plaintiff below, the jury was directed, upon satisfactory proof of the fact that there was a failure to deliver the packages at the place designated in the contract of affreightment, to find for the plaintiff and assess his damages at the value of the goods. The propriety of such an instruction cannot be questioned. It presented really the only issue that the jury was called to pass upon, and its form was unobjectionable. The chief ground of objection, however, to the action of the court below, as presented by the argument of appellant's counsel, is the exclusion of testimony: There seems to be no controversy about the fact that the goods in question were included in the bill of lading and shipped as alleged in the petition. These three boxes, however, were not included in the receipt given at the point of destination. The appellant, as it is shown by the bill of exceptions, offered in evidence a certain way-bill on the Hannibal and St. Joseph Railroad, as well as the manifest of a steamboat plying between Weston and Leavenworth—these being portions of the line over which the goods had to pass—to explain the discrepancy between the receipt and bill of lading.

The court committed no error in excluding such evidence. These papers constituted no part of the contract for the delivery of the goods. However useful they may have been to the parties operating these different means of transportation, they ought not to effect the rights of the respondents. To permit carriers thus to manufacture evidence for themselves would establish a practice contrary to the well-known principles of law, and one that might be extensively used to the injury of shippers.

The whole case depended upon a question of fact, and we see nothing in the record that can authorize this court to interfere with the finding of the jury. The judgment is therefore affirmed.

☞ The Toledo *Blade* says that work will immediately begin on the Lake Erie branch of the Baltimore and Ohio Railroad. The survey will begin at Crestline, and the work will be prosecuted in the direction of Toledo. The right of way will be secured as the work advances.

☞ At a meeting of the stockholders of the Cairo and Fulton Railroad on the 2d inst., M. L. Rice, A. McDonald, L. H. Roots, Joseph Brooks, R. F. Catterson, M. W. Benjamin, W. W. Leverett, Henry Page, J. L. Hodges, James Coates, F. M. Chrisman, J. M. Lewis, P. H. Young, were elected directors for the ensuing year. Subsequently, M. L. Rice was elected President.

Milwaukee and Northern Railroad.

Our Northern railroad interests have a good look. President O. H. Waldo, of the Northern Company, by notice elsewhere, calls for proposals for grading and bridging the first division of the road. The line leaves the St. Paul road near Schwartzburg, and follows the route of the old Superior road to Cedarburg and Grafton, a distance of twenty miles, the work to be ready for the iron by the first of July.

For years the people of Milwaukee have looked anxiously for railroad communication with the North, as they of the North have as anxiously looked for an outlet by rail to this city. The time has come for the great work to be commenced, and now that it may be said to be under way, we do not believe there will be any delay until Milwaukee, the lake shore cities, the interior towns and the Fox River Valley are united. The Northern Company in engaging in the work have consulted the interests of all sections, and we have every confidence that in pushing their work to the north, these interests, in the future as in the past, will be considered. The company enter their work under the most flattering auspices. Milwaukee wants the road to reach the people of the State and she is willing to assist in building it. The people of the north want the road, to be in direct communication with Milwaukee, and they have expressed a willingness to assist in the work, and when all join hands, as they now are doing, we see no reason for the work to stop a single hour at the end of the first section. We do not believe it will.

The gentlemen of the Northern Company have certainly pushed their work with commendable zeal. In their consultations they have been earnest but frank, have held out no inducements that they have not now shown their ability to fulfil, and before the "ides of November" we expect to ride over their line to Cedarburgh and Grafton, while miles beyond, towards the lake shore and the Fox River towns, the spade and the pick will be busy in preparing for miles of track. Milwaukee doing her share and the people along the way lending their aid—all of which will be done willingly—it may well be said, all goes well along the Northern line.

We have waited years—patiently and never without hope of a road up the North tapping the rich and prosperous sections there. Now that the time has come for it and now that the work is inaugurated under auspices so flattering, who shall wonder that Milwaukee in common with her Northern friends, is very well pleased.—*Milwaukee Wisconsin.*

☞ The State of Maryland has begun suit in the Superior Court at Baltimore, against the Baltimore and Ohio Railroad, to recover the value in gold over currency in dividends paid the State on preferred stock owned by it, amounting to nearly $2,000,000. The claim is based on the recent legal tender decision of the Supreme Court of the United States.

☞ The shipments of ore and pig iron from the Lake Superior Mining District, for the season, up to May 4th *via* Peninsula Railroad, was as follows: Ore, 12,328 tons; pig iron, 1,230 tons. The movement by the Marquette and Ontonagon Railroad during the same time was: iron ore, 16,645 tons; pig iron, 5,388 tons—total, 22,033.

☞ The directors of the Delaware and Raritan Canal Company are: Robert F. Stockton, John M. Read, Moses Taylor, John G. Stevens, Richard S. Conover, William W. Shippen, Albert W. Markley, John Jacob Astor, George M. Dorrance.

☞ William H. Gatzmer, Benjamin Fish, Cambridge Livingston, Ashbel Welch, Charles Mac Alister, William G. Cook, have been elected directors of the Camden and Amboy Railroad Company.

Rutland Railroad.

In order to settle the outstanding claims under the first mortgage of the Rutland and Burlington Railroad, to relieve the Company from all incumbrances and place it under corporate management, the Directors are authorized to issue a preferred 7 per cent. stock, free of Government tax, which is offered to the holders of both the preferred and common stock on terms which render it equal to a 10 per cent. investment. We understand the holders of the preferred stock have almost unanimously subscribed for their proportion, and a similar subscription on the part of the holders of the common will enable the Directors to settle all claims under mortgages and give the corporation the entire and absolute control of the property. A circular has been issued to the holders of common stock which sets forth the conditions on which the subscriptions will be received, and by which they can secure one of the most desirable investments in the market for the money advanced, and also protect and secure the ultimate value of their stock. When all outstanding claims are settled the preferred stock will not exceed $4,300,000 on 120 miles of road, with its equipment, machine shops, wharfs, &c. The Company has hitherto been embarrassed by expensive litigations, but the property once under a corporate management, cannot fail to show largely increased earnings.—*Boston Journal.*

Bedford and Bridgeport Railroad.

The survey of the railroad from Mount Dallas to Bedford, which will connect with the Cumberland (Maryland) coal region, was made last week by Mr. Fulton, Chief Engineer of the Huntingdon and Broadtop Railroad. The estimate will be made in a short time and will be laid before our readers at the earliest moment. It is believed the grading and bridging of the road can be done for $75,000, and perhaps less. If the estimates verify these figures there will be but little difficulty in raising the money and putting the road under contract in a short time. The distance as surveyed is seven miles and a-half, following the crossing at Mt. Dallas and keeping the south side until west of the gap below Bedford. There will be two bridges, one at Mount Dallas and one over the Raystown branch above the junction with Dunning's creek. We hope to be able to report the survey of the Bridgeport section in a short time, as that portion of the road is of the highest importance to our iron interests, and, in case of any difficulty on the eastern section, may be built first.—*Bedford Inquirer.*

☞ The Upper Marlboro *Prince Georgian* says that the grading of the entire line of the Baltimore and Potomac Railroad from the District line to Baltimore, with the exception of three sections, which will be finished during the present month, has been completed. The grading from Collington (the junction) to Marlboro' has also been finished. The cross-ties have been mostly delivered, and the rails have been contracted for. It is not improbable but the rails will be down this summer, and that several months before the 1st of April next trains will be running.

☞ The Easton *Gazette* says that work has been resumed on the Maryland and Delaware Railroad below Easton. The grading will be continued until the point is reached where the course will have to be changed in the direction of Oxford or Chancellor's Point—whichever may be settled upon as the terminus. When this is definitely ascertained the work will be pushed on to speedy completion.

☞ The Buffalo *Advertiser* expresses a belief that the proposed international bridge across the Niagara river near that city will shortly be built by the Grand Trunk Railway Company of Canada.

A SAFE INVESTMENT.

First Mortgage Bonds of the Chicago, Cincinnati and Louisville Railroad Company.

These bonds are part of the first and only issue of the Company for $1,000,000, covering its entire property, and are at the rate of $13,700 per mile. Of the whole amount $600,000 have been already placed, leaving but $400,000 to be sold. They are 7 per cent. coupon bonds due in 1887, interest payable 1st January and July in New York. The Road is in operation. It is 73 miles long, extending from La Porte on the Lake Shore and Michigan Southern to Peru, where it connects with the Toledo, Wabash and Western and the Peru and Indianapolis Roads. It runs through one of the finest sections of Indiana, and makes a connecting link in the best through line from Chicago to Indianapolis, and thence to Cincinnati and Louisville.

We confidently offer these bonds as a desirable security to investors, AS THE NET EARNINGS OF THE ROAD FROM THE OPENING HAVE BEEN IN EXCESS OF THE INTEREST ON ITS BONDED DEBT, AND ARE CONSTANTLY INCREASING. Besides it is designed to extend the Road to Lake Michigan at New Buffalo or Michigan City the coming season, which will also greatly increase its earnings.

J. A. UNDERWOOD & SON,
No. 18 Exchange place.
CALDWELL & CO.,
No. 27 Wall st.

Illinois Central Railroad.

The statement of this Company for the month of April, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	5,271.85 for	$47,755 67
Acres Int. Fund Lands sold	159.33 for	1,656 17
Acres Free Lands sold	40.00 for	568 00
Total sales during month of April, 1870	5,471.18 for	$49,979 84
To which add Town Lot Sales		
Total of all	5,471.18 for	$49,970 84
Cash collected in April, 1870		$155,856 70

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258¼ Miles.	Total. 965¼ Miles.
Freight	$289,247 00	$53,138 00	$342,385 00
Passengers	133,362 70	38,448 40	171,811 10
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Tot'l Apr.,'70	$502,984 70	$94,586 40	$597,571 10
Total actual earn'gs, Apr. 1869	$477,582 05	$90,700 27	$568,282 32

☞ The extension of the Cedar Falls and Minnesota Branch of the Iowa Division of the Illinois Central Railroad from St. Ansagar to the Minnesota line will probably be accepted from the hands of the contractors soon. At present trains run as far as Mona, four miles south of the line and fifteen miles south of Austin.

☞ The new railroad from Atsion to Vineland, N. J., is nearly graded, and the work of laying the rails will be commenced in about two weeks.

Little Rock and Fort Smith R. R.

The first twenty miles of this road were completed on the 23d of April, and on the 28th an excursion party, on invitation of the Chief Engineer, A. P. Robinson, Esq., passed over it. The *Arkansas Gazette*, of May 3d, in announcing the fact, says:

The first twenty miles were completed just in time to save the congressional land grant, the time expiring on the day of the excursion. We were informed by the officers of the road that if necessary the grading of the whole of the first eighty miles could be finished in one month from to-day. It is the intention to have the road finished to Lewisburg by the 4th day of July. By the 15th or 20th of May 10 miles more will be completed. The ties are all out for the road to Lewisburg, and the greater portion of the grading done. At present the company is waiting for iron, having only enough to lay about three miles. A thousand tons is expected within two or three weeks. Another locomotive, "Pope," and several passenger and other cars are in *transit*. No regular trains will be run till the road reaches Lewisburg.

The contractors for the building of the road are Messrs. Pierce, Steacy and Jorston. Mr. Steacy is here in person, superintending the work. About 1,000 men are now employed on the road. Mr. B. McKenna, general purchasing agent, leaves for New Orleans to-day for 200 more laborers.

Norfolk and Great Western Railroad.

We obtain the following facts from Colonel Flournoy, the President, and of course they are reliable:

A contract has been entered into with responsible parties in New York to construct the Norfolk and Great Western Railroad, upon terms most favorable to our people. This is what we have to do, namely: raise five million in county and corporate subscriptions, secure the right of way and the cross ties. The New York company take the interest of the railroad in the Land and Immigration Company, based upon a subscription of five hundred thousand acres of land.

The party contracting to build, take the remainder, eleven millions, in stock of the Company. The securities are to be paid over to them as the work progresses.

Already nearly the whole right of way has been given. The counties have already voted two millions of corporate subscriptions, and the land owners have subscribed a hundred thousand acres.

If the above subscription is completed, the building of the road Col. Flournoy regards as a certainty, and the work will begin simultaneously at Danville and Norfolk, by the first of August, providing the subscription be completed by that time.—*Danville (Va.) Times.*

☞ The Canadian *News* says: "The Woodstock and Riviere du Loup Railway may now be looked upon as a *fait accompli*. The New Brunswick Legislature has given it a magnificent land grant, fully sufficient, with the stock already subscribed, to insure its speedy construction. It will follow the valley of the St. John, and will undoubtedly prove a powerful competitor to the Intercolonial. The respective distances by both routes from Montreal to St. John are—Intercolonial, 757 miles; Woodstock, 625."

☞ The Baltimore *American* says that Mr. McElroy, one of the engineers, with his assistants, will commence to resurvey and permanently locate the Shenandoah Valley Railroad on Monday next from Charlestown to Shepherdstown, and from thence to Hagerstown. There are three corps of engineers now in the field, surveying and locating the road extending from Hagerstown to Salem, Va.

☞ The shipments of coal from the Cumberland (Md.) region for the year 1870, up to April 30th have been 300,760 tons—of which 231,060 were by the Baltimore and Ohio Railroad, and 69,700 by the Chesapeake and Ohio Canal. The shipments from the Hampshire and Baltimore Company Virginia mines for the year were 23,665 tons. The shipments from the mines of the Virginia Coal and Iron Co. for the month of April were 1,501.17 tons.

☞ The Ironton (Ohio) *Journal* learns that a portion of the Eastern Kentucky Railroad, between Hunnewell Furnace and Grayson, has been let, and is to be completed ready for ties and rails by the first of January next. Also that the contracts will soon be let for a branch road to the famous Lambert ore banks, and another down Tygart to the Ohio river, near Portsmouth.

☞ A. J. Hodder, Esq., has been elected President of the Dayton and Cincinnati Short line R. R. Co., vice James Goodin, resigned.

THE WILLIAM BUTCHER

STEEL WORKS,

59 John Street, New York.

SAMUEL HUSTON, Pres., WM. BUTCHER, Gen'l Supt.,
H. P. RUTTER, Sec. & Treas., WM. TOOTHE, Gen'l Agent.

NEW YORK, 2d May, 1870.

The undersigned desires to inform his friends that he has this day taken charge of the sales department of the above works.

Yours very respectfully,

WILLIAM TOOTHE.

Northern Pacific Railroad.

To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o'clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars, containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.

NEW YORK, April 26, 1870.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, May 2d, 1870.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the city of Chicago, on WEDNESDAY, the twenty-fifth day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed after the fourteenth instant, and until the first day of June proximo.

L. A. CATLIN,
Secretary.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
4t49 **New York.**

CHIEF ENGINEER AND GENERAL SUPT'S OFFICE,
MOBILE AND MONTGOMERY RAILROAD,
MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track-laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—

G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

DRAWING MATERIALS.

TRACING CLOTH, DRAWING PAPERS AND Mathematical Instruments for Architects, Engineers, etc.

KEUFFEL & ESSER,
71 Nassau st., N. Y.

Catalogues sent on application.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to

GEO. W. LORD,
107 West Girard Ave.,
3m11 **Philadelphia, Pa.**

The San Antonio and Mexican Gulf Railroad.

FOR SALE AT PUBLIC AUCTION.

HEAD QUARTERS FIFTH MILITARY DISTRICT,
State of Texas.
CHIEF QUARTER MASTERS OFFICE,
Austin, Texas, April 11th, 1870.

IN COMPLIANCE WITH THE ORDER OF THE Secretary of War, dated March 26th, 1870, there will be sold at Public Auction at Indianola, Texas, between the hours of 12 M. and 3 P. M., on Wednesday, the 25th day of May, 1870, all the right, title and interest of the United States of America in and to the

San Antonio and Mexican Gulf Railroad from Lavaca to Victoria, Texas.

The Sale will include the Road Beds, Tracks and Sidings, Buildings, Water Stations, Turn Tables, &c.

The Railroad Materials and Supplies pertaining to the road, together with the Rolling Stock, Cars, Machinery and other Equipments, as follows:

28 Miles of Track, (more or less).
1 Passenger Car.
1 Baggage Car.
6 Box Cars.
6 Platform Cars.
1 Engine and Tender.
1 Engine.
1 Engine House at Lavaca.
1 Depot Building at Victoria.
1 Depot Building at Lavaca.
1 Machine Shop at Victoria.
20 prs. trucks loose at Depot in Victoria.
4 prs. trucks under 2 Platform Cars.
1 Miscellaneous lot of Railroad Material, Boxing Straps, &c.
1 Worthless lot of Blacksmiths Tools.
1 Mixed lot of Machinery being odd pieces, &c., in shops at Victoria.
8 prs. trucks lying loose along the Road between Lavaca and Victoria.
2 prs. driving Wheels at Victoria.
1 Tank at Victoria.
1 Pistern at Victoria.
1 Iron Safe.
2 Stoves.
2 pr. Scales.
3 Hand trucks.
1 Cross Cut Saw.

The property may be inspected on Application to the agent of the Road and any information desired may be obtained from the Chief Quarter Master Fifth Military District, at Austin, Texas.

Full particulars given on day of sale.

Terms of payment cash in United States Funds.

By order of

Bvt. Major General J. J. Reynolds,
GEO. E. ALDEN,
Brvt. Major and A. Q. M. U. S. Army,
In charge of Office
Chief Quartermaster.



I. A. WILLIAMS',

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

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Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

McKay Iron and Locomotive WORKS,

MANUFACTURER OF

LOCOMOTIVE ENGINES,

JERSEY CITY, N. J.

Iron Bridges of all Classes.

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IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,

CUT NAILS AND SPIKES,

AND RAILROAD SPIKES.

Agents "New Haven Car Company."

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

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NAILS, BANDS, HOOPS & RODS,

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1/2 COST LEAD

100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

or 75 Malden Lane, N. Y.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

D. L. WELLS,

Milwaukee, Wis.

J. MILTON HAGY,

Iron Commission Merchant,

And Contractor for

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512 Walnut Street,

PHILADELPHIA.

RAILROAD CROSS TIES.

Locked Safety Valves.

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,

Supt. Portland Locomotive Works,

PORTLAND, MAINE.

NEW YORK

Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 22, 1859) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Car Springs of the best quality *only*.

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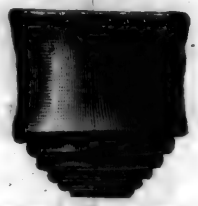
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15 La Salle-St., Chicago,

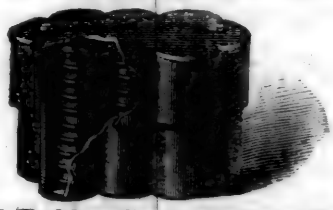
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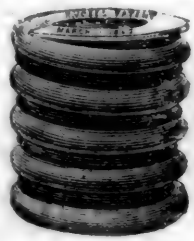
Patented.—All others are Infringements.



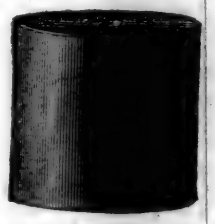
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Large Rubber Centre Spiral.



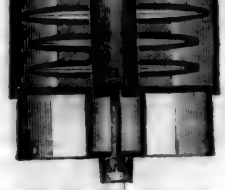
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Soid India Rubber.



Double Volute Buffer.



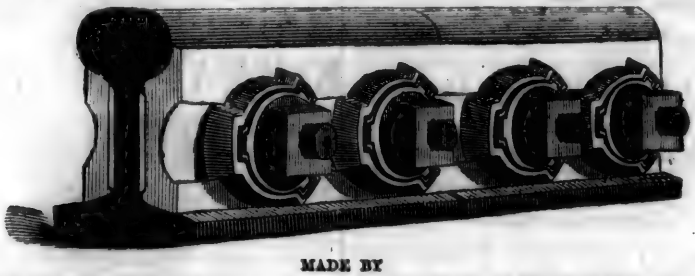
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All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Exclusive Manufacturers, 73 Beekman St., N. Y.

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Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

May 21, ARIZONA, CAPT. MAURY, connecting with the MONTANA CAPT. ——.

Steamer AMERICA, will leave San Francisco June 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, May 20. Freight for Central American and South Pacific ports will be received until 4 P. M. THURSDAY, May 19, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

ENVELOPES.
SAMUEL RAYNOR & CO.,
115 & 117 William street,
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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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HENRY E. SHARP,
GLASS STAINER, EMBOSSER AND ENAMELER FOR
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CIVIL ENGINEER,
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Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 21.] SATURDAY, MAY 21, 1870. [WHOLE No. 1,779, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 21, 1870.

Greenville and Columbia R. R.

At a meeting of the stockholders of this company in Columbia, S. C., on the 28th ult., President Hammett was called upon, and read the annual report of the President and Directors; which, with the General Superintendent's report, and the usual tables, were received and adopted. An amendment to the by-laws was agreed upon, creating the office of Vice President. A resolution was passed, accepting and adopting as a part of the charter, Section 1, of an Act to regulate the rights and powers of railroad companies, passed February 14, 1870. The following gentlemen were then elected directors for the ensuing year: John J. Patterson, J. W. Harrison, Niles G. Parker, James L. Orr, Timothy Hurley, D. M. Porter, Joseph Crews, H. H. Kimpton, James M. Allen, A. J. Ransier (colored), George W. Waterman, F. L. Cardozo (colored). The officers are: President, Frederick Bush; Vice President, John J. Patterson; Secretary, C. V. Carrington; Superintendent, James O. Meredith; Treasurer, J. G. Edwards. A complimentary resolution of thanks to President Hammett, the Board of Directors, and Superintendent Meredith, was passed. The Columbia *Phœnix*, from which we obtained the above, says:

Mr. Bush is, as we are informed, a gentleman of means—a New York banker; and it is his intention to go to work as rapidly as possible, and put the road in complete order, so as to rank it as first class. He is thoroughly *au fait* in railroad matters, and will be ably assisted by Vice President Patterson.

Lake Shore and Michigan Southern R. R.

Within the year 1869 the Lake Shore and Michigan Southern Railroad as it now exists was formed by no less than four consolidations. In the first place the Cleveland and Toledo and the Cleveland and Erie roads were consolidated. Then these were consolidated with the Michigan Southern and Northern Indiana, after which the line was completed to Buffalo by a consolidation with the Buffalo and Erie. Some time later what is now known as the Kalamazoo Division—the road from White Pigeon northward through Kalamazoo and Allegan to Grand Rapids—was added. Thus the road has varied greatly in length during the year, and there has been a similar variation in the earnings. Accounts on the different roads of the combination were kept in various ways, and it has been found very difficult to present regular and uniform statements of the business of the road for the whole year. Under these circumstances it has been determined not to publish an annual report for the year 1869.

At the annual meeting last week, the following statement of earnings and expenses were given:

Gross receipts from all sources		$12,945,598 40
Operating expenses	$7,419,165 81	
Taxes, State and National	492,361 84	
		$7,911,527 65
Net earnings		$5,034,070 75
The disbursements have been, for interest on funded debt and dividends of June and December, each four per cent. respectively, and taxes		$4,317,698 06
Leaving a surplus of		$716,372 69

This statement gives the earnings of the line between Buffalo and Chicago for the whole year, and of the Kalamazoo Division for the last quarter.

From this statement it appears that the operating expenses (including taxes), amount to 61 per cent. of the earnings, which is perhaps the average on good roads in this country.—*Railroad Gazette.*

Savannah Valley Railroad.

The Abbeville (S. C.) *Press* says that this projected road, but for the war, would now be an accomplished fact; that the scheme is feasible; that the right of way can be easily procured, and a liberal subscription obtained along the entire line of the route; and then adds:

The Savannah Valley Railroad was chartered in 1852, which was to extend for thirty-six years. It would require but little trouble to galvanize it into new life. There ought to be a few alterations. The road ought to cross the Savannah River at or near Fury's Ferry, and run into Augusta instead of Hamburg. From Dorn's Mine it ought to run the most direct route to Anderson, which would carry it by Abbeville C. H., which is very nearly on "an air line" from Dorn's to Anderson. This route would save ten miles of road, and make the line from Knoxville to Savannah or Charleston much shorter than any other line.

Union Patent Stop Washer.

The fish joints of railways, now extensively adopted, are only useful so long as they are kept perfectly tight; and by the jarring of passing trains, unless the nuts are secured, are constantly getting loose. The object of the "Union Patent Stop Washer," manufactured by A. GIBBONS, at Coatesville, Penna., is to prevent the unscrewing or receding of the nuts. Washers are required on every joint to keep them tight. The Stop Washer is simple, inexpensive, combining the essentials of all improvements. It appears to be just the right thing in the right place, dispensing with the common washers and with jam nuts, and saves the trouble and expense of watching and tightening. The alleged saving over jam nuts is thus stated: 4 bolts to each joint (25 feet rail)= 1088 bolts per mile=844 lbs. × 7½c.=$68.30. Whereas the "Patent Washers" cost from $21.10 to $50.64 (saving from $42.20 to $12.66 per mile), according to the size and kinds. It is with pleasure we are able to say that the increased business of the manufacturer shows the improvement to be appreciated by those for whom it was intended.

☞ Work has been commenced on the new Hudson River Bridge. A large gang of workmen are employed at East Albany in excavating, &c., for the structure, and there is every indication that the work is to be pushed forward to rapid completion.

Juniata and Potomac Railroad.

A public-spirited citizen of Bedford county, Pa., who is thoroughly familiar with and largely interested in iron manufacture, and is energetically endeavoring to aid in the development of the resources of Southern Pennsylvania and the lower section of Allegany county, encloses a bill passed by the Legislature of Pennsylvania at the last session incorporating the Juniata and Potomac Railroad Company. A number of practical miners have recently been at work for the purpose of developing the iron ore seam between Bloody Run and the Potomac, and the result has been most satisfactory. The vein proves to be from five to ten feet in thickness, is found to be regularly stratified, and extends some five to six miles south of Flintstone, in Allegany county. Mention is also made of the fact that a number of miners will be put to work in the neighborhood of Flintstone within a few days. This, says a correspondent of the *Cumberland Alleganian* "should be good news for coal operators, as it is destined to draw heavily on your Cumberland coal as a fuel to smelt these inexhaustible quantities of iron ore, and all that is now wanting to make Southern Pennsylvania and Allegany county, Md., the very centre of the manufacture of iron, in all its varied branches, is railroad facilities, which we think would be fully accomplished by the building of the Western Maryland Railroad, in connection with the Juniata and Potomac, as contemplated in this bill.—*Balt. Am.*

Wilmington, Columbia and Augusta R. R.

From Hon. R. R. Bridgers, who has just returned from Baltimore, we learn that at a meeting of the stockholders, held in that city on the 27th ultimo, the Wilmington and Manchester Railroad Company reorganized, under the name of the Wilmington, Columbia and Augusta railroad. Mr. Bridgers was elected president, and Messrs. W. T. Walters, B. F. Newcomer, S. M. Shoemaker, William Graham and Thomas Kensett, of Baltimore, J. D. Cameron, of Harrisburg, Pa., and D. Willis James, of New York, were chosen directors. Three others are yet to be elected from among resident stockholders residing on the line of the road. Mr. Bridgers, as president is also ex officio a member of the board of directors. All of the old officers are to be retained.

Cash means were raised for the entire renovation of the road, the machinery and workshops to be overhauled and repaired, and the road bed to be put in first-rate condition.—*Wilmington Journal.*

Toronto Car Wheel Company.

A company has been formed, under a Royal Charter, for the manufacture of car wheels and railway machinery, in Toronto. The organization was completed at a meeting of the shareholders a few days since. Mr. G. D. Ferguson, of Fergus, was elected President; and Mr. J. B Cook, of Toronto, Vice-President. We understand that arrangements have been completed for the immediate commencement of business. Mr. Gartshore, well-known in connection with his Dundas foundry, has taken the management of the Company's works. The Directors have purchased the works of J. & N. C. Scoville, on the Esplanade, and are prepared to execute orders. We believe that arrangements have already been made with the Grand Trunk, the Northern, and Great Western Railways, to supply car wheels to these companies. We hope this enterprise will receive due encouragement and prove a complete success.—*Monetary Times.*

☞ The Washington *Star* says that some ten miles of the Baltimore and Potomac Railroad below Marlboro' have been placed under contract; also that the portion of the road inside the District of Columbia will be placed under contract this week. It is understood, also, that the point at which the road shall enter Washington will be determined within a few days, and that the work of grading at that end of the line will be entered upon at once.

New Haven and Derby R. R.

At the annual meeting of the stockholders of this company at New Haven, Ct., on the 9th inst., the following gentlemen were elected directors: Morris Tyler, H. S. Dawson, Edwin Marble, Charles L. English, H. P. Frost, Lucien W. Sperry, William Fitch, J. H. Bartholomew, G. W. Shelton, N. D. Sperry, Charles Atwater, James M. Townsend, John B. Hotchkiss, and Patrick Ward. The directors' report recounts the misfortunes of the company during the year, but looks forward to the completion of the road by the present contractor by November, 1870. The company has a capital stock of $416,994, a first mortgage of $158,000, and other liabilities amounting to $679,097. It has paid for construction and material about $645,000. It owes Mr. Phelps $41,000 for work previous to January 1, 1870, and $75,000 for work done since.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1868 and 1869, compare as follows:

	1868.	1869.
From passengers....	$849,283 58	$840,773 54
" freight.....	1,843,129 82	2,090,542 76
" express.....	115,114 86	85,562 61
" mail	61,918 00	61,993 00
" rents.....	48,901 57	49,304 57
" Berea Branch..	8,886 79	.....
" interest and dividends.....	11,943 69	14,019 15
" miscellaneous..	15,065 33	694 28
" division of earnings with L. M. & C.& X. R.R.	8,369 98	.....
	$2,962,613 62	$3,142,889 91
Expenses, viz.:		
Passenger expenses..	$244,902 19	$230,399 88
Freight expenses....	413,222 45	476,670 92
General expenses....	61,876 81	68,147 93
Repairs of locomotiv's	200 607 81	179,861 87
Repairs of pass. cars.	46,797 35	37,940 76
Repairs of freight cars	105,828 27	102,420 97
Repairs of track	455,656 66	469,654 20
Repairs of buildings.	26,193 53	35,619 12
Repairs of fences....	8,251 57	5,650 92
Repairs of bridges...	24,264 16	28,256 38
Oil, tallow and waste.	35,881 77	38,309 99
Fuel account.....	295,479 90	261,719 17
Damage to stock.....	6,790 38	4,827 05
Loss and damage to freight	9,811 09	8,495 47
Gratuities & personal damages	13,083 97	9,273 45
Telegraph expenses & repairs....	22,056 83	23,153 04
Balance car service..	5,297 91	34,454 01
	$1,976,002 65	$2,014,855 13
Earnings less exps...	$986,610 97	$1,128,034 78
Interest and taxes...	247,097 07	322,588 38
Net earnings.....	$739,513 90	$805,446 40
Dividends August 1, 1869, and February 1, 1870, 3½ per cent. each....		731,923 50
Leaving a surplus for the year of....		$73,522 90
Add surplus as per Ledger		225,024 50
		$298,547 40
Loss discount on bonds sold.....		146,200 00
Total surplus January 1, 1870.....		$152,347 40

Compared with the previous year the gross earnings of 1869 show an increase of $180,276 29; with an increase in working expenses of $38,852 48—making the net increase, $141,423 81. Deducting interest and taxes, the net income shows an increase of $65,932 50. The working expenses are 64.17 per cent. of earnings, against 66.7 in 1868. The total tonnage moved in 1869 was 825,464; and in 1868, 628,256—increase, 197,108, or 31½ per cent. The increase of earnings from freight transportation during the same period was $247,412 94, or 13.4 per cent. The report says:

This great difference in per centage of tonnage and earnings, is largely owing to the severe competition of Eastern Trunk Lines, in their efforts to control the Westward bound traffic of the country, resulting in a reduction of rates of transportation, for a large part of the year, below the *minimum* necessary to produce sufficient revenue to meet the proper cost of moving such tonnage.

It is hoped that the great East and West lines may hereafter so far agree as to prevent improper rivalries, and maintain an effective co-operation for the benefit of all the great interests involved.

In the movement of loaded cars, the following embraces some of the larger items:

Total number of loaded cars delivered at Cleveland in 1869, 50,525; average, 161½ per day. Delivered direct to the Lake Shore Railway, destined to Eastern markets, 34,489 loaded cars; average, 110½ per day.

Total number of loaded cars forwarded Southwest from Cleveland, in 1869, 32,433; average, 103⅔ per day; of which 10,815 cars, or about 31 per cent., were received from the Lake Shore Railway. The greater part of the remainder originated at Cleveland, showing the value of the local business from the large mercantile and manufacturing interests of this city.

The expenditures in the Engineer's department have been judiciously made, and your roadway and bridges have been much improved during the year.

The requisitions for new rails will be increased during the coming year, as compared with the past two years, for the purpose of relaying about 40 miles of the Indianapolis Division, where the iron originally placed in the track will need renewing.

It is gratifying to note the great improvement in the quality of iron rails; still, it is believed that the policy of making all renewals with steel rails, especially on that portion of your railway having the heaviest traffic, will prove highly beneficial in future results, experience having shown them to be far superior to iron, both as regards wear and breakage.

The Indianapolis and St. Louis Railroad Company, (of which this company owns one-half the share capital,) is progressing very satisfactorily with the work of construction of their road between Indianapolis and Terre Haute. At the latter point it connects with the St. Louis, Alton and Terre Haute Railroad, of which it is the Lessee. Thirty miles of the track is already laid, and the grading so far advanced on the remainder of the line, as to permit the resumption of track laying in March. The whole road will be completed and opened for business by the 1st of July next, giving this road a permanent and satisfactory through line to St. Louis.

In pursuance of authority given by the stockholders, your Board have caused to be executed three million dollars of first mortgage sinking fund coupon bonds, eight hundred thousand dollars to be used in aiding the Indianapolis and St. Louis Railroad Company in building their road, the remainder to be used in retiring the bonds of different dates issued by the Cleveland, Columbus and Cincinnati Railroad Co., the Bellefontaine and Indiana Railroad Company, and the Indianapolis, Pittsburgh and Cleveland Railroad Company, which companies, by consolidation, form the present company.

This mortgage will represent the entire debt of the company, after retiring the bonds referred to.

The company have 86 locomotives, 48 first-class and 4 second-class passenger cars, 9 baggage, 4 baggage and express, 7 mail, 933 box, 248 stock, 837 flat and 22 caboose cars. Three locomotives

were added during the year. Eight were rebuilt, with new boilers, etc. Twelve sets steel tyres were substituted for worn out iron—the success and economy of the same confirming the real value of such tyres as a substitute.

The total number of passengers carried was 570,594, of which 494,210 were way and 76,384 through. Number of passengers carried one mile, 27,294,924. Tons of freight carried 825,464; total tons carried one mile, 116,325,486. Average rate per ton per mile, 1.797 cents.

Number of miles run by passenger trains, 771,178; by freight trains (including switching), 1,496,396; repairs and gravelling, 57,030; fuel, 78,113—total, 2,402,717. Cost per mile run for repairs, 7.48 cents.

The roadway has been generally improved during the year; 22 miles have been thoroughly ballasted, about 40 miles of rail, including 2½ miles of Bessemer steel, and Booth's steel capped rail, and 99,124 cross ties were put in the track.

There was put in the track in Cleveland yard, south of Cuyahoga River, in August, 1865, thirty tons of Bessemer steel. This rail is now apparently perfect, having worn out nearly three sets of iron rail in the opposite track in the same time. Two miles of steel and steel capped rail were laid in the track between Cleveland and Berea, the latter part of the year, on a part of the track where the speed is greatest, and the tonnage heaviest. The Chief Engineer thinks the uniform success of this rail will warrant its general use as a matter of economy.

There will be needed for the coming year about 120,000 cross-ties, and 6,000 tons of rail, to put the track in first rate repair, and keep up the annual depreciation.

The Assets and Liabilities of the company, as shown on its books, are as follows:

ASSETS.

Cost of road, depots and equipm't.		$12,160,636 77
Materials on hand—		
For repairs of track and fences	$134,551 37	
For repairs of cars and engines	146,713 42	
Fuel, oil and waste	124,358 50	
		405,623 29
Cash and cash assets—		
Cash in hands of treasurer	$806,770 19	
Due from agents	42,941 34	
" other companies	71,711 59	
" post office department	8,543 53	
		929,966 65
Other assets—		
Indianapolis and St. Louis R. R. stock	$300,000 00	
Indianapolis & St. Louis R. R. bonds	150,000 00	
Indianapolis & St. Louis R. R. Trustees	73,998 40	
Pitts., Ft. Wayne and Chicago R. R. stock.	52,800 00	
Scioto and Hocking Valley R. R. bonds.	2,000 00	
Real estate not used for roads and depots	26,771 14	
Wood Lands	45,364 06	
Pendleton Stone Quarry	4,915 46	
Bills receivable	11,971 13	
Insurance scrip	185 00	
		668,005 19
		$14,164,231 90

LIABILITIES.

Capital stock	$11,620,000 00	
Less amount owned and held by this company	1,159,100 00	
		10,460,900 00
C., C. & C. R. R. mortgage bonds, ($25,000 falling due each year		365,000 00
B. & I. R. R. 1st mortgage bonds, (old) past due		2,000 00
B. & I. R. R. 1st mortgage bonds, average $25,000 falling due annually		718,000 00
B. & I. R. R. 2d mortgage bonds, due April 1, 1870		14,000 00
B. & I. R. R. income bonds, due Feb. 1st, 1870		40,500 00
I. P. & C. R. R. 1st mort. bonds, due Jan. 1, 1870		232,000 00
I. P. & C. R.R. 2d mort. bonds, due Oct. 1, 1870		176,500 00
C., C., C. & I. Ry. 1st mortgage sinking fund bonds		1,637,000 00
Dividend No. 4, payable February 1st, 1870		365,984 50
Surplus earnings		152,347 40
		$14,164,231 90

President.—L. M. HUBBY.

Vice President.—OSCAR TOWNSEND.

Directors.—L. M. Hubby, S. Witt, A. Stone, Jr., J. H. Wade, Geo. Worthington, Selah Chamberlain, Oscar Townsend, H. B. Hurlbut, S. Williamson, T. P. Handy, Wm. Collins, John W. Burson, John Miller.

Secretary and Treasurer.—GEO. H. RUSSELL.

Superintendent.—E. S. FLINT.

Chief Engineer.—FRANK FORD.

West Wisconsin Railroad.

Few railroad projects in the Northwest have been pushed forward with more earnestness than the West Wisconsin road running from Tomah on the line of the St. Paul road to St. Paul, and there connecting with the great railroad system of Minnesota. President Baldwin of this road seems to be an indefatigable worker, sparing no honorable effort to keep his road before the people and to build it thoroughly and well without sacrifice. Mr. Humbird, who has charge of the construction is a thorough and practical railroad man, and his line has the reputation of being one of the best constructed in the West. The road is nearly up to Eau Claire, which important point it will reach in July, and then we in Milwaukee will begin to see more plainly than now the great importance of the road. It opens to us a section of country heretofore almost sealed to Milwaukee and it brings to our doors a business of great importance.—*Mil. Wis.*

☞ The Connecticut Valley Railroad Company have decided to locate their line along the river from Wethersfield to Hartford, which crosses the land of the Colt estate near the pistol factory, and comes through the city on the river front. Connections will be made in the north part of the city with all the other railroads.

☞ A meeting was held at Gilmanton Iron Works, N. H., on the 9th inst., in favor of extending the Suncook Valley Railroad from Pittsfield to Gilmanton Iron Works. The engineer estimated the cost of the road from Pittsfield at about $200,000.

☞ Sylvester Marsh has been elected President, John E. Lyon Treasurer, and Charles Lane clerk of the Mt. Washington R. R. Co.

☞ A. D. Lockwood, Esq., of Lewiston, Me., has been elected President of the Maine Central railroad company.

Milwaukee and Rockford Railroad.

In pursuance of an act passed at the recent session of the Wisconsin Legislature, incorporating the above company, the incorporators met in the village of Elkhorn, Wis., on the 4th inst., and organized by the election of the following named gentlemen as directors: for one year—Charles W. Smith, Henry Dennis, Cyrus Church; for two years—T. Mower, Martin Field, Otis Preston; for three years—John Nazro, Angus Smith, P. S. Harrington. The officers are: President, John Nazro; Vice President, Martin Field; Secretary, T. Mower; Treasurer, P. G. Harrington.

Hastings and Dakota R. R.

The St. Paul *Press* gives the following account of this road, which the Milwaukee and St. Paul Railway Company have recently purchased:

Of this railroad, thirty miles are constructed from Hastings to a point ten miles west of Farmington. Its projected line, as fixed by legislation, runs, via Shakopee, through the counties of Carver, McLeod and Renville. It is endowed with about 300,000 acres of land, to obtain which the construction of 200 miles of railroad is required. Sixty miles more are required to be completed before any further lands enure to the company which had it in hand, but the Milwaukee and St. Paul Railway Co., with their large resources, will find it easy to prosecute the work. It will form a valuable feeder to their line.

Rockford, Rock Island and St. Louis R. R.

This road is now running from St. Louis to Beardstown, 110 miles, and in September next will be completed to Rock Island, a distance of 225 miles. About 100 miles remain to be built. The road runs almost in a bee line between the cities of St. Louis and Rock Island, thence to Rockford, where it unites with the Milwaukee and Rockford railroad, of which company Hon. John Nazro, of this city, is President. Of the main line, George Greeq is President, and J. K. Young is Vice President. The new road is well supplied with elegant coaches, sleeping cars, and an abundance of freight cars and locomotives. It is well constructed and ballasted, and is one of the best roads in the Southwest. It will be an important road for Milwaukee and the country along its line.—*Mil. Wis.*

☞ The subject of building a railroad from the Mast Yard station on the Concord and Claremont Railroad to Andover Plain on the Northern railroad, is now engaging the attention of the citizens of Concord. The Mast Yard is seven miles northwest of Concord, and the length of the proposed route is about sixteen miles. It is what was formerly called the "Blackwater Valley Route," and passes through a rich agricultural and wooded section.

☞ The railroad from Bradford to Claremont, which has just been put under contract, was chartered as the "Sugar River Railroad," and is designed to connect the Concord and Claremont railroad with the Sullivan railroad at Claremont. An earnest effort is being made to secure a connection between this road and the Rutland railroad, and a survey has been made of the proposed link.

☞ Willis Phelps & Company have contracted to build the new railroad chartered from Lowell to Framingham, Mass., and will begin operations about June 1st.

☞ Capt. A. W. Eichelberger has been re-elected President of the Hanover Branch (Pa.) railroad company.

Gold Fields of Australia.

From a Report made to the Government of Victoria, Australia, upon the Gold Fields and Mineral Districts of that Colony, we learn that the gross product of the gold mines of Australia for the eighteen years from their discovery up to 1868 were £147,342,767 sterling. The report estimates the amount obtained for each person employed in mining at $476 82 in American gold coin per annum. The most profitable year for laborers was 1852, when the average yield for each man was $1,270 86; the worst year was 1862, when the average yield was only $327 77. Machinery has since been largely introduced, and the average product for each man in 1868 was $507 88. The total value of the machinery employed in mining is a trifle more than ten millions of dollars.

The quartz mines of Australia are worked by 2,500 corporations, and, according to the statistics of the report, are less productive than most of those worked on this continent, inasmuch as the average amount of gold obtained from a ton of quartz is set down at 1 pwt. 12.37 grains; *i. e.*, it takes almost 160 tons of crushed quartz to yield one pound of gold. Our California mines are believed to yield much better returns.

Charlotte, Columbia and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 26th of April, at which the reports of of the President and Superintendent were read and ordered to be printed. From the report of the latter officer we learn that the earnings of the road during the year ending December 31, 1869, were:

From passengers	$199,516 94
" freight	188,765 39
" mails	14,467 48
" minor sources	1,035 68
	$403,785 49

And the expenditures were:

Maintenance of way	$58,639 94	
Conducting transp.	56,698 95	
Motive power	16,524 62	
Maintenance of cars	6,471 85	
Machine shops	39,656 66	
Loss, damage and deductions	2,159 77	
Over charges	284 23	
Through passenger line	1,540 37	
Tax paid—State and United States	44,560 20	
		226,586 59
Leaving		$177,248 90

for payment of interest and taxes, and account of Augusta Division. The President in his report says:

The stockholders of the Charlotte and South Carolina and Columbia and Augusta Railroad Companies met in separate and general conventions, in Columbia, on the 7th and 8th of July, 1869, and upon terms and conditions mutually satisfactory, and with singular unanimity, agreed to consolidate their respective interests into one corporation—"The Charlotte, Columbia and Augusta Railroad Company." An amended charter, with all necessary legislation for this purpose, was obtained from the States of North Carolina, South Carolina and Georgia. According to the terms of consolidation, the stock of the Charlotte and South Carolina Railroad was valued at par, while 112½ of the Columbia and Augusta Railroad made 100 in the new company, or one share of the former of 100 was merged with 4½ shares of the latter at $25 each. These estimates were on account of the different values of the currency according to which the two roads had been built. The respective liabilities of each—the unfinished condition of the one, with a business undeveloped—with its entire want of equipment, although having generally a superior rail, and the finished condition of the other, with a full equipment of shops, depots, engines, coaches and cars.

After full and mature discussion of these different subjects before joint committees, and in separate and joint conventions of stockholders of the two companies, this principle of consolidation of stock was agreed upon. Each of these corporations then transferred to the Charlotte, Columbia and Augusta Railroad Company all their respective rights and property, upon condition that it should assume all their respective liabilities.

Upon the organization of the Charlotte, Columbia and Augusta Railroad Company, it was unanimously resolved by the stockholders, "that in consideration of the transfer to said company, by the Charlotte and South Carolina Railroad Company, and by the Columbia and Augusta Railroad Company, of all the property of the said two companies, respectively, the said Charlotte, Columbia and Augusta Railroad Company do hereby assume the payment of all the debts and liabilities of the said two companies, respectively, and the performance of all contracts by either of said companies undertaken and yet remaining to be performed; and the faith and credit, resources and property of the said Charlotte, Columbia and Augusta Railroad Company are hereby pledged for the payment of all such debts and liabilities, and the performance of all such contracts."

This completed the terms of consolidation, and the stockholders immediately thereafter, with the view of fulfilling the conditions, authorized the President and Directors to issue bonds of this company "to an amount not exceeding $2,100,000, to be used for the purpose of funding the floating debt, and retiring the bonds heretofore issued by the said two companies, respectively, and now outstanding, and for the purpose of completing the construction and outfit of the road to Augusta, and for other purposes; and to secure the payment of said bonds hereby authorized to be issued, the said President and Directors are further authorized and empowered to execute a mortgage of the railroad, and of the property and franchises of this company, or of any part thereof—the said bonds and mortgage to be signed, attested and otherwise executed in such manner as the President and Directors shall direct.

For the purpose of avoiding, in any reasonable contingency, the necessity in future of a second mortgage, the authority was made more ample as to the amount of bonds than the then existing liabilities of the company required.

In conformity, however, with the foregoing resolution, your Directors have caused a mortgage to be executed, with an authority to issue not exceeding $2,000,000 of first mortgage bonds. These bonds bear seven per centum interest, payable semi-annually at the agency of the company, in the City of New York, and mature on the 1st of January, 1895. They are handsomely engraved and well executed, and are very freely received in exchange for the two classes of bonds heretofore issued by the former respective companies, for the reasons that they are more amply secured than either of these bonds, by the value of the property mortgaged and the increased business of the road. In like manner, the exchange and consolidation of the stock of the late corporations is being cheerfully and freely made by the holders for the stock of this company.

This brief outline, of the formation of this company and its subsequent acts in carrying out the directions of the stockholders, will enable you the better to understand the following statement of receipts and expenditures to which your attention is invited.

As consolidation did not take place until the 8th of July, 1869, the accounts of the former companies were necessarily kept separate and distinct, and were so continued until the end of that month, for obvious reasons.

The gross earnings are	$403,785 49
The operating expenses are	225,996 59
Leaving the net earnings	$177,788 90

Or about 44 per centum of the gross earnings.

You will, however, readily perceive, from the foregoing synopsis, that for only five months of the fiscal year which terminated on the 31st of December last, the receipts of this company were $218,798 03, or $33,810 57 more than the aggregate receipts for seven months of the two former companies; while the expenses of this company for the five months were only $105,113 05, or about 48 per centum of expenditure to 52 of net earnings. If from the $105,113 05 you deduct the taxes paid and embraced of $23,000, it reduces the expense account to $82,113 05; or about 38½ per centum to 61½ of net earnings. As appears from the above statement, the receipts on the Augusta division are very small. This was owing to the fact that only a portion of the road was finished at the beginning of the year, and the country along its line was not developed and made tributary to its transportation. The results, however, on this portion of the road for the last six months are most gratifying; new life and energy appear to be imparted to the country, and its business relations with the road are rapidly increasing.

The net earnings of the company during the year have been applied to the payment of debts, interest, equipment and the completion of the bridge across the Savannah river.

Considering the condition of the property for seven months of the year, the tonnage of the road, its cheap through rates of freights and tickets, it is believed its administration for economy will compare favorably with that of any other road in the country. It is the amount of business as well as the rate of charge that yields profit. Much of the tonnage now transported is of the cheaper classes, and is a source of less profit than that of former times. While the resources of the cotton regions of the South have been materially diminished by the results of the late war, the transportation necessary for the country has essentially increased in the cheap and heavy articles of freights. This is owing to the higher price of cotton, inviting the capital and labor more exclusively to its cultivation than at any former period. Hence the production of corn, wheat and other cereals, domestic cloths of many kinds, and raising hogs, sheep, cattle and other animals of domestic economy, have been partially abandoned. These deficiencies of food and raiment, as well as implements of husbandry, have therefore to be supplied from the North and West. The inhabitants of the cotton States export nearly all they produce and import nearly all they consume, and hence the increase in the tonnage of transportation. In no one year of our history have so much corn, bacon, flour, guano and so many agricultural implements been imported into the Southern States, as during the last twelve months. And this great expenditure for necessaries will probably continue in defiance of all theories, while the cultivation of cotton promises greater rewards than other industrial pursuits.

The property of the company has been well maintained, and large additions made to it. Four locomotives have been purchased since your last meeting, and extensive repairs made on those heretofore in use. Forty freight cars have been constructed in the shops, and seven passenger and mail coaches, besides other improvements, making an addition of about one hundred thousand dollars in value added to equipment.

Three other new locomotives have been contracted for, one to be delivered in May and the other in October next.

It is contemplated to construct about forty cars additional, and several more passenger coaches, when it is believed the equipment will be ample for the demands of transportation.

Owing to the excessive drought of last summer, the difficulty of procuring lumber, limited number of cars, and heavy transportation of materials

for the construction of the Savannah bridge, the road was not able fully to meet the expectations of its patrons on the Augusta division. The greatest inconveniences on this account were experienced at Augusta and Pine House. It is contemplated during the summer to enlarge the freight and passenger accommodations at both of these places, as well as at other points, to insure greater facilities to all patrons.

The litigation between the South Carolina Railroad Company and the Columbia and Augusta Railroad Company has been amicably and satisfactorily settled. Your trains now enter Augusta on the bridge of the South Carolina Railroad, by arrangements with that company. Your Bridge across the Savannah River is making reasonable progress, considering the difficulties of getting proper foundations for its piers in the bed of the river, and the excessive freshets encountered during the winter. It is expected to be finished in August next. Captain H. F. Bardwell, Chief Engineer in charge, is a gentleman of great industry and long experience in his profession.

The subject of taxation is becoming one of vital importance to the railroad interests of the country. It is now oppressive in the highest degree. The Federal Government levies a tax, first, of 5 per centum on the net income; second, a tax of two and one-half per centum on the gross receipts from passengers; and, third, a tax of 5 per centum on the cost of all engines, cars, and tools manufactured; with a tariff varying from thirty to sixty per centum on all rails, steel, iron and other materials imported. In addition to this, come the State and County taxes of North and South Carolina, amounting to more than one per centum on the entire property of the company, on which is placed a valuation in some instances amounting to double the price it would bring in open market. These various taxes, amounting to the sum of $44,560 20, have been paid by your company during the current year, equal to more than one-fourth of your net income. It is dificult to conceive of a free government, intended to be administered solely for the benefit of the people, becoming so oppressive in its exactions upon the material interests of the country. No species of property contributes so much to develop resources and create wealth as railroads. No railroad constructed fifty miles in length, and properly maintained for five years, fails to impart more value to the sections through which it passes than its first cost—thus creating new and additional revenues to the State. Hence, under former administrations, this species of property received the fostering care and protection of the State—taxes being often levied to construct them, while they were wholly exempt from burdens of this kind. It is some relief, however, to see that the recent Legislature of North Carolina has reduced the taxes of the current year about one-half of what they were the past twelve months. It is hoped that a like spirit of justice and economy may inspire the Legislature of South Carolina to similar action. If the whole amount of taxes paid during the year had gone into net revenue instead of expense, the result would have been, for ordinary expenses, $181,976 39, and net income $221,908 10, or about 45 of expense to 55 of net income.

The company owns twenty thousand dollars of stock in the Atlantic, Tennessee and Ohio railroads, familiarly known as the Charlotte and Statesville road, of forty-six and one-half miles in length. In the year 1863, the Confederate authorities dismantled the road by removing the rails, chairs and spikes to the Piedmont and other railroads deemed to be of greater military importance. This was about thirteen months after its trains had successfully and profitably run from Charlotte to Statesville. The road bed, bridges, depots and other property have remained as left in 1863, except the ordinary waste and decay, which have been comparatively slight. The entire country along its fertile and populous line is very desirous to rebuild the road, and it has been proposed by many prominent stockholders, that it be submitted to this company to rebuild the road on terms to be agreed upon between the two companies, either by consolidation or otherwise. Although the company has probably one hundred thousand dollars over all its liabilities, it is unable to rebuild and equip the road without co-operation. It is respectfully submitted, that you appoint a committee, or invest your Directors with power to negotiate with a similar committee, or with the Directors of the company, on the subject. And notwithstanding the pecuniary necessities of your own road, it is believed, with the cordial co-operation of Iredell and Mecklinburg counties, and the City of Charlotte, it can be rebuilt and made profitable to its stockholders, and useful to your road and the entire country through which it passes.

Although many obstacles had to be surmounted in reconstructing and equipping the Charlotte division, so utterly destroyed by war, and in building the Augusta division, since 1865, under greater difficulties, yet your Directors think there is cause of congratulation that you have 195 miles of road occupying so commanding a position, connecting the grain and tobacco regions with the cotton States. A road whose business is not likely to be seriously affected by the construction of any other road now contemplated, and whose connections both north of Charlotte and south of Augusta are rapidly progressing, and destined greatly to augment its already increasing tide of trade and travel. With a fertile and populous country extending from Raleigh to Asherville, a distance of more than 200 miles, at its northern terminus, and from Atlanta to Savannah, a distance of nearly 300 miles, at its southern terminus, in a great degree tributary to it, with its through connections North to New York and South to Vicksburg and New Orleans; its annual income under proper management must soon amount to six or eight hundred thousand dollars.

The company have 18 locomotives, 6 first class and 5 second class passenger, 5 mail, 79 box, 8 stock and 49 platform cars.

The following gentlemen were elected directors for the ensuing year: W. E. Jackson, S. D. Heard, J. J. Cohen, Josiah Sibley, J. H. Wilson, A. B. Springs, G. J. Patterson, A. B. Davidson, Wm. Johnston, P. Quattlebaum, C. D. Melton, John Fisher, Ed. Hope, F. W. McMaster, J. H. Rion, W. R. Robertson, J. J. McLure and Rufus Barringer.

At a subsequent meeting of the Directors, William Johnston was unanimously re-elected President of the company.

☞ The lease of the Erie and Pittsburg Railroad having been formally transferred to the Pennsylvania Railroad Co., President Thomson of the latter company has issued an order assuming control of the road, and designating J. N. McCullough as General Manager. Mr. McCullough has appointed the following officers to take charge of the several departments designated, viz: J. D. Layng, Superintendent; Wm. P. Shinn, General Freight Agent; F. R. Myres, General Passenger and Ticket Agent. The general office will be at Pittsburg, Pa.

☞ The Winona *Republican* says that the work on the river road between Minneiska and Minnesota City, will commence at once. There are five hundred men now at work between St. Paul and Red Wing, and it is the intention of the Construction Company to crowd the work on the entire route to an early completion.

☞ The Winona *Republican* says that work on the cut-off is being rapidly pushed, and will be in running order at an early day. It connects the St. Paul with the road from Winona west.

Henderson and Nashville R. R.

☞ The Henderson (Ky.) *News* says that the road between Henderson and Nashville, Tenn., will be completed about the first or during the month of October. The iron has already been purchased and paid for to complete it to the coal fields. There are now four hundred laborers, or more, employed, and the force being increased. Additional new rolling stock has been placed on the other end of the line, and a passenger coach and baggage car for this end have arrived at Evansville and will be placed upon the track in a few days.

Illinois and St. Louis Bridge Co.

The following gentlemen have been elected directors of this company: Chas. K. Dickson, G. B. Allen, Barton Bates, James H. Britton, John G. Copelin, John R. Lineberger, William McPherson, William Taussig, all of St. Louis; Amos Cotting, S. S. Humphreys, M. K. Jesup, Robert L. Kennedy, New York. Subsequently the board elected the following officers: President, Charles K. Dickson; Vice President, R. L. Kennedy; Secretary, J. A. Dillon; Treasurer, J. H. Britton; Auditor, D. C. Tobin; Executive Committee, Wm. Taussig, W. McPherson, J. H. Britton.

Lake Shore & Michigan Southern Railroad.

At a meeting of the stockholders of this company at Cleveland on the 4th inst., the following gentlemen were elected directors: Horace F. Clark, Alanson Robinson, James H. Banker, Augustus Schell, William Williams, H. B. Payne, Amasa Stone, Stillman Witt, William D. Scott, Milton Courtright, John A. Tracy, Azariah Boody and Albert Keep. The officers are: Horace F. Clark, President; Augustus Schell, Vice President; James H. Banker, Treasurer; George B. Ely, Secretary and Assistant Treasurer; C. P. Leland, Auditor.

☞ The Wason Manufacturing Company, at Springfield, Mass., are now filling orders for eighty passenger cars, besides freight and other railway work. Their most costly and elegant work of late are the twelve cars now making for the New York and Boston express line. Among their customers at present are two railways in Peru, one in Mexico, the Central Pacific, the Oregon Central, and the Grand Trunk of Canada, and the three roads meeting in Springfield.

☞ At a recent meeting, held at Bangor, to discuss the prospects of the Bangor and Piscataquis Railroad, Mr. Merrill, the owner of the Brownville slate quarries, said that if the representations made in regard to the new slate quarry of Leavitt & Weston were correct it would eventually furnish an amount of transportation to the Bangor and Piscataquis Railroad that would pay the interest on a million of dollars.

☞ The Abingdon *Virginian* states that the capital stock of the "Saltville and Coal Mine Railroad Company" has been subscribed, and that the company will be organized in a few weeks. A survey of the road will be commenced by the first of June. It is to run from Tazewell county to Saltville, where it will unite with the branch of the Virginia and Tennessee Road.

☞ Charles A. Stevens has been elected President, and Otis Lane Secretary and Treasurer, of the Ware River R. R. Co.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	------	------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	25,879,923	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	------	------
Berkshire*.....100	600,000	J. A. J. & O.	Apl.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..	459,600	------	------
Do., do. pref.100	1,340,400	M. & N.	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Apl. '70 2
Brooklyn City.....100	2,100,000	J. & D.	June'70 3
Brooklyn City & Newt'n..100	1,000,000	F. M. A. N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	------	------
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	------	------
Camden & Burlington Co.100	331,000	------	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa.....50	1,150,000	------	------
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	------	Oct.'67 2½
Chemung*.....100	380,000	J. A. J. & O.	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref..100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000	------	------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	------	J'n & J'ly	Jan.'68 $2
" Street.....	------	J. & J.	Jan.'6 4 $2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg.... 50	5,958,775	J. A. J. & O	Apl.'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen.100	10,460,900	------	------
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord.....50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	600,000	------	------
Conn. & Passum'p. Rivers 100	139,000	------	------
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....200	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000	------	------
Dayton and Michigan*....100	2,390,646	------	------
Delaware*.....50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	------	------
Detroit & Milwaukee.....100	1,047,350	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	------	------
East Tenn. and Georgia...100	1,290,067	------	------
East Tenn. and Virginia...100	1,902,000	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,534,910	Annual	Dec'69 7s
Erie & Pittsburg 50	982,990	------	------
Evansville & Crawfordsv.100	1,143,446	------	------
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 5
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Apl. '70 5
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	633,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	------	------
Leeds and Farmington*.....	------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Apl.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	quarterly	Dec. '69 2
L. M. & C. and X. (Joint*..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	------	------
Long Island.....50	3,000,000	F. M. A. N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N. Alb. & Chicago.100	2,800,000	------	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	------	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	------	------
Maine Central.....100	1,611,500	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	------	------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	------	June'69 3
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	------	------	------
" " " 1st pref 100	------	------	------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	------	------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	------	------
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	------	------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	------	July '69 4
N. Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 5
Ninth Avenue.....100	707,400	------	------
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000	------	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'70 4
North Pennsylvania.....50	3,150,150	------	Jan.'70 5s
Norwich & Worcester 100	2,303,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	------	------
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	------	------
Panama.....100	7,000,000	J. A. J. & O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	------	Feb. '70 4
Peoria and Hannibal.....100	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan.'68 1½
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	28,280 350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	2,068,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	13,665,000	J. A. J. & O	Apl. '70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	------	------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb g..100	847,100	------	------
Rich., Fred. and Potomac.100	1,041,800	------	------
Rockport 100	88,400	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	------	------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	------	------
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	638,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,810,275	------	------
South Shore 100	259,685	------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stonbenville and Indiana. 100	1,983,141	------	------
Stockbridge & Pittsfield*100	448,700	------	------
Summit Branch.....50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	------	------
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	------	------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	------	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	------	------
" " (E. D.) pref.100	1,700,000	January,	1870,114s
" " (W. D.) pref.100	1,300,000	------	------
Tol., Wabash and West....100	5,700,000	------	------
" " pref 100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	------	------
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	------	------
Virginia Central 100	3,353,679	------	------
Virginia and Tennessee...100	3,506,300	------	------
Western Union 100	2,707,693	------	------
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	------	------
Winchester and Potomac....	------	J. & J.	Jan. '70 3
Warren.....100	1,547,650	------	------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	5,228,595	------	------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	------	------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	------	------
Union.....50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.....50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,068,000	J. & J.	Jan.'70 2
American Coal.....25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	------	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	------	Dec'68 2½
Short Mt. Coal..... 50	800,000	------	Jan. '70 5
Spring Mountain Coal 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	------	June'70 2
Am. Merchants Union Exp.100	18,000,000	------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	------	------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	288,422	286,562	342,743	2,300,767
1869	212,604	218,982	891,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,566	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	155,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1865	260,503	275,283	299,063	258,480	322,278	365,270	835,985	409,251	401,280	357,956	307,919	236,824	3,840,992
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,199	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,208	3,466,862
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,589	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	435 455	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,000	387,700	5,274 967
1870	362,800	398,200	443,900	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	565,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,539	9,269,4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,057	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,507
1870	731,283	755,404	872,115	950,036	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359 465	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	498,453	437,079	424,631	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,206	505,465	411,605	509,250	567,679	480,628	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,991	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	606,228	841,363	979,401	914,406	814,413	696,677	8,825,482
1870	654,587	663,391	644,374	597,571	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,902	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,528
1867	305,857	311,088	395,372	409,248	357,749	307,968	343,130	434,318	488,588	530,871	429,780	380,054	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,000	521,326	543,886	436,389	437,503	4,981,163
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,259,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,654	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	309,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	528,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	380,373	4,371,0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,046	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,404	556,917	468,880	6 517,846
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,330	7,249,270
1870	396,171	382,823	377,000	443,132	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	280,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,615	3 580 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,657	253,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,252	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,158	170,485	168,699	162,532	166,015	222,953	198,884	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	285,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	104,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,952	329,078	304,810	309,591	364,724	382,996	406,766	351,752	333,450	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	318,699	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	491,430	706,002	608,560	617,846	756,467	857,332	807,969	716,439	5,760,185
1870	595,899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	117½
" " " " coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111½
" " " (5-20s)....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	110½
" " " (5-20s)....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	110½
" " " (5-20s)....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
" " " (5-20s)....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113½
" " " (5-20s)....coupon		6	" "	1886	114
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	114½
" " " (5-20s)....coupon		6	" "	1887	114½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
" " " (5-20s)....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	284,260	var	.....	Due.	....
Treasury Notes (7-30s).....	711,100	7.3	.....	Due.	....
Certificates of Indebtedness.....	6,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,234,420	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,364,321	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
" — " " (extended).....	2,414,800	5	" "	'33-'35	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
Nov., 1863	7,513,692	6	" "	1883	99½
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
May 1, 1865, (free)		6	" "	1885	....
" " " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" " " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	....
" " " (" ")....	176,000	7	May & Oct.	1870	95½
" " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" " " (" ")	75,000	6	May & Oct.	1874	....
" " " (Atl. and Gulf R. R.)...	754,000	6	Feb. & Aug.	'78-'86	....
" " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,655,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	76
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	73
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	92
" — " " (Funding).....	494,800	6	Various.	'86-'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	....
" —War Loan of 1861.....	800,000	6	" "	1871	97½
" — " " 1883.....	525,000	6	Mar. & Sept.	1883	98½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	....
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	95
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	70
" Defense Loan of 1864-'68	2,040,100	6	" "	1883	108½
" South Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	92¾
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	93
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	....
" —Nor. & Wore. R. R. Loan	400,000	6	" "	1877	106⅞
" —B., H. & Erie R. R. Loan, stg.	280,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	" "	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	106½
" —Union Fund Loan of 1861.....	280,000	6	Jan. & July.	1871	113
" — " "	650,000	6	" "	'72-'73	111
" — " "	720,000	6	" "	'74-'75	106⅞
" — " "	1,430,000	6	" "	1876	106⅝
" — " " 1862.....	600,000	5	" "	'77-'78	98½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	455,000	6	Jan. & July.	'62-'90	....
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	16,734,000	6	" "	'82-'90	94½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	93½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,500,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	105
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	48½
" — " (new).....	3,059,045	6	" "	'92-'98	25½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (")....	1,600,000	6	" "	1875	102
" — " (")....	4,095,309	6	" "	1881	102½
" — " (")....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — " "		5	" "	.....	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
" — " " " "	7,909,600	6	" "	1877	107¾
" — " " " "	9,276,050	6	" "	1882	110
" — " " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	94
" —Funding Bonds	1,282,971	6	" "	'70-'90	84
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	55
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98¼
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	70
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	70
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1883	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	88
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	36
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	5	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	48
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	86
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97½
Funded Coupons	755,000	7	May & Nov.	" "	1883	89½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	88½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1862	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	106
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	89
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1885	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	70
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	93
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						....
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						....
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						....
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						....
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	606,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						....
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						....
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	800,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						....
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	732,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96
Bonds of 1868	500,000	6	March & Sept.	"	1889	....
Edgefield and Kentucky:						96
Tennessee Loan	570,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						....
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	63½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	92½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1891	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	880,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1901	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						....
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1863	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	92½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	307,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	71½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120½
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1862	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103¾
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87½
Bonds and mortgages	58,215	7	various.	" "	var.	97
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	129
New York and Flushing:						91½
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						....
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						....
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	1868	....
North Missouri:						....
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1893	....
North Pennsylvania:						....
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	92½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	91
Consol. Mort. for $3,000,000	1,874,000	6*	Jan. & July.	"	1900	87
Northern New Hampshire:						86
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	76
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	90
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	92
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,800	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	92½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7.	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	79
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	91½
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	84½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	...
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	75
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1889	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	85
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	98½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95½
Convertible Loan	1,201,850	6	" "	"	1877	71½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,691,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile: Passengers.	Operations. Carried one mile: Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800.000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,891,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	2	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris...N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	—	—	8,724,916	2,968,809	8	100	139½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	—	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	836,033	1,158,572	—	100	25
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	—	—	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	151
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,196	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,011	4,471,274	—	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 21, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	*	.....	.....	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	120½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	—
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	.....	—	(Leased	to West Jersey.)			—	—	6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,988	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L.	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,658	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	108½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	506,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 201,755	713,5 6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,608,643	1,987,896	10	100	114
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	155
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	00	125½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	81½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	6,231,980	2,708,049	10	100	120½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees		of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	—	—	679,999	157,123	13s	100	75
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
an. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,261	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	79
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to	Atl. &	Gt. Weste	rn.)	—	8	100	—
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg...	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,360	439,999	229.6	1,616,216	613,471	979,862	2,493,214	937,788	6	50	107½
Dec. 31, 1868	112.7	43.9	26.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,617	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)	—	7	100	93
Dec. 31, 1868	112.7	43.9	26.3	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	18½
Feb. 28, 1869	588.0	12.0	58.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	—	8	50	—
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	160
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	—
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	35 0,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	120
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	137½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,820	39,337	14,823	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,685	1,246,516	523,329	163,178	—	50	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,618	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	—
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	—	—	—	—	—	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309.276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891.206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	—
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,800	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13½	50	111½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547.350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to	Boston	& Maine.)	29,000	29,000	3	100	—
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662.123	960,000	653,956	158,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	4a	100	103½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Dec. 31, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	—
Sept 30, 1868	—	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progr	ess.)	—	100	—
Sept. 30, 1868	10.0	—	—	—	—	—	—	—	East Brandywine and Waynesb	Penn.	329,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	—
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	128
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	100	—
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	—
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	—
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	—	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	—
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	—
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	—	—	—	—	—	—	100	56
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,006	*	2,276,118	12 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,456	166,788	35,072	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	—	29,687	6,815	—	100	—
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	—
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)	—	—	100	—
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	—	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In pr	ogress.)	—	—	—	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	—	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	—
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	—
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	112
Oct. 31, 1868	36 0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	273,153	851,826	182,894	766,351	122,688	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	—
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135 0	—	—	—	897,617	528,297	—	100	—
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,609 382	2,516,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,306	716,263	5,674,215	1,780,896	18	50	—
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	—
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,662,516	10	100	141
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	302.5	St. Lo	is R.	R.)	—	—	—	50	25
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314.897	*	—	—	132 411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	—
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400 000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	—
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	7	100	91
Dec 31, 1868	45.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	152,927	8	100	—
Oct. 31, 1868	4 6	—	4 6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,761	—	—	—	180,250	800,000	—	—	4 6	12,736	179,720	1,008,270	79,033	41,937	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	25.0	—	....	18.0	8	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Own	ed by Chi	cago Burlin	gton & Q	uincy.)	—	—	100	—
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	51.6	—	113	34.0	9	5	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	—
Oct. 31, 1868	80 0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772	—	—	1,336,000	2,248,000	68,616	—	80.0	532,181	—	—	842,567	302,838	—	50	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000		22,757	.....	46,085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	.....	.....	.....	100	...
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill. (Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	.....	100	...
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(see Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325 468	—	50	98½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	113½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	...
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,59.	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412.580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	...
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,046,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	.....	.....	...
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	...
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	352,883	30,275	.....	3,615	200,000	67,700	1,523	2,152	—	.....	29,979,605	.....	.....	21,786	6	100	70½
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	.....	100	...
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	851,360	138 055	.....	—	.....	(In h	ands of rec	eiver.)	.....	.....	.....	100	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	50	...
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,886	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	.....	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	350,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514.376	64.343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	124
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,624	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	16.302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	61.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	93
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	172,500	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil..W	and B.)	13.294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122.943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	121
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80 210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	....	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,328	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,568	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	145½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	151
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240.628	61,130	—	100	80
May 31 1868	225.0	8.9	....	—	24	18	13	315	North Carolina ¶.....South Carolina.	4,950.606	*	294,611	67 653	4,000.000	433.000	147.045	732,835	—	.....	.....	.....	533.859	25,323	—	100	...
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1865	72.0	—	3.0	118.0	—	—	—		North Louisiana and Texas	La.				(In progress.)																				
Dec. 31, 1865	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8									100		85
Oct. 31, 1865	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839							1,296,961	301,779	—	100		85	
Dec. 31, 1865	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										67.3	421,267								100		76½	
Dec. 31, 1865	133.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,284,068	368,849	5,000,000	7,006,500	1,976,051	957,638		96.8		4,758,284	13,598,080	561,370	128,943	—	100			
Mar. 31, 1865	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		330.0	3,369,326			4,303,783	963,768	6	50			
Sept 30, 1865	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	824,226	*			159,400	400,000	47,373			82.0	371,630	5,688,452	15,270,340	625,318	219,285	6	50		99	
Nov. 30, 1865	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530		68.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100		119½	
Jun. 30, 1865	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621				3,345,141			100		106½	
Sept. 30, 1865	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,643	29,565,222	253,994			100			
Dec. 31, 1865	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0				816,981	301,742	4	100		55	
Oct. 31, 1865	98.0	9.5	18.5	—	26	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,250,450	3,170,000				101.5	248,880		30,256,534	2,964,041	663,427	—	100		39	
Nov. 31, 1865	180.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	173,897	142.7	909,847	41,484,039	10,810,178	1,197,090	653,185	—	50		36	
Sept. 30, 1865	289.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,696,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342	1,552,525	538,138	6	100		99½	
Dec. 31, 1865	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	....	13,612	289,550	380,000	26,500			9.0				287,728	279,957	—	100		72	
Sept. 30, 1865	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387							147,327	24,479	—	100			
Sept. 30, 1865	36.3	—	11.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	111,196	56,811	—	100			
Feb. 29, 1865	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,645,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		286.0	1,694,585			289,031	91,161	6	100			
Dec. 31, 1865	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000				47.6				3,086,592	1,064,338	—	100			
Dec. 31, 1865	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....			630,000						(Leased to Erie.)					24	100		146	
Dec. 31, 1865	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....			5,000,000	500,000	....				(Leased to Erie.)				53,400	6	100			
Dec. 31, 1865	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000	....				(Leased to Erie.)					—	100			
Dec. 31, 1865	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	583,786	....			339,650	160,000	....				(Leased to Camden and Amboy.)				26,500	5	100			
Dec. 31, 1865	330.0	36.5	486.6	—	434	325	—	6,685	Pennsylvania	Pennsylvania.	25,284,683	4,476,860	15,309,956	9,072,256	27,040,762	21,266,132	3,361,868	2,475,483		929.7	8,693,328	183,174,706	70,830,225	17,233,497	5,372,513	6	50		112½	
Oct. 31, 1865	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	376,000			47.0						20	50		225	
Dec. 31, 1865	45.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....			1,200,000	600,000	....				(Leased to Chic. R. I. and Pacific.)				125,000	8	100			
Jun. 30, 1865	35.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....									—	100			
Dec. 31, 1865	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	....	....	1,323,200	67,926	154,299			82.3						—	100			
Oct. 31, 1865	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	....	....	215,000	800,000	212,500			39.0	87,111			212,892	93,883	—	100			
Oct. 31, 1865	287.5	—	75.0	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	....	....	6,004,200	13,000,000	328,633			287.5				156,746	12,424	—	50			
Oct. 31, 1865	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	....	....	1,587,700	63,950	....			24.3	342,775			2,804,250	....	—	50		58	
Nov. 30, 1865	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,852	7,030,220	....	1,921,976		806.7	4,500,135			8,791,927	3,150,837	10	50		105	
Oct. 31, 1865	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	....	322,063	....	1,259,120	....	....			26.5				996,106	290,585	10	100		162	
Oct. 31, 1865	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200			2,393,897	905,891	8	50		118	
Jun. 30, 1865	193.0	7.5	20.0	—	72	31	15	781	Ppg, Oin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	....	....	5,000,000	4,008,000	4,750,000			222.5	1,568,097			2,358,531	646,465	—	50		112	
Oct. 31, 1865	68.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	....	....	1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50			
Dec. 31, 1865	468.3	—	181.5	—	204	120	54	2,861	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100		85½	
Nov. 30, 1865	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	....	....	450,000	....	....								27,450	6	100			
Sept. 30, 1865	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	(In hands of Receiver.)									23.0	34,971						100			
Dec. 31, 1865	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	....	....	783,500	1,232,760	4,510			109.0	373,501	7,127,219		60,642	5,313	—	100			
May 31, 1865	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			605,543	214,214	6	100			
Mar. 31, 1865	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	350,000	....	....				(Leased to Concord.)			518,592	130,420	6	100		107	
Mar. 31, 1865	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....	....	....	170,000	200,000	....				(Leased to Eastern.)				24,500	7	100			
Nov. 30, 1865	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	....	....	437,917	150,000	....							77,755	24,737	—	100			
Nov. 30, 1865	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	....	49,772	2,000,000	....	55,000	28,544		14.5	50,896			112,572	21,541	—	100			
Dec. 31, 1865	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....		47.3	408,165	12,258,435	12,800,450	783,301	205,118	8	100		138½	
Dec. 31, 1865	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	....	....	....									—	100			
Oct. 31, 1865	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	....	2,530,700	1,524,800	1,226,390			92.3						—	100			
Sept. 30, 1865	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	....	....	505,848	1,000,000	....							284,899	30,667	—	100			
Sept. 30, 1865	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	....	81,808	3,000,000	1,500,000	....			175.0	159,744			178,456	26,995	—	50			
Sept. 30, 1865	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	4,000,000	2,719,000	288,439			190.2	555,727	15,355,890	28,253,882	1,514,870	506,010	64	100		93	
Sept. 30, 1865	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,318	1,320,676	580,776	38,034	490,409		75.5	284,520	4,086,393	6,123,789	574,020	219,091	—	100			
Sept. 30, 1865	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	....	....	847,100	319,000	25,288	22,589		46.2	81,172	1,164,190	1,027,073	146,985	58,72-	—	100			
Sept. 30, 1865	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	650,000	600,000	....					(Not in operation.)				—	100			
Dec. 31, 1865	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	....	....	....	....	427,402	....	....			22.0						—	100			
Dec. 31, 1865	141.1	48.5	20.8	—	35	26	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	1,080,000	1,384,000	....			12.0		(Under construction.)				—	100			
Dec. 31, 1865	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	....	....	....	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100		118	
Dec. 31, 1865	176.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	....	....	....			166.3	694,409	4,069,421	11,712,202	993,239	....	—	100		20	
Dec. 31, 1865	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	2,100,000	2,050,000	....					(About $5	0,000 a mo	nth.)		—	100		72½	
Dec. 31, 1865	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	4,340,000	6,700,000	....			132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100		35	
Dec. 31, 1865	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	10,000,000	4,000,000	....			120.0						—	100		45	
Dec. 31, 1865	73.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	....	....	....	....	....	2,725,000	....				(Leased	to Chi. &	Alton.)	240,000	....	—	100			
Dec. 31, 1865	68.7	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	2,000,000	1,000,030	....					(Under co	nstruction.)			—	100			
May 31, 1865	90.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	....	....	....	....	....					(Under co	nstruction.)			—	100			
Dec. 31, 1865	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	....	....	....	2,020,000	....			80.0				209,534	87,404	—	100			
Nov. 30, 1865	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	....	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100			
Nov. 30, 1865	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	....	1,590	180,550	100,000	....				(Leased to West Jersey.)				16,533	6	50			
Dec. 31, 1865	116.3	—	10.0	—	10	11	4	109	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	243,305	226,900	353	91							17,500	1½	100			
Oct. 31, 1865	54.0	—	7.0	—	7	1	3	96	Schuylkill and Susquehanna	Penn.	1,299,845	*	....	....	900,235	2,150,000	50,000			116.3	240,299			416,916	106,052	—	100			
Oct. 31, 1865	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	....	....	....	1,269,150	97,000	148,578			54.0	152,360			167,518	344	—	50			
Dec. 31, 1865	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	576,050	....	....				(Leased to Phila. and Reading.)					5	50			
Feb. 29, 1865	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama	2,168,564	*	....	....	....	290,000	....									—	100			
May 31, 1865	195.0	—	....	40.0	20	8	4	143	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	999,050	790,830	....			119.3				312,577	12,909	—	100			
Oct. 31, 1865	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,559,450	....	....	....	2,481,062	1,079,100	....			160.0				218,441	....	—	100			
Dec. 31, 1865	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	869,456	700,000	....			28.0	173,705			277,763	83,511	5	50			
Dec. 31, 1865	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	743,100	264,000	121,900			25.0		265,000	155,000	32,260	11,145	—	100			
May 31, 1865	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*	....	....	100,000	37,800	....			20.0	(Operated by Jeff. Mad. and			Louisville.)			100			
Dec. 31, 1865	101 7	6.5	....	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	....	....	....	....	636,200	55,000	....			50.0	167,876			289,288	68,334	—	100			
Dec. 31, 1865	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	....	....	1,330,000	3,200,000	....			75.0				127,000	....	—	100			
Dec. 31, 1865	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	....	....	....	783,500	1,232,760	4,510			109.0	378,510	7,127,219		605,543	214,124	—	100			
Dec. 31, 1865	127.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	....	1,026,406	438,300	....	....				(Leased to Central of New Jersey.)					6	100			
Jun. 30, 1865	....	—	....	183.0	—	—	—	—	South and North Alabama	Ala.	....	....	....	....	5,819,275	3,860,741	514,388	1,295,967		243.0	756,481			1,294,962	590,708	—	100			
Nov. 30, 1865	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	....	900,000	....	....				(In progress.)					—	100			
Sept. 30, 1865	6.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,928	*	....	9,566	289,683	150,000	7,944	21,		11.5	49,204	1,222,256	60,911	67,962	9,813	—	100			
Sept. 30, 1865	123.9	7.5	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,169	*	36,379	57,876	484,000	750,000	150,000				(Not in full operation.)					—	100			
Sept. 30, 1865	....	—	....	98.0	—	—	—	—	Southern Central	New York.	....	....	....	....	1,365,600	1,708,900	475,160	9,401		132.8	255,714	1,944,588	5,666,426	389,360	63,560	—	100			
Dec. 31, 1865	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	....	....	880,000	....	....			(Under construction.)						—	100			
ec. 31, 1865	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	....		91.0	....	....	....	250,000	....	—	100			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	Southwestern.....Georgia.	107 5	100.0	6.5	—	26	20	—	320	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	¶ 130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	Spartanburg and Union ¶.South Carolina.	68.0	—	....	—	2	4	2	25	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	130	....
Sept. 30, 1868	Staten Island .....New York.	13.0	—	0.6	—	3	6	—	6	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	Sterling Mountain.....New York.	7.6	—	1.0	—	2	1	—	142	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	Stockbridge and Pittsfield.....Mass.	21.9	—	1.3	—	—	—	—	—	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	Stony Brook.....Massachusetts.	13.2	—	0.9	—	—	—	—	—	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	Sullivan and Erie.....Pennsylvania.	—	—	—	22.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	Sussex.....New Jersey.	12.0	—	12.0	—	.....	.....	.....	.....	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	Syracuse, Binghamton and N. York. N.Y.	81.0	—	8.0	—	12	14	3	199	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	Syracuse & Chenango Valley. New York.	—	—	—	50.0	—	—	—	—	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	Taunton Branch.....Massachusetts.	11.1	0.6	1.2	—	4	8	5	100	308 066	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	Tennessee and Pacific ¶.....Tennessee.	—	—	—	165.0	—	—	—	—	.....	.....	3,274,000	.....	664,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	Terre Haute and Indianapolis....Indiana.	73.0	—	25.0	—	28	21	10	639	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1868	Tioga .....Pennsylvania.	30.6	—	5.4	—	10	4	1	295	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,080	165,980	—	50	....
Dec. 31, 1868	Toledo, Peoria and Warsaw.....Illinois.	230.0	—	....	—	50	13	6	623	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	Toledo, Wabash and Western. O. I. & Ill.	489.0	5.0	48.9	105.9	105	47	22	2,120	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	56½
Sept. 30, 1868	Troy and Boston.....New York.	34.9	—	7.2	—	13	13	6	222	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	Troy and Greenbush.....New York.	6.0	—	6.0	—	—	—	—	—	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Nov. 30, 1868	Troy and Greenfield ¶.....Massachusetts.	30.0	—	1.4	15.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1868	Tyrone and Clearfield.....Pennsylvania.	57.5	8.8	8.5	—	—	—	—	—	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)				32,000	—	100	....
Dec. 31, 1868	*Union Pacific*.....Nebraska, &c.	900.0	—	....	....	175	58	25	2,810	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1868	*Union Pacific* (Central Branch) ..Kansas.	100.0	—	....	....	—	—	—	—	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	41½
Dec. 31, 1868	*Union Pacific* (Eastern Division). Kansas.	405.0	33.0	....	....	29	21	10	782	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Utica and Black River.....New York.	59.0	—	2.9	27.2	7	7	2	57	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	Utica, Chenango and Susq. Valley..N. Y.	43.0	—	5.0	39.0	4	5	2	50	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	Vermont and Canada .....Vermont.	47.0	18.5	5.7	—	—	—	—	—	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	Vermont Central.....Vermont.	117.0	2.0	25.0	—	65	42	16	1,154	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	105½
Nov. 30, 1869	Vermont and Massachusetts .Mass. & Vt.	69.0	8.0	5.5	—	15	16	9	219	3,258,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
May 31, 1869	Vermont Valley .....Vermont.	23.7	—	....	—	4	—	—	—	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62½
Feb. 28, 1868	*Vicksburg and Meridian* .....Mississippi.	140.0	—	....	—	19	10	5	132	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	Virginia Central ¶ .....Virginia.	188.6	—	....	—	26	13	11	184	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	Virginia and Tennessee ¶ .....Virginia.	204.0	9.5	7.5	—	.....	.....	.....	.....	7,570,627	*	.....	.....	3,363,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	Warren.....New Jersey.	18.3	—	....	—	—	—	—	—	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	Warwick Valley .....New York.	10.3	—	....	—	—	—	—	—	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	Washington, Alex. & George. D. C. & Va.	7.0	—	....	—	—	—	—	—	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	Washington County.....Maryland.	23.0	—	....	—	—	—	—	—	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	West Chester and Philadelphia.....Penn.	26.4	—	4.5	—	10	17	4	51	1,408,267	191,365	186,075	80,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	Western and Atlantic...Georgia & Tenn.	138.0	—	9.5	—	52	16	10	575	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	Western (Coal) ¶ .....North Carolina.	43.0	—	....	—	4	2	—	63	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	Western Maryland ¶.....Maryland.	45.0	—	3.0	—	5	5	3	67	1,850,000	.....	.....	.....	760,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	Western North Carolina..North Carolina.	43.0	—	2.7	—	4	2	....	63	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	Western Pennsylvania.....Pennsylvania.	63.7	—	12.5	—	.....	.....	.....	.....	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	Western Union...Wisconsin and Illinois.	181.0	—	9.1	—	27	16	12	401	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,696,447	.....	63.7	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1868	West Jersey.....New Jersey.	59.7	—	3.9	—	17	42	—	236	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	West Wisconsin .....West Wisconsin.	32.0	—	....	121.0	.....	.....	.....	.....	.....	.....	(Under const ruction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	Whitehall and Plattsburg ¶...New York.	28.0	—	—	63.0	1	—	—	4	.....	.....	(Under const ruction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	White Mountains.....New Hampshire.	22.8	—	....	6 5	—	—	—	—	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	Wicomico and Pokomoke .....Maryland.	23.0	—	....	—	1	4	1	14	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	Wilmington, Charlotte & Rutherford. N.C.	142.0	—	....	—	8	4	2	112	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Wilm. and Manchester..N. Car. & S. Car.	171.0	—	15.0	—	14	13	8	140	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Wilmington and Weldon ¶...N. Carolina.	162.0	19.0	9.5	—	21	15	11	267	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	Wilton.....New Hampshire.	15.5	—	....	—	—	—	—	—	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			596,169	13,845	6½	100	....
Dec. 31, 1868	Winchester and Alabama ¶...Tennessee	38.1	—	....	—	—	—	—	—	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	Worcester and Nashua ...N. Hampshire.	45.7	—	11.8	—	13	11	5	261	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	¶303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31 1868	Wrightsville, York and Gettysburg. Penn.	13.0	—	1.0	—	—	—	—	—	395,535	.....	.....	.....	317,050	¶52,000	24,333	.....	13.0	¶24,542	.....	.....	43,788	7,266	—	100	....
	CANALS, &c																									
May 31, 1868	Chesapeake & Delaware Canal. Del. & Md.	13.6	—	—	—	—	—	—	—	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	82
Sept 30, 1868	Chesapeake and Ohio Canal...Md. & Va.	184.5	—	—	—	—	—	—	—	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	Delaware Division Canal ..Pennsylvania.	60.0	—	—	—	—	—	—	—	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	90
Oct. 31, 1868	Delaware & Hudson Canal. Penn. & N.Y.	108.0	—	—	—	—	—	—	—	6,888,184	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	123
Dec. 31, 1868	Delaware and Raritan Canal. New Jersey.	43.0	22.5	—	—	—	—	—	—	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb. R.R.)	—	—	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	Erie Canal .....Pennsylvania.	136.0	25.0	—	—	—	—	—	—	.....	—	—	.....	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	Lehigh Navigation.....Pennsylvania.	48 0	—	—	—	—	—	—	—	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	603,067	397,785	—	50	67
Feb. 29, 1868	Morris Canal.....New Jersey.	102.0	—	—	—	—	—	—	—	3 362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	Pennsylvania Canal.....Pennsylvania.	173.0	5.0	—	—	—	—	—	—	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	258,300	80,107	—	50	44
Oct. 31, 1868	Schuylkill Navigation .....Pennsylvania.	108.3	—	—	—	—	—	—	—	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	1,026,580	.....	—	50	13¾
Oct. 31, 1868	Susq. and Tide Water Canal. Penn. & Md.	45.0	—	—	—	—	—	—	—	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	Union Canal.....Pennsylvania.	77.6	10.0	—	—	—	—	—	—	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	West Branch and Susquehanna.....Penn.	42.0	81.0	—	—	—	—	—	—	1,706,000	—	—	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
1868	Wyoming Valley Canal....Pennsylvania.	64 0	—	—	—	—	—	—	—	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	¶124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	....	....	....	....	....	....	....	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	701	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	60,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,768	21,160	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O	....	....	....	....	....	....	....	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	81,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	162,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	39
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	26,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	39
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	....	....	....	....	....	....	....	....	....	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,4[illegible]	—	50	50	13½
Dec. 31,'68	—	—	—	Hoboken and Hudson City .N.J.	....	....	....	....	....	....	....	....	....	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	....	....	....	....	....	....	....	....	....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	....	....	....	....	....	....	....	....	....	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,000	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543.729	1,250,000	—	177,164	765,981	135,284	10.9	100	100	60
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	269,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	50	50	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179.635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	....	....	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	44
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City) .N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401.030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	....	....	....	....	....	....	....	....	....	2
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	64
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,162	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 909	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	85½
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.) 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Bloesburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	89½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	90
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	47
Hannibal and St. Joseph, pref.	5,253,836	...	...	111
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	3	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	70
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	17½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 50 @ 37 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @ 97 50
		—Store Prices.—
Bar, Swedes, ordinary sizes		110 — @125 —
Bar, Refined		77 50 @ — —
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	11 @ — 12
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	71 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— — @ — 18
American, Spring,	do.	— 9 @ — 12
American Machinery	do.	— — @ — 12
American German	do.	— 10 @ — 12

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ 4 37½
Clinch		5 75 @ 5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —29
Copper		— 36 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold).	per lb.	— 45 @ — —
Straits	(gold).		— — @ — 35
English	(gold).		— 35 @ — —
Plates—Fair to good brands.	—Gold.—		—Currency.—
I. C. Charcoal	per box.	8 37½@ 8 75	10 — @ 10 50
I. C. Coke		7 — @ 7 75	8 25 @ 9 25
Coke Terne		6 — @ 6 25	7 25 @ 7 50
Charcoal Terne		7 50 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 15½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 19½
Refined, prime L. S. to W. (110 @115 test)		— 26 @ — —
Refined, Standard White (in ship'g order)		— — @ — 27½
Refined, prime White (in shipping order)		— 28 @ — —
Refined, S. W. (in jobbing lots)		— — @ — 28½
Refined, S. W. (in tin)		— 33 @ — —
Naptha, Refined, (65 @ 73 gravity)		— 10 @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)			(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Canton Co.	72½	....	71½	71½	71	70½
Central Pacific 6s	93½	93½	93½	93½	93½	93½
Central of N. Jersey	108½	109	109	109½	109½	108½
Chicago & Alton	....	113½	....	113½	113½	114
" pref.	115	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	155	....	154½	....	....
" 8s, 1883	114	....	114	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82	81	80½	80½	82	81½
" pref.	91½	91½	91	90½	91	90½
" 1st M.	95½	95½	95½	....	....	95½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	123½	122	120½	121½	121½	120½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	98½	98½	98	....
Clev., Col., C. and Ind.	79½	79½	....	....	79½	....
Clev. and Pittsburg	107½	106½	106	106½	107½	107½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	103	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	....	18½	18½	18½
" 1 M.	83½	83½	83½	83	82½	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	124	....	123	....	....	....
Del. Lack. & Western	110	108½	110	110½	....	111½
" 1 M. 7s	....	....	....	....	98	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	106½	105	104½	103	103½	....
Erie Railway	23½	....	23½	....	....	23½
" pref.	....	....	....	....	47	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	96	95	....	....	....	....
" 3 M. 7s, 1883	....	....	88	....	....	....
" 4 M. 7s, 1880	....	....	84	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	78	78	....	....	....	....
Hannibal & St. Joseph	111½	....	....	110½	....	....
" pref.	....	111	110½	110	112	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	105	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	143	....	142	141	....
" bonds	....	....	....	....	....	109
Lake Shore & Mich. S'th.	99½	99	99½	99½	99½	98½
Lake Shore Div. bonds	....	93½	....	94	....	94
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	124	....	....	....	....	....
" S. F. 8s, 1882	120½	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	100	....	....	100	....
" 2 M.	95	....	....	95½	....	95½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	18	....	17½	17½	18½	17½
" Tr. 10s ctfs.	....	....	48	....	....	48
Milw. and St. Paul	67½	67	67	66	66½	66
" pref.	82½	81½	82	81½	81½	80½
" 1st mort.	93½	....	....	....	95	94½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	93½	....
Missouri 6s	93½	93½	94	....	94	94½
" H. & St. J. iss.	93½	....	....	....	93½	93½
Morris and Essex	92½	92½	92½	92½	93	....
" 1st mort.	....	....	100	....	....	100
" 2d mort.	98	98	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90½	90	....	90½	90½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101½	100½	101½	101½	102	101½
" certificates	97½	96½	97½	96½	97½	97
N. York and Harlem	146	145	145	144½	146½	145½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	100½	....	....
N. Carolina 6s	48	48½	....	49½	50	....
" new	25½	25½	25	25	24	25
Ohio and Miss.	37½	38	38	38½	38½	38½
" pref.	75½	75½	75½	....	....	75½
" 1st M.	....	....	....	99½	....	....
Pacific Mail S. S. Co.	41½	41½	40½	39½	40½	37½
Panama	146	148	....	....	146	....
Phila. and Reading	102½	104½	104½	104½	104½	104½
Pitts., Ft. W. & Chi. gtd.	94½	94½	94½	94½	95	94½
" 1 M.	....	....	104½	....	105	....
" 2 M.	100	....	100	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	10	....	....	....	....	9½
St. L., Alton & T. H.	35	....	....	....	....	....
" pref.	63½	....	....	....	....	97½
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	86	....	85	....	....	....
" Income bds	79	79	....	....	....	....
Tennessee 6s	60½	60½	....	....	....	....
" new	56	57	56½	57	56	55½
Tol., Wab. & Western	58	56½	56½	56	56½	56½
" pref.	....	....	....	....	....	....
" 1 M. ex	....	....	....	....	....	....
" 2 M.	83½	....	....	....	....	....
" Equipment.	77	....	....	....	....	....
Union Pacific 1st mort.	86	85½	86½	86½	....	....
Virginia 6s, ex-coupon	70	....	69½	....	69½	70
" new	70	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108¼	108¼	....	108⅝	108⅝
U. S. 5s, 10-40s, reg	107¼	107	....	107	107¼	107¼
U. S. 6s, 1881, reg	117	....	....	117¼	117¼	....
U. S. 6s, 1881, coup	117¼	117⅛	117	117¼	....	117⅛
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	111¾	111⅝	....
U. S. 6s, 5-20s, c. 1862	112⅝	112¼	112¼	112⅛	112⅛	112⅝
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111⅛	....	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	111⅜	....	....
U. S. 6s, 5-20s, c. 1865	112	....	....	112	....	111⅛
U. S. 6s, 5-20s, r. n. '65	....	113⅛	113⅜	....	....	....
U. S. 6s, 5-20s, c. n. '65	114⅛	113⅛	113⅜	114	114⅛	114⅛
U. S. 6s, 5-20s, reg. '67	....	114	....	114⅛	....	....
U. S. 6s, 5-20s, c. 1867	114⅛	114⅛	114¼	114⅛	114⅛	114⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115	114⅛	114¼	114⅛	111⅛	....
U. S. 6s, Pac.R.R.issue	112⅛	....	....	112⅛	112⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 17.

	W.11.	Th.12	F.13.	Sat.14.	M.16.	Tu.17
Catawissa	....	....	....	....	....	....
preferred	....	37⅛	....	....	....	....
Camden and Amboy	120⅛	120	119	119	119¼	120
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	99⅛	....	....	99⅛	99⅛
.. 6s, 1889	....	....	99⅛	....	99⅛	....
.. mort. 6s, '89	94	93⅛	93⅛	94	94	93⅛
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	94½
Lehigh Navigation	....	....	....	33⅛	33⅜	33½
.. 6s, 1884	....	88	....	....	88⅛	....
.. Gold L	93⅛	94	93⅜	93⅜	....	93⅜
.. R. R. L	....	....	....	....	92½	....
Lehigh Valley R.R.	56⅛	56⅛	56⅛	56⅛	56⅜	57
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	43	43	....	....	....	43
.. 7s	....	....	....	....	....	....
Minehill	....	....	53½	....	53	53⅜
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	38	....
.. 6s, 1880	92¼	....	....	....	....	....
.. 7s	....	88	88	88	....	88
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	56¼	56⅛	56	56⅛	56⅛	56⅜
.. 1st M	100⅛	100⅛	....	100⅛	....	....
.. 2d M	....	....	....	....	97	....
Penn. State, 6s, 1st series	104⅛	104⅛	....	....	....	....
.. 6s, 2d series	107⅛	....	....	....	107⅛	107⅜
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	102⅛	102⅛	102⅛	102⅛	102⅛	102⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	51⅛	51⅛	51⅛	51⅛	52	52⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28⅜	29⅛	30⅛	29⅜	....	....
.. 6s	....	....	....	....	....	90
.. 7s	....	91⅛	....	91⅛	91⅛	....
Schuylkill Navigation	....	....	....	6⅛	....	6⅛
.. pref.	....	....	....	....	....	16½
.. 6s, 1882	....	58	....	58⅛	58	58
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	81	81	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	46	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	13⅛	12⅛	....	....	....
Chestnut & Wal. ..	44⅛	....	....	44	44	44
Green & Coates ..	....	39	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	24⅛	....	....	24⅛	24⅛

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 17.

	W.11.	Th.12	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	94⅛	94⅛	94⅛	....	....	....
.. 1886	....	....	....	....	....	95⅛
.. 1890	95⅛	95⅛	95⅛	95⅛	....	96
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	95⅛	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	92⅛	92⅛	92⅛	92⅛	92⅛
.. 2d M	71⅛	71⅛	....	....	....	71⅛
Northern Central	44⅛	44⅛	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	87	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th.12	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	151	....	150½	....	151	151
Boston and Lowell	....	....	132½	....	....	135
Boston and Maine	....	....	151½	150	....	150
Boston and Providence	....	....	....	....	....	145
Boston, Hartford & Erie	6½	6	5⅛	5⅛	5⅛	5⅜
.. 7s, new	38⅛	37	35⅛	37⅛	37	36
Cheshire, pref	90	....	90½	90½	91	90⅛
Concord	....	....	....	....	....	80
Connecticut River	....	....	....	....	....	137⅜
Eastern	....	....	122	....	....	123
Fitchburg	....	....	....	....	136	136½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	124⅜	124⅜	124⅜	....	124½	124⅜
Northern, N. H	118	119	120	....	120	119⅛
Ogdens. & Lake Champ	85	84⅛	....	85	85	85
.. pref.	....	107	....	....	107⅛	107⅜
Old Colony & Newport	99⅜	....	....	....	....	99⅜
Ph., Wil. & Baltimore	55⅛	56	56	....	56	56
Portl'd, Saco & Ports	....	....	....	....	....	112
Union Pacific	....	....	42	....	....	41⅛
" 6s	83⅛	84	83⅛	84	84	84⅛
" Land Grant 7s	....	....	76⅜	....	76⅛	76⅛
" Income 10s	86	86⅛	86⅛	86⅛	86⅛	86⅜
Vermont & Canada	104⅛	104⅛	....	105	105⅛	105⅛
Vermont & Mass	....	....	....	....	62⅛	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	101	101⅛
Metropolitan	69	69	....	....	....	69
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	5⅜	5⅜	....
Franklin	....	2½	....	....	....	2
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	18⅛	18⅛	....	....

London Stock Exchange.

	Closing Prices. April 22.	April 29.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	63 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	63 — 68
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	26 — 27	27 — 28
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	19⅜— 20	19 — 19⅛
Do. sterig. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	112 —113	111 —112⅜
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	91 — 92	91⅛— 92⅛
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	90 — 93	90 — 93
Do. with option to be paid in Phila.	90 — 93	90 — 93

American Railroad Journal.

Saturday, May 21, 1870.

Stock Exchange and Money Market.

Money has been offered with unusual freedom through the week at the prevailing rates of 4@6, generally 5 per cent. on call and 6@9 per cent. per annum, in the discount line. The demand for accommodation has been less urgent from nearly all classes of borrowers. The speculative inquiry has shown less animation. The city banks have made a further addition of over five millions to their deposit line, 1⅞ millions to their legal tender reserve, and nearly a million to their specie average. Their loan and discount line has been enlarged 3⅛ millions. Their circulation has been slightly reduced. The U. S. Sub Treasury has had its currency balances increased about two millions, largely through receipts from internal revenue, while its coin reserve has been augmented from $76,878,898 on Wednesday of last week to $77,023,049 on Wednesday of the current week. On Wednesday morning, the coin balance of the Treasury Department was 107⅛ millions, and the currency reserve, 9¾ millions.

The specie reserve of the city banks according to the latest return is $82,453,906, against $15,374,769 same time last year. The city bank deposits are now $222,442,319, against $199,332,449 week ending May 15, 1869. The legal tender reserve amounts to $57,947,005, against $56,501,356 same time last year. The circulation now stands at $33,293,980, against $33,977,794 same time last year. The loans are now $278,383,314, against $269,498,897 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $109,877,000 a day, against a daily average of $116,843,490 the preceding week, and $108,919,186 the week ending with April 30, 1870. The current week's exchanges average about 115½ millions a day. The city banks, last week, reported a gain of $954,907 of specie, $5,080,101 of deposits, and $1,838,083 of legal tender notes. They increased their loans, $3.186,843; and reduced their circulation, $150,661.

The city bank exchanges on Wednesday were about 105 millions.

National Bank notes to the amount of $251,520 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $323,863,276, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $24,350,724, leaving, with the existing 1 614 banks, (having an aggregate capital of $427.004,247,) an actual circulation at this date, of $299,512,552. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,269,550; and for the public deposits, $16 410 000—making a total of $358,679,550. The Treasury Department last week redeemed and destroyed $531,200 of worn and mutilated fractional currency, and issued $706,539 of new.

The U. S. Sub-Treasury receipts, week ending with May 14, were $4,871,574 in coin, (including $2,585,000 from customs duties,) and $4,770,022 in currency; payments, $5,113,169 in coin, (including $2,253,221 of coin interest,) and $3,129,258 in currency; balance at the close of the week, $82,084,407 (including $76,448,053, of coin, and $3,284,672 of currency,) against $86,642,575 at the close of the preceding week, showing a decrease of $4,558,168. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $1,140,105 in coin, (including $378,448 from customs,) and $981,904 in currency; payments, $250,967 in coin, (including $237,124 of coin interest,) and $204,500 in currency. On Tuesday, receipts, $562,503 in coin (including $469,071 from customs), and $272,150 in currency; payments, $876,645 in coin (including $344,609 of coin interest) and $210,718 of currency. The balance at the close of business on Tuesday stood at $82,369,463, (including $4,123 508 of currency, and $77,023,049 of coin,) against $81,379,042 a week previous; and $89,412,673 on April 30, 1870. The aggregate receipts of the office in April were $38,914,767, including $13,193.882 from customs; aggregate payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,300,792 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $81,448,128.

Government revenues have been yielding quite liberally, since our last. The excises, during the week yielded $4,722,196; customs at the port of New York, $2,484,791 and at the outports about $830,000 (in coin) more, making the grand total income for the week equal to about $8,534,200 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $146,220,244.

Gold has been fairly active, most of the week, and the price has been steadily suppported, the range having been from 114⅜@115⅛, and the closing quotation on Wednesday 114⅞. The fluctuations of the week were more or less directly the result of the variable tenor of the telegraphic advices from Washington relative to the prospects of the funding, banking and tax bills. Toward the close, the speculative demand was more confident, and the tendency seemed toward higher figures. The Gold Exchange Bank clearances were as high as 57¾ millions on Saturday, but down to about 25½ on Monday, and up again to nearly 34 millions on Tuesday of the current week. The export drain has been quite limited, having been less than a million last week, and under a quarter of a million thus far in the current week. Government controlled a coin balance of nearly 106 millions at the beginning of the present week, including 35½ millions represented by outstanding coin certificates. On Wednesday, Government sold a million of Gold at 114 70@ 114 79.

The coin balance of the Treasury Department on Monday was $105,783,000, including $35,436,500 on private deposit; currency balance, $11,555,000.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,188,954.

The customs revenue of the port on Wednesday was $428,000.

The customs demand for Gold last week, averaged $430,834 a day; thus far, this week, it has averaged $423,759 a day, or equal to a weekly aggregate of $2,542,554. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $547,818; and since Jan. 1, 1870, $6,888,327, against $8,610,341 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $117,906,734 against $111,879,973, in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to May 2, was $2,526,084, against $2,449,365 same time last year.

The exports of specie, from this port, last week, were $801,127 against $622,236 same week last year; total, since July 1, 1869, $26,170,858, against $33,789,980 same time preceding fiscal year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $2,253,221, and since July 1, 1869, $80,567,902, against $82,226,227 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to May 2d, were $14,232,729, against $14,594,380 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $266,817.

Foreign Exchange has been in fair demand and held with more firmness, closing with an upward tendency. Bankers' prime sixty day bills on London closed firmly on Wednesday at 109⅛ @109¾, and on Paris to 5.20.@5.15; sight bills on London to 110@110¼, and on Paris to 5.13¾ @5.13. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce have been to the currency value of $3,667,044, making the total since July 1, 1869, $174,195,222, against $144,179,334 same time preceding fiscal year.

Government securities have been offered quite sparingly at the going rates, while the demand has been fairly active, mainly from investment buyers. The principal holders have not been eager to sell at the prevailing figures, as they confidently look for an early improvement in values, now that it is believed that the funding bill is practically dead for this session of Congress. On Thursday, Government bought in two millions of Five Twenties at about the open market quotations.

U. S. sixes of 1881 closed here at 117¼@117⅜; U. S. Five-twenties of 1862, 112½@112⅜; U. S. Five twenties of 1864 at 111¼@112⅞; U. S. Five-twenties of 1865 at 111⅞@112; U. S. Five-twenties of 1865 consolidated, 114@114⅛; U. S. Five-twenties of 1867, 114⅛@114⅝; U. S. Five-twenties of 1868, 114⅛@114⅝; U. S. Ten-forties at 108⅜@108⅛; U. S. Six per cent. currency bonds, 112⅝@112¾.

At Frankfort on Wednesday U. S. Five Twenties closed at 95½, and Central Pacific Sixes, at 77¾ @77⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	May 4.	May 11.	May 18.
Consols	94⅛	94¼	94⅛
U. S. 5-20's of 1862	88⅝	88⅝	89⅛
U. S. 5-20s, 1865	88⅛	88	88⅛
" 1867	90⅛	90	90⅝
" 10-40s	86	85½	86
Erie	18¾	18	18½
Ill. Central	112	112½	112½
At. and Gt. West	27½	28½	28½

State bonds have been in moderate demand at less buoyant prices.

Railway bonds have been in fair request on investment account, at about steady prices. Central Pacific Sixes closed at 93¼@93⅛. Union Pacific Sixes at 86@86¼; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been less confidently dealt in at easier and irregular prices. The later dealings showed a much stronger market, with a reviving speculative inquiry.

General business has been on a moderate scale, since our last. Prices of most kinds of domestic produce closed in favor of purchasers. Middling upland cotton closed heavily on Wednesday at 23 cts. per lb. The stock of cotton now here is given at about 47,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,636,650 bales, against 1,947,700 bales in 1868–'9; exports, same time 1,866,100 bales, against 1,275,150 bales same time in 1868–'9; stock on hand at latest dates, 312,850 bales, against 214,800 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 5,145 pkgs., against 9,375 pkgs., same time in 1869. From Boston, 1,443 pkgs. in 1870, against 3,624 pkgs. same time in 1869.

Foreign merchandise has been moderately dealt in at rather less firm prices, as a rule. The week's imports of foreign dry goods were to the specie value of $1,581,174; and of foreign merchandise, $3,670,952, making a total of $5,252,126, against $5,588,324, same week last year.

At the Live Stock markets, this week, Beeves continue in moderate demand at from 13@17½c. per lb.; week's receipts, 7,412. Milch cows have been in request, at $40@$100 each, receipts, 72. Veal calves have been more sought after at from 6@10c. per lb.; receipts, 4,064. Sheep in demand at from 6@9¼c.; lambs at 12@18c. per lb.; receipts, 14,550. Swine rule quiet at 9¼@9¾c. per lb., all live weight; receipts, 21,158.

Ocean freights have been quite dull, in most lines, and rates have been depressed. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 3½d.@4 by sail, and 4d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 453.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 17, and since the beginning of the year:

	1869.	1870.
For the week	$3 871,328	$3,667,044
Previously reported	60,193,266	61,183,081
Since Jan. 1	$64,064,594	$64,850,125

The imports for the week ending May 14, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,402,998	$1,581,174
Gen. merchandise	4,18[illegible]26	3,670,952
Total for the week	$5,588,324	$5.252,126
Previously reported	116,170,375	107,864,780
Since January 1	$121,758,699	$113,116,906

The balance in the Sub-Treasury on Wednesday was $81,448,127 76.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 94; do. new, Jan. and July, 84; do., April and Oct., 82; Alabama 8s, 102; do. 5s, 74; Arkansas 7s, issued to Little Rock and Fort Smith R. R., 76; Louisiana 8s, Levee bonds, 92; do., 6s, 76; Georgia 6s, 88; do. 7s, 95⅛; N. Y. Bounty Loan reg., 110⅝; Brooklyn 6s, W. L., 95; Jersey City W. L., 94½; St. Louis and Iron Mt., R. R., 45; do., 1st mort., 89; Chicago and Gt. Eastern Income bonds 48; Pacific 7s, guar. by Mo., 98; Central R. R. of New Jersey new bonds, 102⅛; Mil. and St. Paul 1st mort., Iowa Div., 88; Galena and Chicago 1st mort., 99¾; Chicago and Northwestern Interest bonds, 89⅛; Toledo, Wabash and Western consol. bonds, 80; Gt. Western 1st mort., 1888, 89; Mor-

ris and Essex Const. bonds, 88¾; New York and New Haven R. R., 151; Scrip, 142; New Jersey R. R., 121; Joliet and Chicago R. R., 91; Sixth Avenue R. R., 128; Atlantic Mail S. S. Co., 26¼; Mariposa 1st pref., 46½; Western Union Telegraph, 32⅝; Manhattan Gas, 225; Pennsylvania Coal Co., 225; Adams Exp., Co., 66½; U. S. Exp., 46½; Am. Mer. Union Exp., 44; Wells Fargo Exp., 15¾; Cumberland Coal and Iron, 45; Black Hawk Gold, 0.34; Central Gold, 0.22; Consol. Gregory Gold, 1.65; Grass Valley Gold, 0.21; Quartz Hill Gold, 0.25.

Philadelphia.—West Jerser 7s, 97; do. 6s, 92; Penn. and N. Y. Canal 7s, 93½; Phila. and Reading 6s, 1893, 82½; Lehigh Nav. conv. loan, 79¾; Belvidere Delaware 3d mort., 83; Schuylkill Nav. Imp. Loan, 67; West Pennsylvania R. R., 6s, 85; Oil Creek and Allegheny River R. R., 43; West Philadelphia R. R., 64; Union Passenger R. R., 42; Pennsylvania State 5s, reg., 103; Philadelphia 5s, 93; Corn Planter oil, 1¼; Ocean oil, 0.69; McClintock oil, 0.81; St Nicholas Coal, 2⅞; Keystone Zinc, ⅞. The latest quotations are: City 6s, 101¼@101½; do., free of tax, 102⅝@102¾; State 5s, coupon, 103@104; do., 6s, W. L., 104@104; do., 1st series, 104½@105; do., 2d series, 107½@108; do., 3d series, 109@110; Reading, 52⅜@52⅝; do., 7s, 1893, 105@106¾; do., mort. 6s, 1880, 93¾@—; Camden and Amboy, 120@120; do., mort. 6s, 1889, 93@94; do., 1883, 90@91; do., 1889, 90@91½; Penn. R.R., 56⅜@56½; do., 1st mort., 101⅛@101½; do., 2d mort., 97½@98; Little Schuylkill R. R., 42½@43; Morris Canal, 20@30; do., pref., 65@66; do., 6s, 84@86; do., scrip 7s, 65@70; Susquehanna Canal, 6@10; do., 6s, 45@45½; Schuylkill Nav., 6½@7; do., pref., 16@16½; do., 6s, 1882, 58@60; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 94@95; do., 5s, 58@60; Lehigh Coal and Navigation, 33½@34; do., 6s, 1884, 88@88½; do., R. R. Loan, 92¼@93; do., Gold Loan, 93¾@93⅞; North Pennsylvania, 38@38¼; do., 6s, 93@95; do., 7s, 87⅞@88; do., Chattle 10s, 108@—; Philadelphia and Erie, 28⅛@29⅜; do., 6s, 89¾@90; Minehill, 52⅝@52⅞; Catawissa, pref., 37½@37⅞; Lehigh Valley, 56⅞@57; do., 6s, 98¼@100; do., 6s, reg., 98@99; Fifth and Sixth streets,(horse,) 37@40; Second and Third, 44@—; Thirteenth and Fifteenth, 24⅞@25⅛; Spruce and Pine, 28@25; Green and Coates, 38@39; Chestnut and Walnut, 44¾@44; Hestonville, 13⅛@13⅜; Union, 41@45.

Boston.—Atlantic and St. Lawrence 6s, 1871, 99¼; Troy, Rutland and Salem 7s, 1890, 94¾; Dixon and Peoria R. R. 8s, 1889, 98; Carthage and Burlington R. R. 8s, 1879, 97¾; Jackson, Lansing and Saginaw R. R. 8s, 1885, 96⅛; New York, Providence and Boston 7s, 1876, 96; Vermont Central 1st mort., 84¼; do., 2d mort., 42½; Vermont and Massachusetts 6s, 92¾; Stanstead, Shefford and Chambly 7s, 80; Burlington and Missouri River R. R., 85; do. 8s, (in Nebraska,) 95⅞; Cedar Rapids and Missouri 7s, 1916, 88⅜; South Shore R. R. 6s, 1880, 91½; Vermont Central and Vermont and Canada 8s, long, 103; do., short, 101⅝; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 96; Middlesex Horse R. R., 6s, 1884, 85¼; Cheshire R. R. 6s, 91⅝; Lake Superior and Mississippi 7s, gold, 91½; Cincinnati, Sandusky and Cleveland, 82¾; do., pref., 86½; do., 7s, 1900, 73⅜; Norwich and Worcester R. R., 106½; Eastern (N. H.) R. R., 117; Cape Cod R. R., 70¼; Chicago, Iowa and Nebraska R. R., 125¼; Connecticut and Passumpsic Rivers pref., 89¼; Concord and Portsmouth R. R., 120; Granite Railway, 72¾; Indianapolis and Cincinnati R. R., 11½; Boston Water Power Co., 17¾; Cary Imp., 6⅞; Waverly Land, 1 7-16; Maine 6s, 1889, 98½; Missouri 6s, 1874, 93⅞; Massachusetts 6s, 5 20s currency, reg., 100⅝; Chicago 7s, 99½; Boston 5s, 1885, gold, 98; do. 6s, currency, 101; Bath 6s, 1882@1884, 92¾; Hartford 6s, 1878, 98½; Albany 6s, 1896, 93¾; St. Louis 6s, 1873, 95¼; do., 1874, 95; do., 1887, 94¼; Quincy, Ills., 6s, 1886, 65; Charlestown 6s, 1888, 99; Portland 6s, 1887, R. R. Loan, 91¼; Covington 7-3 10s, 1890, 100; Allouez Mining Co., 62½c.; Humboldt, 25c.

Baltimore.—Orange, Alexandria and Manassas bonds, 79¼; Virginia and Tennessee R. R. 8s, 84½; Northern Central 6s, gold, 1900, 98; Western Maryland 2d mort., pref., 66½; Parkersburg R. R., 25; Virginia 6s, old, reg., 55¾; do. 6s, 1867, 61; City 5s, 76; Maryland Defense bonds, 103¼; Bare Hill Mining Co., 31. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92½; Baltimore and Ohio, 139½@139¾; do., 6s, 1875, 96¼@97; do., 1880, 95½@96½; do., 1885, 94¼@94½; Northern Central, 42½@43¼; do., 6s, 1885, 91@91⅞; do., 1900, 86½@87¼; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 24@24¾; N. W. Va. 1st mort., 95@95; do., 2d mort., 94@96; do., 3d mort. 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92½@92⅝; do., 2d mort., 71¾@72; Central Ohio, 22¼@23¾; do., 1st mort., 84@85; Western Md. 6s, 1890, 78@79; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 66½@67; do., 6s, guar., by Washington Co., 84@85; Richmond and Danville bonds, 76@80; Orange and Alexandria 1st mort., 6s, —@80; do., 2d mort., 6s, 77¼@78; do, 3d mort., 8s, 86¾@—; do., 4th mort., 8s, —@74; Orange, Alexandria and Manassas 7s, 79¼@79¾; Virginia and Tennessee 8s, 84¼@84½; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 73¾@74½; Baltimore 6s, 1875 95@96; do., 1886, 94@95; do., 1890, 95½@96; do., 1893, 92@94; do., 5s, 1838-'70, 76@78; Memphis City 6s, 51¾@52; Maryland Defense Loan, 1883, 102½@103¾; City Passenger R. R. 21@—; George's Creek Coal, 60@66; Atlantic Coal, 2.00@2.00; Bare Hill, 0.24@0.30.

Northern Pacific Railroad.

Proposals will be received at the office of the company, 120 Broadway, N. Y., until the 1st of June, for the grading, bridging, masonry, and ballasting of the road from the Dalles of the St. Louis River (a few miles west of Duluth) across Minnesota to the Red River of the North. The Minneapolis *Tribune* says:

The survey work on the Northern Pacific Railroad line across the State is now said to be done, and the full details will be made public soon. It is positively ascertained, however, that the line will strike the Red River of the North above Georgetown. It is intended that this line shall be finished as far as Red River—230 miles—by January 1, 1871. The German capitalists who have taken the burden of this construction on their hands, are in New York, and are there to advance all the money necessary to do all the work that is to be done under this proposal. Preparations are making to push the surveys and locate the permanent line beyond the Red River.

☞ THE SHORTEST AND EASIEST RAILROAD line between tide-water and the 15,000 miles of inland river navigation, and 25,000 miles of Western railways, is now building by the CHESAPEAKE AND OHIO RAILROAD COMPANY. More than half the work on the line is done, and upward of 5,000 men are employed on the unfinished portion. The advantages of grades, fuel, distance, first cost, (together with concessions from the State of Virginia,) are so important as to entitle it to rank as one of the great trunk lines of the continent. The earnings from local business alone will be sufficient to justify the whole expenditure of construction, and it will be enabled to share, to a large extent, the vast through business between East and West.

THE SIX PER CENT. GOLD THIRTY-YEAR BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, issued for the purpose of extending the line to the Ohio River, and secured by a mortgage upon the whole line, are for sale by the undersigned. Price, 90 and accrued interest from May 1. Full particulars of guarantee, and advantages accruing to investors, can be had on application.

FISK & HATCH,
Bankers, &c., No. 5 Nassau st.

Mobile and Montgomery Railroad.

By reference to the Advertisement of G. JORDAN, Esq., Engineer and Superintendent of this road, it will be seen that the company are about to extend their road from its present terminus at Blakely across the delta of Mobile Bay into the City of Mobile, a distance of twenty miles, embracing a large amount of heavy work—3,500 feet of bridging on iron piers, two large draw bridges, 25,000 feet of pile trestle-work, and 150,000 cubic yards of earth work. The bridge over the Tensas will be 2,000 feet long, and that over the Mobile River 1,000, resting either on screw or pneumatic piles. Plans and complete specifications are now ready, and proposals to build all these different parts of the work, and also for clearing, cross-ties, and tracklaying, will be received until the 15th of June, to which day the time for receiving proposals has been extended. Bidders may offer estimates on either screw or pneumatic piles for the bridges. This is one of the most important and extensive works offered to bridge builders.

Southern Pennsylvania Iron and R. R. Co.

The attention of investors is invited to the new bonds of the Southern Pennsylvania Iron and Railroad Company just brought out in this market by Messrs. Glendinning, Davis & Amory, bankers, 17 Wall street. These bonds run thirty years, bear seven per cent. interest, and are payable principal and interest in gold. The road is intended to reach and develop the iron ore beds belonging to the company in Franklin county, Pennsylvania, connecting the mining at Cowan's Gap, with the Cumberland Valley Railroad at a point about four miles below Chambersburg, a distance of twenty-five miles. The company own about five thousand acres of mineral land, which will be greatly enhanced in value when the road is completed. The trustees are Mr. J. Edgar Thomson, President of the Pennsylvania Railroad Co., and Mr. Frederick Watt. The subscription price of the bonds is 92, and $300,000 of them were taken by the Pennsylvania Railroad Co., for the purpose of encouraging the enterprise, at par.

Kansas Pacific Railway.

In the United States Supreme Court, on the 30th ult., Chief Justice CHASE delivered the following opinion in the case of John Edgar Thomson, *et al.*, *vs.* the Union Pacific Railroad Company, Eastern Divison:

The Union Pacific Railroad Company, Eastern Division, was originally incorporated in 1855, by the Legislature of the Territory of Kansas, as the Leavenworth, Pawnee and Western Railroad Company, with authority to construct a road from the west bank of the Missouri to the western boundary of the Territory. Subseqently, in 1862, under an act of the State of Kansas, it assumed its present name, with authority to unite or consolidate with any other company or companies organized, or to be organized, under the laws of the United States or of any State or Territory. Some months later the Union Pacific Railroad Company was incorporated by Congress with power (conferred by the original act of 1862, and various amendatory acts) to construct a railroad and telegraph westward through the territory of the United States, from the hundredth meridian west of Greenwich to connect with the Central Pacific Railway Company, incorporated by the State of California, and so to form, in connection with Eastern roads, a continuous line from ocean to ocean. Several other railroad companies, already incorporated by Missouri and Ohio, as well as the company just mentioned, chartered by Kansas, were authorized to construct roads through the national territory, so as to join the Union Pacific Road on the hundreth meridian; and to all these roads large grants of land were made and large subsidies engaged on the security of a second mortgage, upon the condition of paying at maturity the bonds advanced by the subsidies and of rendering certain services to the Government in the transmission of messages, and in the transportation of mails, troops, munitions and other property at reasonable rates of compensation. But neither by original act nor by any amendment did Congress undertake to incorporate any railroad company or authorize the construction of any railroad within the limits of any State without the consent of the State concerned. And this is as true of the Union Pacific Railway Company, Eastern Division, as of any other of the roads aided by Congress. Indeed, it may be truly said that whatever was done by Congress in reference to this last-named road was done not merely with the consent, but upon the urgent solicitation of the State of Kansas. The corporation, however, remained a State corporation, though entitled to certain benefits and subject to certain duties under the legislation of Congress. In this case we have no concern with any of the connected roads which form or are destined to form links in this great chain of trans-continental railway. We have only to consider the liabilities and right of the particular corporation in respect to taxation under State legislation. Argument has been heard in behalf of some of the connected corporations only because of their interest in the question, by reason of their similar situation and circumstances in reference to like legislation.

The complainants in the bill before us, which was filed in the Circuit Court of the United States for the District of Kansas, state that they are stockholders of the Union Pacific Railway Company, Eastern Division, one of the defendants; that three of the defendants, James Blood, John M. Funk, and William Coy, are Treasurers respectively of Douglass, Wyandotte, and Jefferson Counties, in the State of Kansas; that under an act of the Legislature of that State certain taxes have been imposed on the railroad and telegraph property of the company, which the Treasurers of the counties named are proceeding to collect; that the property of the company is mortgaged to the United States; that the company is bound to perform certain duties and ultimately to pay five per cent. of its net earnings to the United States; that the company will be greatly hindered and embarrassed in the performance of its obligations and duties to the United States if the taxes imposed shall be collected; and that, to some extent, taxes of the same description have been already paid by the company, to the prejudice of the just rights of the complainants and of the securities of the United States. Upon this case the complainants prayed an injunction to restrain the company from paying and the other defendants from collecting the taxes assessed, and a company injunction was allowed by the District Judge.

The answer of the company admits the allegations of the bill. The answers of the three County Treasurers admit the assessment of taxes under the laws of Kansas, but deny that such taxes have been imposed with any view to impede or embarrass the Railway Company, and that the property of the company only bears its due proportion of the taxes levied upon all the property in the State of Kansas, and that no discrimination is made against the company in the matter of taxation. To these answers no replication was put in, but an agreed statement of facts was filed, reciting sundry resolutions of the Kansas Legislature, and urging Congressional legislation in aid of the Railway Company; admitting that the property of the company is liable under the laws of Kansas to be taxed for State, county and municipal purposes; that the taxes complained of have been assessed in conformity with the statutes of the State; that the company has executed a first mortgage prior in lien to the debt to the United States, and that a table of earnings and expenditures for 1867 and 1868, appended to the agreed statement, is correct.

Upon the pleadings and this agreed statement, the question arose whether the property of the Railway Company described in the bill was subject to the tax which the statutes of Kansas authorized to be levied on all other property not specially exempted for State, county and municipal purposes. Upon this question the Judges of the Circuit Court were divided in opinion, and it has been certified here for decision.

The counsel for the complainants have very justly said that the question is one of very grave importance. It was suggested rather than argued by one of them that the property of the State is exempt by the State Constitution from taxation, and that the State having reserved to itself in the charter the right to purchase the road at the end of fifty years at a valuation then to be made upon two years' notice to the company, has, therefore, a property in the road which cannot be taxed. But it is too plain for argument that the interest thus reserved is too remote and too contingent to be regarded as within the meaning of the exemption.

The main argument for the complainants, however, is that the road, being constructed under the direction and authority of Congress, for the uses and purposes of the United States, and being a part of the system of roads thus constructed, is, therefore, exempt from taxation under State authority. It is to be observed that this exemption is not claimed under any act of Congress. It is not asserted that any act declaring such exemption has ever received the sanction of the national legislature. But it is earnestly insisted that the right of exemption arises from the relations of the road to the General Government. It is urged that the aids granted by Congress to the road were granted in the exercise of its constitutional powers to regulate commerce, to establish post-offices and post roads, to raise and support armies and suppress insurrection and invasion, and that, by the legislation, which supplied aid, required security, imposed duties, and, finally, exacted upon a certain contingency a per centage of income, the road was adopted as an instrument of the Government and as such was not subject to taxation by the State. The case of McCullough *vs.* Maryland is much relied on in support of this position. But we apprehend that the reasoning of that case will hardly warrant the conclusion which counsel deduce from it in this. In that case the main questions were whether the incorporation of the Bank of the United States, with power to establish branches, was an act of legislation within the constitutional powers of Congress, and whether the bank and the branches as actually established were exempt from taxation by State legislation. Both question were resolved in the affirmative. In deciding the first, the court did not hold, as counsel suppose, that Congress, under the Constitution, has absolute and exclusive power to determine whether an act of legislation is or is not necessary and proper for carrying into effect one or more of iis enumerated powers. It defined the words "necessary and proper" as equivalent in meaning to the words "appropriate, plainly adopted, not prohibited, but consistent with the letter and spirit of the Constitution," and held that the incorporation of a bank with branches was a necessary and proper means to the effectual exercise of granted power within the definition thus given. It held further that Congress was, within this limit, the exclusive judge as to the means best adapted to the end proposed, and that its choice of any means of the defined character was restricted only by its own discretion. But the question whether the particular means adopted were within the general grant of incidental powers was determined by the court. A great part of the argument was directed to the proposition that the incorporation of a bank was an exercise of incidental power, within the true meaning of the terms necessary and proper, as explained by the court, an argument which would have been quite superfluous if that question was to be determined by the legislative and not by the judicial department of the Government. We do not doubt, however, that upon the principles settled by that judgment, Congress may, in the exercise of powers incidental to the powers mentioned by counsel, make or authorise contracts with individuals or corporations for services to the Government; may grant aid by money or land in preparation for and in the performance of such services; may make any stipulation and conditions in relation to such aids not contrary to the Constitution, and may exempt, in its discretion, the agencies employed in such services from any State taxation which will prevent or impede the performance of them.

But can the right of the road to exemption from such taxation be maintained in the absence of any legislation by Congress to that effect? It is unquestionably true that the court in determining the second general question already stated did hold that the Bank of the United States, with its branches, was exempt from taxation by the State of Maryland, although no express exemption was found in the charter. But it must be remembered that the Bank of the United States was a corporation created by the United States, and as an agent in the constitutional powers of the Government, was endowed by the act of creation with all its faculties, powers, and functions. It did not owe its existence or any of its qualities to State legislation, and its exemption from taxation was mainly put upon this ground. Nor was the exemption itself without important limitations. It was declared not to extend to the real property of the bank within the State, nor to interests held by citizens of the State in the institutions. In like manner other means and operations of the Government have been held to be exempt from State taxation, as bonds issued for money borrowed. Weston *vs.* City of Charleston, 2 Pet., 467; certificates of indebtedness issued for money or supplies. The Banks *vs.* The Mayor, 7 Wall, 24; bills of credit issued for circulation, Bank *vs.* Supervisors, 7 Wall, 28. There were other instances in which exemption to the extent it is established in McCullough *vs.* Maryland, might have been held to arise from the simple creation and organization of corporations under acts of Congress, as in the case of the national banking associations, but in which Congress thought fit to prescribe the extent to which State taxation may be applied. (Van Allen *vs.* Assessors, 3 Wall, 578. Bradley *vs.* The People, 4 Wall, 459. People *vs.* Commissioners, 4 Wall, 244.) In all these cases, as in the case of the Bank of the United States, exemption from liability to taxation was maintained upon the same ground. The State tax, held to

be repugnant to the Constitution, was imposed directly upon an operation or an instrument of the Government. That such taxes cannot be imposed on the operations of the Government is a proposition which needs no argument to support it. And the same reasoning will apply to instruments of the Government created by itself for public and constitutional ends.

But we are not aware of any case in which the real estate or other property of a corporation not organized under an act of Congress has been held to be exempt in the absence of expressed legislation to that effect from just contribution in common with other property to the general expenditure for the common benefit, because of the employment of the corporation in the service of the Government. It is true that some of the reasoning in the case of McCullough *vs.* Maryland, seems to favor the broader doctrine. But the decision isself is limited to the case of the bank as a corporation created by a law of the United States and responsible in the use of its franchises to the Government of the United States, and even in respect to corporations organized under the legislation of Congress. We already held at this term that the implied limitation upon State taxation, derived from the express permission to tax the shares in the national banking associations is to be so construed as not to embarrass the imposition or collection of State taxes to the extent of the permission fairly and liberally interpreted. Bank of Louisville *vs.* Kentucky, Wall. Lionberger *vs.* Rowse, Wall.)

We do not think ourselves warranted, therefore, in extending the exemption established by the case of McCullough *vs.* Maryland beyond its terms. We cannot apply it to the case of a corporation deriving its experience from State law, exercising its franchise under State law, and holding its property with State jurisdiction and under the State protection. We do not doubt the propriety or necessity, under the Constitution of maintaining the supremacy of the General Government within its constitutional sphere. We fully recognize the soundness of the doctrine, that no State has a "right to tax the means employed by the Government of the Union for the execution of its powers." But we think there is a clear distinction between the means employed by the Government and the property of agents employed by the Government. Taxation of the agency is taxation of the means—taxation of the property of the agent is not taxation of the means. No one questions that the power to tax all property, business and persons within their respective limits is original in the States, and has never been surrendered. It cannot be so used, indeed, as to defeat or hinder the operations of the National Government, but it will be safe to conclude, in general, in reference to the persons and State, corporations employed in Government service, that when Congress has not interposed to protect their property from State taxation, such taxation is not obnoxious to that objection. (Lane County *vs.* Oregon, 7 Wall, 77; National Bank *vs.* Kentucky, Wall.)

We perceive no limits to the principle of exemption which the complainants seek to establish. It would remove from the reach of State taxation all the property of every agent of the Government. Every corporation engaged in the transportation of the mails or Government property of any description, by land or water, or in supplying materials for the use of the Government, or in performing any service, of whatever kind, might claim the benefit of the exemption. The amount of property now held by such corporations and having relations more or less direct to the National Government and its service, is very great. And this amount is constantly increasing, so that it may admit of question whether the whole income of the property which will remain liable to State taxation if the principle contended for or admitted and applied in its fullest extent, may not ultimately be found inadequate to the support of the State Governments. The nature of the claims to exemption which would be set up is well illustrated by that which is advanced in behalf of the complainants in the case before us. The very grounds of claim is in the bounties of the General Government. The allegations is that the Government has advanced large sums to aid in construction of the road; has contented itself with the security of a second mortgage; has made large grants of land upon no condition of benefit to itself, except that the company will perform certain services for full compensation, independently of those grants, and will admit the Government to a very limited and wholly contingent interest in remote net incomes. And because of these grants, and this fully compensated employment, it is claimed that this State Corporation, owing its being to State law, and indebted for these benefits to the consent and active interposition of the State Legislature, has a constitutional right to hold its property exempt from State taxation, and this without any legislation on the part of Congress, which indicates that such exemption is deemed essential to the full performance of its obligations to the Government.

We are unable to find in the Constitution any warrant for exemption from State taxation claimed in behalf of the complainants, and must therefore answer the question certified to us in the affirmative.

Journal of Railroad Law.

RAILROAD COMPANIES—ACTION FOR NEGLIGENCE—RULE OF DAMAGES.

The facts of the late case of The Chicago and North Western Railway Company *vs.* Dement (44 Ill. 74) are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action brought by the appellee against the appellant, to recover the value of a cow alleged to have been killed by a railway train. The only question in the case is, whether the cow was in fact killed by the train. When found, she was lying on her back in the railway ditch, between two and three feet from the track, bloated, and the blood oozing from her nose. She bore, however, no external marks of injury. The jury found she came to her death from a passing train.

We do not consider this a case in which we can set aside the verdict as unsupported by the evidence. It is certainly singular that the cow, if killed by the train, bore no external marks of violence. But, on the other hand, the place where she was found dead raises a strong presumption, that she had been killed by one of the several trains proved to have passed over the road the night before. Here was a mode by which the death could be explained, and no other cause is shown to have existed which would explain it. The jury probably thought an animal might be so struck by a train that death would ensue from an internal injury, without external marks of violence and that the bloated condition of the cow, and the blood oozing from the nose, indicated such injury, and we cannot say they were in error. The question is purely one of fact the determination of which belonged to the jury, and though doubtful of the correctness of their finding, our convictions are not sufficiently clear to justify us in setting aside the verdict. We cannot say it was clearly against the evidence or unsupported by it, and the case is not therefore of that class in which this court awards a new trial upon that ground.

It is urged that the first and second instructions for the plaintiff are defective in not requiring it to be proved, that the road had been operated for six months prior to the accident. No harm, however, can have resulted to the defendant from this omission, as it clearly appears from the evidence, the road had been in use for a much longer period of time. The judgment must be affirmed.

Judgment affirmed.

Cheshire Railroad.

The annual meeting of this corporation was held at Keene, N. H., on the 11th inst. The report of the Directors showed the earnings the past year to have been $713,526; expenses, $562,188; interest paid, $39,414; making the net earnings, $111,923, most of which was required to pay the five per cent. dividend. The loss to the Company by the flood in October last is estimated at $30,000. During the year no passenger was injured on the road. The equipments in all the departments have been increased. The old Board of Directors were re-elected, to wit: E. Murdock, Jr., Thomas M. Edwards, Charles W. Cartwright, Wm. A. Brigham, Geo. Huntington, Samuel Gould, J. H. Elliot.

Rockford, Rock Island and St. Louis R. R.

A correspondent of the Milwaukee *Wisconsin*, referring to this road and the opening of a section of it, says:

The 110 miles alluded to, is the section reaching north from St. Louis to Beardstown, while from Rock Island northeast to Sterling, it is also in operation, and also across Rock River bridge to Calona and the coal mines at Briar Bluff. The cars are running upon the route from Keethsburg, on the river route to Sagetown. The strip north from Beardstown to Bushnell is also being pushed forwad rapidly from Bushnell north to Sterling. Rockford haveing recently voted its bonds in aid of the road, work will be commenced at once to that point, and in a short time it will be running to within 85 miles of this city.

☞ The Colony of Victoria, Australia, is about the same area as England, and has a population of 696,161, of which 391,146 are males, and 305,015 females. On December 31st, 1868, there were 630 post-offices open in Victoria, of which 59 were also telegraph offices. The population of Australia, including Tasmania and New Zealand, is estimated at 1,600,000.

☞ The Eau Claire *Free Press* says the engineers for the West Wisconsin Railroad just in from a tour of inspection, have declared the impracticability of the route via River Falls to Hudson or Prescott, hence the road will cross just above Menomonie village and continue on direct to Hudson.

☞ The extension of the Connecticut and Passumpsic Rivers Railroad from Newport, Vt., to the connection with the Grand Trunk, will be opened July 1, and will make a direct route from New York to Quebec, seventy miles nearer than by any other line.

☞ The preliminary survey of the Denver Central and Georgetown Railway, in Colorado, has been completed, and the work will now be pushed forward rapidly. The highest grade will not exceed eighty feet.

☞ James Weir, President of the Owensboro and Russellville railroad, informs the stockholders that the prospects are flattering for the early completion of the road. He expects trains to run as far as Green river in August.

☞ Work was commenced on the Central Division of the Iowa Central railroad, at Grinnell, on the 11th of May.

Pittsburg, and Connellsville Railroad.

Mr. B. H. Latrobe, the Chief Engineer of the Pittsburg and Connellsville Railroad, arrived in this city on Saturday from a tour of inspection along the unfinished portion of the road between Connellsville and Cumberland. He found the work in a very forward state, most of the grading between Connellsville and Confluence is finished, except the heavy cut at Ohio Pile Falls, and no doubt track laying for that distance will be commenced before July first. As we stated the other day, the workmen of the contract between Indian Creek and the falls of the Youghiogheny, have opened a splended vein of coal seven feet thick. Great activity is displayed at Confluence, where the shops of the railroad will be located; it will be a second Altoona in a few years.—*Pittsburg Chronicle.*

Kent County Railroad.

At a meeting of the stockholders of this company in Chestertown, Md., on the 16th inst., the following gentlemen were chosen directors: George Vickers, Richard C. Johnson, William Welch, William B. Wilmer, Charles Beasten, Jesse K. Hines, John Gale, George W. T. Perkins. At a subsequent meeting of the directors, Geo. Vickers was re-elected president, R. Hynson, treasurer, and H. W. Vickers, secretary. A committee was appointed to contract for iron for the track from Kennedyville to Duyer's, to which latter point it is expected to have the road finished by the first of August if the committee are successful in their negotiations.

Darien Ship Canal.

The engineering expedition sent out by the U. S. Government to survey a route for a ship canal across the Isthmus of Darien have reported unfavorably. Capt. Selfridge writes—

"We have finished surveying the Darien and found it impracticable for a ship canal. I am now at work on the line from the Gulf of San Blas, about eighty miles east of Aspinwall, with better prospects of success. I expect to get through so that the expedition can return to the United States about the middle of June."

☞ Governor Hoffman has vetoed the bill allowing a company to tunnel Broadway and Fourteenth and other streets for the building of an underground railroad. He names thirteen objections to the bill, and while conceding the necessity of some improved railroad communication for the city, insists that the bill is unjust to property holders, especially on Broadway, where the vaults are of so much importance to business.

☞ The annual election of the Harlem Bridge, Morrisania and Fordham Railway resulted in the choice of the following officers: H. B. Kirk, President; M. B. Whitney, Vice-President; William Cauldwell, Treasurer: John B. Haskin, Secretary; James Murphy, Superintendent; Harry Spratley, Receiver.

☞ The contract for a joint management of the Concord and Northern (N. H.) railroads, and their several branches, has been signed. The agreement runs for five years, and is to be construed as a business contract solely, and not in any sense as a lease of one road to the other.

☞ The management of the Arequapa Railroad (Peru), has been granted to Mr. Henry Meiggs, an American, during the five years which are to be employed in the construction of the new line. Mr. Meiggs has agreed to pay three per cent. on the cost of the line.

☞ Another great Ocean route for passenger ships, and another great channel of general intelligence, has been opened across the Pacific by mail steamers, which will run periodically between San Francisco and Honolulu, connecting at the latter place with another line from Sydney, in New South Wales, and touching at Auckland, in New Zealand, on the way.

☞ The Baltimore "Citizens' Passenger Railway Association," incorporated at the recent session of the General Assembly, met on the 12th inst., and organized by electing James S. Hagerty, President; S. M. Snowden, Secretary, and A. P. Burt, Treasurer.

☞ Stephen C. Millett, Esq., President of the Port Royal Railroad, in a letter to Mr. W. B. Dorn, of Liberty Hill, Edgefield county, states that the road will be in operation to Augusta by the 1st of September next.

☞ The Sag Harbor Branch of the Long Island Railroad has been completed. This road taps the Long Island road at Manor, and is about thirty five miles in length.

7 PER CENT. GOLD LOAN,

FREE FROM ALL TAXES.

We offer for Sale at 92, and accrued interest from March 1st, 1870.

$300,000

FIRST MORTGAGE COUPON BONDS OF THE

Southern Pennsylvania Iron and Railroad Company.

The Bonds are in denominations of $1,000 and $160; dated March 1st, 1870, and maturing in 30 years from date, payable in Gold. The interest is payable March and September at FIRST NATIONAL BANK, Philadelphia.

J. Edgar Thomson, Esq.,
Frederick Watt, Esq., } TRUSTEES.

The capital stock of the Company is $1,000,000 nearly all of which has been subscribed and paid for, and the entire bonded debt is $625,000 of these first mortgage bonds, half of which have already been taken by one corporation. Persons desiring to make a safe and well-paying investment, are invited to examine the merits of these securities. Pamphlets furnished and full information given at the Banking House of

Glendinning, Davis & Amory,
NO. 17 WALL STREET,
NEW YORK.

NEW YORK
Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov, 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Car Springs of the best quality ***only.***

JOHN H. CHEEVER, Treasurer.
Warehouse, 37 & 38 Park Row, N. Y.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
Send for Circulars to

GEO. W. LORD,
107 West Girard Ave.,
3m11 **Philadelphia, Pa.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2d, 1870.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the city of Chicago, on WEDNESDAY, the twenty-fifth day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed after the fourteenth instant, and until the first day of June proximo.

L. A. CATLIN,
Secretary.

RAILROAD IRON.

4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street.
4t49 **New York.**

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, ***New York.***
Orders by mail promptly answered.

The San Antonio and Mexican Gulf Railroad.

FOR SALE AT PUBLIC AUCTION.

HEAD QUARTERS FIFTH MILITARY DISTRICT,
State of Texas.
CHIEF QUARTER MASTERS OFFICE,
Austin, Texas, April 11th, 1870.

IN COMPLIANCE WITH THE ORDER OF THE Secretary of War, dated March 26th, 1870, there will be sold at Public Auction at Indianola, Texas, between the hours of 12 M. and 3 P. M., on Wednesday, the 25th day of May, 1870, all the right, title and interest of the United States of America in and to the

San Antonio and Mexican Gulf Railroad from Lavaca to Victoria, Texas.

The Sale will include the Road Beds, Tracks and Sidings, Buildings, Water Stations, Turn Tables, &c.

The Railroad Materials and Supplies pertaining to the road, together with the Rolling Stock, Cars, Machinery and other Equipments, as follows:

28 Miles of Track, (more or less).
1 Passenger Car.
1 Baggage Car.
6 Box Cars.
6 Platform Cars.
1 Engine and Tender.
1 Engine.
1 Engine House at Lavaca.
1 Depot Building at Victoria.
1 Depot Building at Lavaca.
1 Machine Shop at Victoria.
20 prs. trucks loose at Depot in Victoria.
4 prs. trucks under 2 Platform Cars.
1 Miscellaneous lot of Railroad Material, Boxing Straps, &c.
1 Worthless lot of Blacksmiths Tools.
1 Mixed lot of Machinery being odd pieces, &c., in shops at Victoria.
8 prs. trucks lying loose along the Road between Lavaca and Victoria.
2 prs. driving Wheels at Victoria.
1 Tank at Victoria.
1 Pistern at Victoria.
1 Iron Safe.
2 Stoves.
2 pr. Scales.
8 Hand trucks.
1 Cross Cut Saw.

The property may be inspected on Application to the agent of the Road and any information desired may be obtained from the Chief Quarter Master Fifth Military District, at Austin, Texas.

Full particulars given on day of sale.

Terms of payment cash in United States Funds.

By order of

Bret. Major General J. J. Reynolds,
GEO. E. ALDEN,
Brvt. Major and A. Q. M. U. S. Army,
In charge of Office
Chief Quartermaster.



I. A. WILLIAMS',

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

McKay Iron and Locomotive WORKS,

MANUFACTURER OF

LOCOMOTIVE ENGINES,

JERSEY CITY, N. J.

Iron Bridges of all Classes.

Office 119 BROADWAY, New York.

Holden, Hopkins & Stokes,

104 & 106 JOHN ST., NEW YORK,

Importers and Dealers in

IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,

CUT NAILS AND SPIKES,

AND RAILROAD SPIKES.

Agents "New Haven Car Company."

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

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49 Walnut St., Cinl., O.

CHEAP PAINTING.—

1/2 COST LEAD

100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

or 75 Maiden Lane, N. Y.

FOR SALE.

A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

D. L. WELLS,
Milwaukee, Wis.

J. MILTON HAGY,

Iron Commission Merchant,

And Contractor for

TIMBER AND OTHER RAILROAD SUPPLIES,

512 Walnut Street,

PHILADELPHIA.

RAILROAD CROSS TIES.

CHIEF ENGINEER AND GENERAL SUPT'S OFFICE,
MOBILE AND MONTGOMERY RAILROAD,
MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track-laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—

G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

☞ The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 15th. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 15th inst.

G. JORDAN,
Chief Engineer.

Montgomery, Ala., May 10, 1870.

Northern Pacific Railroad.

To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.

NEW YORK, April 28, 1870.

JOHN BLAKELEY,

DEALER IN

WOOL & COTTON WASTE,

For Railroad and Steamboat Use, Steam Packing, &c.,

No. 233 Church Street, Philadelphia, Pa.,

SOLE AGENT FOR

CLEVELAND STEAM GAUGE CO.,

HOLT'S PATENT STEAM GAUGES,

For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

VOSE, DINSMORE & CO.,

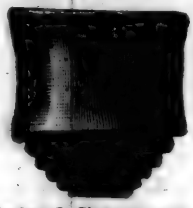
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

MANUFACTURERS OF

RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.

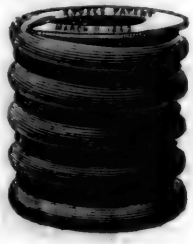
Patented—All others are Infringements.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



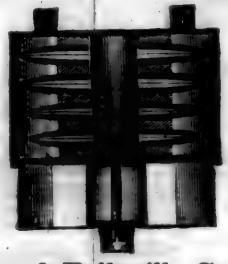
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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TAYLOR MFG. CO.,
Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

May 21, ARIZONA, CAPT. MAURY, connecting with the MONTANA CAPT. ——.

Steamer AMERICA, will leave San Francisco June 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, May 20. Freight for Central American and South Pacific ports will be received until 4 P. M. THURSDAY, May 19, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

ENVELOPES.
SAMUEL RAYNOR & CO.,
115 & 117 William street,
New York.

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSER AND ENAMELER FOR
Car Builders and Railroad Companies,
147 & 149 E. 22d St., N. Y.

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CIVIL ENGINEER,
64 & 66 BROADWAY,
NEW YORK CITY.
Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 22.] SATURDAY, MAY 28, 1870. [WHOLE No. 1,780. VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 28, 1870.

Wilmington and Manchester R. R.

The following notice is of interest to the holders of the bonds of this company:

M. K. Jesup, *et al.*, *vs.* The Wilmington and Manchester Railroad Company, *et als.*—Pursuant to an order of the Superior Court of New Hanover county, made in the above entitled cause at the spring term, 1870, at presentation at the office of Cronly & Morris, in this city, I will pay to the holders of the first preferred bonds, secured by the mortgage made by the defendant, the said Wilmington and Manchester Railroad Company, to the plaintiff, M. K. Jesup, who have not already received the same, a per centage of $30 72 on said bonds and accrued interest on the same, being dividend for distribution, as aforesaid, from net sales of that portion of the railroad and other property covered by said mortgage, which was in the State of North Carolina. In further obedience to the order made as aforesaid, I hereby notify all holders of the bonds above referred to that unless the same are presented to me as above for payment of the dividend above stated on or before the first day of September, 1870, they will be forever debarred from any participation in the said fund in my hands for distribution as aforesaid.

M. CRONLY,
Commissioner and Referee.

Wilmington, N. C., May 16, 1870.

Atlantic and Pacific Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 19th inst., the President, Mr. Francis B. Hays, in the chair. About a dozen gentlemen were present, representing nearly 30,000 shares of stock. A resolution was adopted on motion of Mr. Seligman, giving the Directors full power to make such contracts with the South Pacific Railroad Company under their charter as they should deem advisable. The road begins at Springfield, Missouri, and is now graded 50 miles west of that city, tracks are laid, and the road completed for 30 miles. The President states that the work is now progressing at the rate of one and one half miles a day. The South Pacific and this road are owned and managed by the same person, although with separate charters. The South Pacific extends from St. Louis to Springfield, Mo., a distance of 242 miles, and has been finished. At the meeting the following Directors were elected, after which the meeting adjourned: Francis B. Hays, Uriel Crocker, Isaac Rich, Jacob Sleeper, Boston Mass; Andrew V. Stout, New York; Frederick Billings, Woodstock, Vt.; Andrew Pierce, Jr., St. Louis, Mo.; William H. Coffin, Clyde, N. Y.; Charles J. Morrill, Boston, Mass.; Oliver Ames, N. Easton, Mass.; Joseph Seligman, New York; George S. Curtis, Boston, Mass.; Charles E. Harwood, Springfield, Mo.

Marquette and Ontonagan Railroad.

The Marquette and Ontonagan Railroad extends from here west to the Champion mine, a distance of 33 miles. During the shipping season this road does a very heavy business bringing down ore from the mines. They are now running thirty-eight trains per day. They have an ore dock here of a capacity of 9,000 tons, from which 12 to 14 vessels can be loaded per day. They have beside a stone dock or pier where merchandise is received from the steamboats for shipment over the road; it is also used for the shipment of pig iron. Their car and machine shops, foundry, etc., are located here. At their shops are built all the rolling stock of the road except locomotives. Their two elegant passenger coaches and baggage car were built here. They employ in the various departments about 200 mechanics. The resident officers of the road are:

Samuel P. Ely, Vice President and agent; C. Donkersley, Superintendent; A. C. Thiel, master of transportation; J. F. Sohier, General freight agent; E. B. Gay, auditor and cashier; Fred. M. Steele, pay master; Walter Finney, General passenger agent.—*Marquette Mining Journal.*

Cairo and Fulton Railroad.

The following is a copy of the resolution passed by Congress extending the time for the completion of the first section of twenty miles of this road:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in case the Cairo and Fulton Railroad Company shall complete the first section of twenty miles of said road by the twentieth day of December, eighteen hundred and seventy, and the Secretary of the Interior shall be satisfied of such completion, then the said company shall be entitled to its land in all respects and to the same extent as it would have been had said twenty miles been completed by the twenty-eighth of April, eighteen hundred and seventy, as provided by law relating to said railroad company.

Approved May 6, 1870.

Railroads in New Jersey.

Frequenters of summer resorts in New Jersey will soon have new fields open for enjoyment, through increased railroad facilities. The New Jersey Southern Railroad Company, lately the Raritan and Delaware Bay Railroad Company, purpose connecting directly with Camden by the 1st of July, and are grading a track from Whitney's Mills, four miles below Manchester, and seventy-one miles from this city, to that point, by way of Pemberton.

The injunction of the Camden and Amboy Railroad upon the New Jersey Southern, between Atsion and Jackson, on the Camden and Atlantic road, has been removed, and some time during this year measures will be taken to construct a direct road from thence to Vineland, from which point a road will run direct to Cape May. A railroad is now surveying between Barnegat and Watertown, passing Mannahawkin, West Creek, and Tuckerton. It will open many fertile tracts, and afford quick access to the rich fisheries of Little Egg Harbor Bay. It is to be finished, probably, by next summer.

Another road from Tom's River to Barnegat will afford a complete connection with both the New Jersey Southern and Seashore roads. A new railroad is likewise in contemplation between Hightstown, on the Camden and Amboy road,

and Port Mommouth, which will give travellers more speedy access to New York than by the way of South Amboy, and open up a large tract of country.

Eastern Kentucky Railroad.

The Ironton (Ohio) *Journal* learns that a portion of this road, between Hunnewell Furnace and Grayson, has been let, and is to be completed for ties and rails by the first of January next. Also that the contracts will soon be let for a branch road to the famous Lambert ore banks, and another down Tygart to the Ohio river, near Portsmouth. This road forms a link in the line which will connect Louisville with the western terminus of the Chesapeake and Ohio railroad, but it will be necessary to extend it fifteen or twenty miles eastward in order to complete the connection.

Toledo, Wabash and Western Railway.

The revenue and expenditures of the operating department of this road for the fiscal years ending December 31, 1868 and 1869, were as follows:

Revenue:	1868.	1869.
From passengers	$1,224,681 51	$1,274,539 54
" freight	2,542,742 91	2,681,235 93
" mail	70,412 49	72,049 98
" express	89,163 97	79,105 85
" miscellaneous	86,207 10	145,411 51
	$4,013,207 98	$4,252,342 81
Expenditures, viz:		
Renewal of iron and superstructure	$287,064 04	$538,617 31
Maintenance of roadway and structures	624,579 41	513,666 39
Maintenance of cars, engines, etc	489,389 66	449,733 93
General transportat'n expenses	1,488,586 68	1,549,386 95
	$2,889,619 79	$3,051,404 58
Leaving a net revenue of	$1,123,588 19	$1,200,938 23

Compared with the previous year, the gross revenue of 1869 shows an increase of $239,134 83; with an increase in expenditures of $161,784 79—making the increase of net revenue, $77,350 04.

The receipts from all sources during the year were:

Receipts.	
Gross revenue, as above	$4,252,342 81
Capital stock issued	878,803 41
I. H. Knox and others, Trustees (stock)	304,054 36
Materials and supplies, less than 1868	23,393 86
Fuel, less than 1868	49,162 02
Cash, balance of 1868	108,077 43
From connecting roads (balance of 1868)	51,704 95
Total	$5,667,538 81
Expenditures, &c.	
Operating expenses, as above	$3,051,404 58
Equipment	330,070 54
Construction	700,425 78
Interest—less unpaid coupons	1,134,990 53
Quincy and Palmyra railroad	22,223 95
Meredosia Bridge	6,348 29
Sinking fund	75,000 00
Bills payable	1,308 00
Coupons of previous years paid	72,929 50
Profit and loss	92,920 06
Cash on deposit	55,320 59
Decatur and East St. Louis R. R. Co.	91,434 47
Due from connecting roads and individuals	33,162 55
Total, as above	$5,667,538 84

As already stated, the earnings of the road for the current year show an increase of $239,134 83 over those of the preceding year, being the largest annual increase ever before realized. The gross earnings are $4,252,342 81, and the operating expenses have been $3,051,404 58, leaving a net balance of $1,200,938 23. This balance was sufficient to pay the interest upon the entire bonded debt of the Company, as well as that of the preferred stock, but the overplus, after making such payments, was too small to justify the payment of any dividend upon the common stock.

From the annexed exhibits, it will be seen that we close our fiscal year with cash assets amounting to $179,917 61, in addition to which we have materials and supplies amounting to $164,806 78, making a total of $344,724 39. The company, having no floating or other form of indebtedness, is therefore enabled to commence the incoming year with this large and available capital on hand.

The statistics of the traffic of the road indicate a movement of freight from all stations largely in excess of any previous year, and which, at remunerative rates, would have produced earnings far in advance of those actually realized. The growth or increase of the tonnage from year to year has been large and of the most gratifying and encouraging character. Unfortunately, however, the extreme competition and low rates which have prevailed, have not enabled us to show an increase in our revenues proportionate to the increase of tonnage. It is to be hoped that this evil may be remedied by the re-establishment of harmony and consequent restoration of remunerative rates between the various competing lines. When this is accomplished, our earnings will be made commensurate with the volume of our business, and then we may be confident of making satisfactory returns to our stockholders.

The rivalry and competition which has deprived the through traffic of much of its profitableness, has furnished the officers of the Company an incentive to supply the loss by a further and more complete development of our local traffic.

Accordingly, especial care and attention has been bestowed upon this, in all its various branches, embracing not only the cereals and other staples of the country, but more particularly those valuable productions, such as coal, lumber, staves, lime, &c. The success attending our efforts in this direction assure us of the wisdom of concentrating a more faithful and earnest labor in cultivating the local and internal resources of our road, which, after all, constitute the real and most reliable basis of prosperity in all railway operations.

By an advantageous exchange of the common stock of this Company for that of the Wabash Elevator Company, we have acquired the control and ownership of the extensive elevators of that Company at Toledo. The possession of these elevators is of the greatest importance to us, and especially so on account of the large through business, which, by the terms of our contract, was subject to tribute in the form of elevator charges. The amount of this through traffic during the current year was 2,000,000 bushels, and is destined to increase rapidly with each recurring year. To subject this large business to such an onerous tax, would inevitably result in its diversion to competing lines and in depriving us of one of our most important sources of revenue. The benefits arising from the possession of this property (since the first of April last) show an actual saving to the Company of nearly $50,000.

As regards our prospect for business for the incoming year, they cannot, all things being considered, be esteemed otherwise than encouraging. The country traversed by our line, is with each returning year becoming more densely populated and brought into a higher state of cultivation, and shows a marked progress in all the elements of material prosperity, thus affording us the unmistakable guarantee of a constant increase in the business of our road. However, our prospects at the present juncture are rendered more especially flattering by reason of the proposed extension of our line into new territory, and to points of greater commercial importance than hitherto reached.

Our Decatur and East St. Louis extension is rapidly advancing towards completion, the grading being nearly finished and the laying of the track being pushed forward with such dispatch, that we expect the road will be opened for business in the course of a few months. This new line passes through a country thickly settled, thoroughly cultivated, and regarded as the richest and most productive in the State of Illinois. St. Louis, its terminal point, is already well known as being one of the most important railway centres in the country. Its completion places us in possession of the shortest possible route for the transportation of the large amount of freight passing between the waters of Lake Erie and those of the Mississippi, and also in a position for the rapid transmission of all rail business between St. Louis and the great commercial cities of the East, not excelled by that of any other line. At East St. Louis, ample depot grounds, advantageously located as regards the business of the city, have already been procured, together with all other privileges necessary for the accommodation of our passenger and freight traffic. Arrangements have been made to put the line in thorough running condition and to supply it with an equipment that shall render it attractive and popular to both the travelling and business public. Its efficiency, however, will be further promoted by the completion of the railway bridge, now in the process of construction at St. Louis.

Mention was made in our last annual report of contracts concluded between this Company and the Hannibal and Naples R. R. Co., the Hannibal and Central Missouri R. R. Co., and the North Missouri R. R. Co., for the establishment of a direct and continuous through railway line from Toledo to Kansas City. That part of this proposed line, between Naples and Hannibal has already been finished, thus extending our road to the Mississippi River at the City of Hannibal. The only remaining unfinished division is that of the Hannibal and Central Missouri R. R. Co. lying between Hannibal and Moberly, being a little more than sixty miles in length. The construction work on this division is rapidly advancing towards completion, and it is expected to be ready for the passage of trains before the close of another year. Arrangements have already been made for the immediate construction of an iron bridge over the Mississippi River at Hannibal, and when built the continuity of the general line will be perfected. The completion of this great work insures to our road the local traffic from a rich and extensive country between the Illinois, Mississippi and Missouri rivers, besides furnishing us the shortest and most eligible route to Kansas City, a place already of great business importance and by reason of its railway connections, destined to become the distributing point of the traffic of the Southwest.

St. Louis and Kansas City, at the period of the inception of our Company, were regarded as the great natural objective points of our railway, and ever since that event we have looked forward to the extension of our line to those great railway centres as the accomplishment of a design of the greatest importance to us. We therefore look to the early completion of these undertakings with the highest degree of satisfaction and in the full conviction that we shall realize from them an accession to our traffic, both through and local, far beyond that which has hitherto been anticipated or realized.

The new line of railroad extending from Danville to Bloomington is now nearly finished. This road passes through a rich grain producing country, and we have therefore ample reason to expect from it a large amount of grain, which will naturally seek an eastern outlet through Toledo.

We likewise look forward with much interest to the opening of the new line of railroad from Fort Wayne to the Ohio River, which promises us very favorable connections and a large business.

It is expected that the bridge crossing the Mississippi River at Keokuk will be completed and ready for the passage of trains during the coming autumn, which will greatly facilitate all our busi-

ness relations with that city, and secure prompt and advantageous connections with the Des Moines Valley R. R.

The length of road operated is as follows: in Ohio, 75.5 miles; in Indiana, 166.9 miles; Main road in Illinois, 212.4 miles; Keokuk branch, 41.2 miles; Naples branch, 4 miles; Camp Point to Quincy, (leased), 22 miles—total length of road operated, 522 miles. Five passenger coaches, 200 box freight, 125 platform, 100 stock, 25 coal and 16 other cars have been built at the shops of the company during the year. There have been entirely rebuilt, or received general repairs, 1 sleeping coach, 7 passenger coaches, 3 baggage and mail, 232 box freight, 30 stock, 19 platform, 3 coal, and 52 other cars. Ten first class locomotives have been added during the year—five of which were manufactured at the Schenectady Locomotive Works, and five at the Pittsburg Works. The equipment now comprises 115 locomotives, 50 passenger, 4 smoking, 29 mail and baggage, 1,300 box freight, 391 stock, 280 platform, 206 coal, 48 caboose and 30 dumping cars. A large number of engines have been converted from wood-burners to coal burners, so that of the present equipment of 115 engines, 81 are now consuming coal. During the year 90 miles of new iron have been laid with the Fish Joint, and 64 miles of old rails taken out, repaired and replaced; 4½ miles of new steel rails have been put in the track; 34 miles of fences built; 7 miles of new side tracks; 139,074 new cross-ties; 3 new passenger buildings; 5 new freight buildings; and 1 new machine shop. Fully 50 miles of the track have received a substantial coating of ballast.

INCOME ACCOUNT.

Net income, as above	$1,200,938 23
Balance from previous year	430,996 77
Capital stock	1,300,000 00
I. H. Knox and other Trustees	304,054 36
	$3,235,989 36
Construction and equipment	$1,030,496 32
Interest account	1,150,420 28
Discount on capital stock	421,196 59
Profit and loss	92,920 06
Balance	540,956 11
	$3,235,989 36

TREASURER'S GENERAL BALANCE.

Road bed and equipment	$23,390,000 00
First mortgage bonds, Griswold and others, Trustees	839,000 00
Supplies, materials on hand	111,774 42
Supplies, fuel on hand	53,032 36
Bills receivable	694 89
United States military account	82 08
Indianapolis Rolling Mill Co.	11,516 14
Quincy and Palmyra R. R. Co.	22,223 95
Hannibal and St. Joe R. R. Co.	705 80
Meredosia Bridge Co	56,161 96
Hannibal and Naples R. R. Co	13,669 00
Illinois and Mississippi Telegraph Company	11,950 00
Equalization account	34,574 08
Jacksonville Depot Co	3,765 48
Quincy R. R. Bridge Co	3,900 00
South Shore line	800 00
Isaac H. Knox & Co.	91,434 47
Buffalo and Erie R. R. Co	567 05
Sinking fund consolidation bonds	75,000 00
E. D. Mason, engineer	1,050 00
D. G. Moore, assistant paymaster	12,187 94
Uncollected freight earnings	5,585 65
Cash	59,100 14
	$24,798,748 41

General stock	$7,500,000 00
Preferred stock	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co	900,000 00
First mortgage bonds, Lake Erie & St. L. R. R. Co.	2,500,000 00
First mortgage bonds, Gt. W. R. R. Co. (east of D.)	22,000 00
First mortgage bonds, Gt. W. R. R. Co. (west of D.)	707,000 00
First mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
First mortgage, Q. & T. R. R. Co.	500,000 00
First mortgage bonds, I. & S. I. R. R. Co	300,000 00
Second mortgage bonds, T. & W. R. R. Co	1,000,000 00
Second mortgage bonds, W. & W. R. W. Co	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
Equipment bonds, T. & W. R. W. Co	600,000 00
Consolidated mortgage bonds, T. W. & W. R. W. Co.	2,700,000 00
Coupons, Feb. 1868, to Nov., 1869.	25,012 75
Jas. S. Dickinson, Tr. elevators	3,779 55
Balance of Income account	540,956 11
	$24,798,748 41

President.—AZARIAH BOODY.

Vice President.—J. N. DRUMMOND.

Directors.—Azariah Boody, Isaac H. Knox, A. M. White, William Kidd, Abraham B. Baylis, Wm. I. Schenck, Horace F. Clark, New York; Wm. Mason, Taunton, Mass.; George Cecil, Logansport, Ind.; C. M. Smith, Springfield, Ills.; C. A. Savage, Quincy, Ills.. Amasa Stone, Jr., Cleveland; James Spears, Lafayette, Ind.; J. N. Drummond, Toledo; E. B. Phillips, Chicago.

Secretary and Treasurer.—Wm. B. Corneau.

Gen'l Superintendent.—GEORGE H. BURROWS.

Northern (N. H.) Railroad.

The report of this company for the year ending March 31, 1870, shows the earnings to be $689,628 03, and the expenses $433,356 11; balance, $256,271 92: add to this the balance of interest account, $1,119 66, and the amount is $257,391 58. This added to the balance of income, as per last report, $253,474 79, makes a net income of $510,866 37. Out of this has been paid on two dividends, and United States tax on earnings of previous years, $251,894 35; leaving a balance of income account of $258,972 02, which has been put into fuel, rails, etc., etc., for the road. Bonds of the road to the amount of $5,600 have been purchased and cancelled, leaving $115,000 outstanding. The contingent fund reaches the sum of $83,091 61. The receipts have increased $74,011 44 during the year past, and expenses $7,403. The number of passengers has increased 10 per cent., and tonnage 17. All damages from freshets and otherwise have been made good, and 685 tons of new rails have been laid, 2,993 tons taken up, repaired and relaid, and over 18,000 new sleepers put down. One passenger car, forty-nine freight cars and one locomotive have been built. Of the extension from Bradford to Claremont the report says: "It has been decided to build it, and the grading and masonry of the road have been let, and the work will be commenced as soon as the land damages are settled." In regard to the contract with the Concord road, which is appended to the report, the Directors say:

"A contract has been made with the Concord Railroad Corporation, which, it is believed, will be advantageous to the roads and the public. Under this arrangement a considerable annual saving can be made by working the two roads together, while better and cheaper facilities can be afforded to the public."

The bridge across the Connecticut at White River Junction is to be rebuilt this year.

St. Croix and Superior Railroad.

At a meeting of the corporators of the St. Croix and Superior Land Grant R. R. Co., in Prescott, Wis., on the 12th inst., a resolution was adopted accepting the charter, and directing the acceptance to be filed with the Secretary of State of Wisconsin. Philip W. Holmes, of New York, Nathan K. Elmore and Joseph Colamer, of Philadelphia, were appointed commissioners to open books for subscriptions of stock. James Smith, Jr., of St. Paul, attorney for Jay Cooke & Co., subscribed for five hundred shares, amounting to $500,000, the amount required in the charter to be subscribed preliminary to the organization of the company. A further meeting was ordered to be held at Milwaukee, July 14th, for the election of directors and the officers of the company.

☞ The officers of the Lake Pepin and Omaha R. R. Co., recently re-elected, are: Dr. N. S. Tefft, of Wabashaw (Minn.), President; Geo. Bryant, of Elgin, Vice President; H. P. Willson, of Plainview, Secretary; O. P. Whitcomb, of Rochester, Treasurer. The company intend securing the construction of a road from Austin to Wabashaw, to connect either with the Green Bay road or with one to Lake Superior, by way of the Chippewa Valley. A preliminary survey of the entire line is to be made this season.

☞ The quantity of Iron Ore transported over the St. Louis and Iron Mountain railroad during the first four months of the present year was as follows:

January	23,165,586 pounds.
February	31,426,981 "
March	37,383,928 "
April	47,430,765 "
Total for four months	139,357,260 "

The total amount of pig iron transported during the same time was 16,506,235 pounds.

The Adams' Express Company have declared a quarterly dividend of two per cent., the transfer books closing the 20th inst. and reopening June 2.

The American Merchants' Union Express Company have declared a semi-annual dividend of three per cent., payable July 15. The transfer books will close on June 25 and reopen July 16.

☞ The following gentlemen have been elected directors of the New York and Harlem R. R. Co. for the ensuing year: Cornelius Vanderbilt, C. Vanderbilt, Jr., W. H. Vanderbilt, Augustus Schell, Horace F. Clark, A. B. Bayliss, J. H. Banker, Joseph Hasker, W. C. Wetmore, Oliver Charlick, J. B. Dutcher, W. A. Kissam, C. M. Merserole.

☞ Upwards of 100 miles of the Lake Superior and Mississippi Railroad are completed, and 2,500 men are at work upon the remainder. The road will be opened by a grand excursion from St. Paul to Duluth, on the 4th of July.

☞ The Kansas City and Fort Scott railroad has been completed to Baxter Springs, on the line of the Indian Territory.

Railroads of the State of Pennsylvania.

A tabular statement of their Capital, Length, Cost, Earnings, Dividends, &c., for the fiscal year ending October 31, 1869.

Compiled from the Annual Reports to the Hon. J. F. Hartranft, State Auditor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$	M.	M.	M	$	M.	$	$	$	$	$	$	$	
Allegheny Valley	2,169,550	3,955,000	441,937	6,566,687	131.00	.....	28.00	7,913,532	131.00	309,838	720,030	15,516	1,045,385	702,664	342,721	.....	.....
Atlantic and Great Western	29,598,695	29,999,900	unascert'ed	59,598,595	.....					No report.							
Bald Eagle Valley	550,000	479,000	.....	1,029,000	51.20	2.00	4.10	1,050,000		(Operated under lease by Pennsylvania Railroad Company.)						44,000	8
Barclay Coal Company	1,000,000	119,000	.....	1,119,000	16.00	.....	4.00	1,119,000		(Operated under leased by Towanda Coal Company.)						70,000	7
Bellefonte and Snow Shoe	600,000	99,000	.....	699,000	21.00	1.50	2.00	442,059	22.50	8,897	59,390	40,056	108,343	69,162	39,181	19,800	3
Buffalo, Bradford & Pittsburg	2,286,000	583,500	.....	2,869,500	26.00	.....	2.00			(Operated under lease by Erie Railway Company.)						.....	.....
Buffalo, Corry and Pittsburg	428,717	700,000	374,315	1,503,032	43.20	.....	1.00	1,446,988	43.20	73,233	142,003	10,673	225,909	148,675	77,234	.....	.....
Buffalo and Erie	6,000,000	4,000,000	.....	10,000,000	88.00	.....	40.00	7,008,901	88.00	614,455	1,195,007	78,806	1,888,268	1,041,499	846,769	480,000	8
Catasauqua and Fogelsville	426,600	.....	.....	426,900	20.00	.....	8.00	738,854	24.00	5,648	121,095	23,521	150,265	70,125	80,140	25,614	6
Catawissa	3,359,500	445,250	.....	3,804,850	65.00	2.50	5.12			(Operated under lease by Atlantic and Great Western Railroad Company.)						.....	.....
Chester Creek	159,500	185,000	.....	347,500	7.25	.....	0.50	344,500		(Operated under lease by Philadelphia and Baltimore Central Railroad Co.)						8,406	6
Chester Valley	871,900	937,500	500,000	2,309,400	21.50	.....	1.50	1,871,900		(Operated under lease by Philadelphia and Reading Railroad Company.)						.....	.....
Chestnut Hill	120,650	.....	.....	120,650	4.12	.....	1.00	120,650	4.13	16,765	4,549	.....	21,314	8,300	13,014	12,065	5
Cleveland and Pittsburg	6,300,475	3,883,500	.....	10,183,975	167.00	32.00	51.00	10,733,780	225.00	598,932	1,697,836	86,800	2,383,670	1,401,948	981,722	512,123	8
Colebrookdale	45,185	262,800	901	308,886	12.80	.....	1.20	516,099		(Operated under lease by Philadelphia and Reading Company.)						.....	.....
Columbia and Port Deposit	203,172	100,000	11,460	304,632	4.87	.....	0.84	304,632		(Operated under lease by Phila., Wilmington and Baltimore Co.)						.....	.....
Connecting	1,278,300	1,000,000	.....	2,278,300	6.70	.....	9.53	2,278,300		(Operated under lease by Philadelphia and Trenton Railroad Co.)						.....	.....
Cumberland Valley	1,316,900	352,300	.....	1,669,200	74.00	.....	11.00	1,492,205	74.00	191,882	326,054	6,107	532,993	347,077	185,916	94,428	8
Danville, Hazlet'n & Wilkesb're	413,150	510,000	.....	923,150	14.00	.....	1.00	329,510		(Recently opened for traffic.)						.....	.....
Delaware, & Huds'n Canal R.R.	(Included in Canal account.)				32.00	.....	26.00	2,928,802	32.00	33,007	27,452	.....	60,469	704,018	.....	.....	.....
Del., Lack. and Western R.R.	14,100,600	3,808,000	2,190,000	19,598,600	113.00	.....	102.00	14,500,000	113.00	191,973	2,201,115	24,236	2,417,324	1,632,319	785,005	1,410,010	10
E. Brandywine & Waynesburg	89,800	175,000	2,000	266,800	17.50	.....	0.35	264,800		(Operated under lease by Pennsylvania Railroad Co.)						.....	.....
East Mahanoy	392,550	.....	.....	392,550	7.54	.....	3.50	391,604		(Operated under lease by Philadelphia and Reading Company.)						.....	6
East Pennsylvania	1,309,200	495,900	.....	1,805,100	36.00	.....	9.80	1,472,599		(Operated under lease by Philadelphia and Reading Company.)						.....	107
Ebensburg and Cresson	42,000	80,000	.....	122 000	11.00	.....	0.50	122,000		(Operated under lease by Pennsylvania Railroad Company.)						.....	.....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	14.00	2,620,000	78.00	140,839	395,264	26,830	562,933	478,680	84,253	25,000	5
Enterprise	334,700	.....	5,533	340,233	6.50	4.90	1.50	239 816		(Recently completed and leased to the Philadelphia and Reading Co.)							.....
Erie	78,536,910	23,398,800	.....	101,935,710	459.00	364.50	380.76	65,131,959	823.50	3,429,629	12,583,795	708,077	16,721,500	13,551,054	3,170,346	.....	.....
Erie and Pittsburg	999,600	2,577,504	.....	3,577,104	83.69	.....	17.10	3,680,125	83.69	131,106	674,078	19,427	824 611	426,466	398,145	.....	.....
Fayette County	90,000	.....	.....	90,000	12.66	.....	0.48	130,000		(Operated under lease by Pittsburg and Connellsville Railroad Co.)						.....	7½
Hanover Branch	116.850	.....	.....	116,850	12.20	.....	.....	257,891	12.20	19,052	44,085	18.206	78,343	50,181	21,162	11,685	10
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	36.00	18.00	32.00	1,882,550		(Operated under lease by Pennsylvania Railroad Company.)						82,788	7
Hempfield	1,809,565	500,000	100,000	2,409,565	32.00	.....	1.34	1,657,799	32.00	19,224	23,972	17,299	60 495	45,844	15,251	.....	.....
Huntingdon & Broad Top Mt.	706,580	1,927,614	.....	2,634,114	44.00	14.75	12.00	2,202,147	58.85	27,063	254,483	10.018	291,564	285,682	5,882	.....	.....
Ironton	400,000	130,000	.....	536,000	11.00	.....	4.00	268,000	11.00	.....	82,362	.....	32,362	10 973	21,389	.....	.....
Jamestown and Franklin	603,077	1,000,000	688,228	2,291,305	43.25	1.50	2.50	1,665,243		(Operated under lease by Lake Shore and Southern Michigan Company)							....
Junction	180.250	800,000	.....	980,250	4.62	.....	5.49	898 324	4.62	14,425	86,730	6.457	107,612	45 019	62.593	.....	.....
Lackawanna and Bloomsburg	1,335,000	2,200,500	125,000	3,660,500	80.00	.....	27.50	3,870,000	80.00	142.615	815,244	8,974	966,833	593 530	373,413	.....	.....
Lake Shore & Mich. Southern	35,000,000	23,313,000	416,552	58,729.552	439,97	405.18	229.89	49,947,720	985.15	(No connected accounts published.)						.....	8
Lawrence	260,450	360,000	20.000	640,450	17.40	.....	.....	614 869		(Operated under lease by Pittsburg, Fort Wayne and Chicago R. R. Co.)							....
Lehigh and Lackawanna	375,100	300,000	40,000	715,100	15.00	.....	1.01	715,000		(Operated under lease by Lehigh Nav. Co.)							....
Lehigh Valley	16,060,650	4,573,500	1,943,189	22,577 339	101.00	98.15	192.18	17,987,659	208.75	396,687	4,361,828	142,117	4,900,732	2,702,455	2,198 277	1,606,031	10
Little Saw Mill Run	88.000	36,167	.....	119,167	3.00	.....	1.00	91,011	2.00	.....	47,604	4,660	52,264	25.421	28,843	7,710	9
Littlestown	46,225	34.760	87	81,062	7.25	.....	0.60	76,000	7.15	1,875	6,286	835	8,996	8.932	64	.....	.....
Lehigh and Susquehanna	(Owned by Lehigh Coal and Navigation Co.				105.00	.....	61.00	13.919,763	120.00	109,782	1,786,505	48,221	1,945.508	1,176,960	768,548	.....	.....
Little Schuylkill	2,646,100	795,500	.....	3,441,600	28.25	3.30	24.65	1,466,283		(Operated under lease by Philadelphia and Reading R. R. Company.)						192,808	8
Lorberry Creek	52.050	.....	.....	52,350	5.50	1.00	1.00	82,050		(" " " " ")						.....	.....
Lykens Valley	600,000	.....	.....	600,000	19.60	.....	5.50	600,000		(Operated under lease by Summit Branch R. R. Co.)						57,000	10
Mahanoy Valley	125,000	.....	15,260	140,260	6.85	.....	0.18	140,260		(Operated under lease by Philadelphia and Reading R. R. Co.)						.....	.....
Mahanoy & Broad Mountain	2,035,015	250,000	217,907	2,502,922	12.74	36.65	24.46	2,272,345	161.25	109,529	22,905	128,589	(Operated by Phila. & Reading Co.)			.....	.....
Mifflin and Centre County	68,519	181,500	6,000	251,019	12.50	.....	1.00	253,406		(Operated under lease by Pennsylvania R. R. Co.)						.....	.....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	3.78	.....	9.12	323,375		(Operated under lease by Philadelphia and Reading R. R. Co.)						32,339	10
Mine Hill & Schuylkill Haven	3,856,453	.....	.....	3,856,450	136.00	.....	140.00	3,824,957		(" " " " ")						306,918	8
Mount Carbon	200,000	.....	.....	200,000	7.00	.....	4.00	203,259		(" " " " ")						15,000	6
Mount Carbon & Port Carbon	283,250	.....	.....	283,250	2.50	.....	9.60	282,812		(" " " " ")						33,984	12
Middle Creek	140,948	.....	.....	139,312	.....	.....	.....	.....		(Being constructed 50 miles; 25 miles graded.)						.....	.....
Nesquehoning Valley	369,495	.....	.....	869,496	7.00	2.00	.....	239,284		(Whole length 18 miles, from Mauch Chunk to Homestown.)						.....	.....
New Castle & Beaver Valley	605,000	136,300	2,000	843,300	14.92	.....	2.62	424,468		(Operated under lease by Pittsburg, Ft. Wayne and Chicago Railway Co.)						33,275	5½

Northern Central	5,000,000	7,005,500	592,582	12,598,082	138.00	.....	123.00	13,545,720	326.00	653,446	1,950,099	324,497	2,928,068	1,885,364	1,042,699	299,401	6
North Lebanon	300,000	.....	.....	300,000	7.72	0.83	2.88	378,880	7.72	.....	77,965	.....	77,965	30,847	47,118	29,900	14
North Pennsylvania	3,150,000	3,588,439	133,476	6,898,915	53.60	12.10	28.80	7,025,092	67.70	389,379	690,619	44,233	1,132,781	640,262	492,469	.....	5s
Oil Creek & Alleghany River.	4,259,450	3,170,000	.....	7,409,450	95.00	3.50	21.50	7,660,990	.....	246,681	1,728,433	39,313	2,014,427	1,001,072	1,013,255	425,945	10
Oil City and Pithole Branch	485,000	.....	190,000	675 000	7.00	.....	1.00	625,000	7.00	2,687	30,590	245	33 622	24,888	8,634	.....	.....
Pennsylvania and New York	1,061,700	3,000,000	.....	4,061,700	105.00	.....	10.33	2,449,079	.....	(Completed Sept. 1869.)			.....	.....	.....	.....	.....
Pennsylvania	33,493,112	17,779,564	2,054,452	53.327,128	354.90	36.50	494.90	32,392,867	643.00	3,631,137	12,932,657	687,017	17,250,811	11,908,672	6,343,139	2,944,421	10
Pennsylvania Coal	3,200,000	592,500	883,000	4,175,500	47.00	15.87	53.00	2,000,000	47.00	(Gravity Railroad—No accounts published.)						320,000	10
Perkiomen	37,660	393,500	222,981	654.181	11.00	.....	1.90	518,739		(Operated under lease by Phila. and Reading R. R. Co.)							.....
Phila. and Baltimore Central.	218,000	800,000	291,686	1 309,686	86.00	.....	4.50	1,415,976	47.00	99,099	92,697	4,876	196,672	187,400	19,272	.....	.....
Philadelphia and Erie	6,004,300	12,598,000	40,974	18,643.274	287.60	.....	86.56	19,391,972	287.60	672,964	2,507,083	82.658	3,262,705	3,271,667	(loss)	.....	.....
Philadelphia and Reading	29,023,100	7,330,191	.....	86,353.290	93.00	184.70	296.17	29,815,067	497.33	1,184,006	9,925,862	98,512	11,208,381	6,681,062	4,527,319	2,843,141	10
Ph., Germantown & Norristown	1,595,750	55,900	.....	1,661,650	17.00	3.00	5.00	1,454,872	20.00	439 803	246,779	11,937	697,620	356,982	340,828	161,072	10
Philadelphia and Trenton	1,259,100	.....	.....	1,259,100	26.50	.....	9.16	1,436,338	33.20	938,836	91,459	47,266	1,077,559	755,801	321,758	125,910	10
Ph., Wilmington & Baltimore.	9,250,850	2,338,000	205,000	12,063,850	95.95	3.26	107.52	10,652,226	99.21	1,508,612	813,057	243,633	2,865,302	1,689,208	876,094	756,151	8
Pinegrove and Lebanon	100,000	.....	59,336	159.336	6.00	.....	0.25	157,803		(Operated under lease by Phila. and Reading R. R. Co.)							.....
Pittsburg, Cinn. and St. Louis.	5,423,200	10,036,690	421,184	15,459,890	193.00	8.00	24.00	15,879,338	201.00	621,916	1,590,382	121,803	2 434,101	1,902,269	531,832	.....	.....
Pittsburg and Connellsville	1,794,576	5,500,000	.....	7,294,586	60.00	.....	18.20	3,090,992	78.20	166,676	425.277	17,023	608 919	400,326	208,593	.....	.....
Pittsburg, Ft. W. and Chicago.	19,583,948	12,563,000	72,093	38,219,041	468.30	65.00	138.50	24.391,380	468.30	2,560,669	5,169,609	318,420	8,048 693	4,859,899	3,188,799	1,273,145	9
Reading and Columbia	506,848	1,000,000	952,859	2,459,707	40.00	8.00	4.10	2,146,147	46.00	61,760	143,318	2,721	207,799	146,766	61,033	.....	.....
Schuylkill and Susquehanna	1,269,150	97,000	106,120	1,472,270	54.00	.....	7.00	1,300,702	54.00	34,665	134,417	3,411	172,494	145,101	27,392	.....	.....
Schuylkill Valley	576,050	.....	.....	576,050	11.00	12.80	8.53	576,841		(Operated under lease by Phila. and Reading R. R. Co.)						57,605	10
Snmmit Branch		(See Lykens Valley Railroad.)							21.50	4,188	226,988	6,674	238,150	99,874	138,276	36,021	8
Shamokin Valley & Pottsville.	869,450	700,000	.....	1,569,450	28.03	1.12	8.00	1,569,550		(Operated under lease by Northern Central R. R. Co.)						52,167	6
Shamokin and Treverton	150,000	.....	67,831	217,831	6.80	2.40	1.20	195,868		(Operated under lease by Phila. and Reading R. R. Co.)						.....	....
South Mountain Iron	.....	369,000	.....	869,000	17.12	.....	1.25	340,525		(Operated by the Cumberland Valley R. R. Co.)						.....	.....
Tioga	580,900	246,000	.....	496,500	80.60	.....	6.10	1,173,945	34.60	20.280	283,168	99,992	395,440	190,856	204,584	.....	.....
Tyrone and Clearfield	510,000	.....	404,069	914,069	37.60	8.00	10.00	914,069		(Operated under lease by Pennsylvania R. R. Co.)						.....	.....
Westchester and Philadelphia.	684,416	957,600	97,500	1,739,100	26.50	.....	5.00	1,618,360	35.50	209,543	111.802	9,226	330.571	215 674	114,897	.....	.....
Westchester	165,000	.....	.....	165,000	9.00	.....	0.50	202,886		(Operated by Westchester and Philadelphia R. R. Co.)						.....	.....
Wilmington and Reading	734,812	789,300	.....	1,524,112	9.35	.....	2.64	1,088,782	19.35	(Not yet fully in operation.)						.....	.....
Wrightsv., York & Gettysburg	317,050	.....	76,485	393,535	13.00	.....	1.00	393,635	13.00	16,172	43,923	1,342	61.437	52,982	11,555	.....	.....
Western Pennsylvania	1,022,450	1,800.000	304,412	3,126,862	36.10	27.60	17.96	3,176.441		(Opearted under lease by Pennsylvania R. R. Co.)						102,245	10
Zerbe Valley	1,000,000	.....	.....	1,000,000	15.10	.....	4.70	1,000,000		(Owned and operated by Philadelphia and Reading R. R. Co.)						.....	.....

STREET PASSENGER (HORSE) RAILROADS.

Allentown	30,314	.....	11,900	42.214	3.25	.....	0.16	27,739	3.25	8,489	.....	600	9.089	6,652	2,437	.....	.....
Citizens' (Philadelphia)	192,750	.....	.....	192,750	7.25	.....	1.13	179,625	7.25	234,141	.....	6.152	240,293	158,975	81,318	70,000	36.53
Citizen' (Pittsburg)	184.000	50,000	7,700	241,700	5.56	.....	3.50	234,427	5.56	139,889	.....	5,679	145,568	107,490	38,078	36,000	19.56
Easton and South Easton	29 562	.....	.....	29,562	1.38	.....	0.26	25,230	1.38	8,793	.....	72	8,565	7,328	1,237	729	2.44
Empire	.....	.....	.....	.....	1.60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie City	18,550	17,272	.....	35 822	2.14	.....	0.12	32,915	2.14	12,305	.....	139	12,444	9,695	2,749	.....	.....
Frankfort and Southwark	491,750	198,000	.....	689,750	12.33	.....	4.04	762,441	12.33	302,719	.....	5.419	308,138	246,419	61,719	32,938	6.69
Germantown	307,545	350,000	.....	687 545	25 50	.....	8.75	562,270	25.50	324 890	.....	23,131	348,021	224,528	123,493	60,000	19.51
Girard College (Philadelphia)	170.000	.....	.....	170,000	5 40	.....	.....	173.657	5.40	136,885	.....	.....	136,885	101.378	35,507	17,000	10.00
Green and Coates street (Phila.)	150,000	100,000	.....	250,000	4.84	.....	0.25	239,746	4 .84	172,718	.....	3,360	176.078	136,119	39,959	7,000	7.00
Harrisburg City	41,995	9,950	1,955	53,900	2.00	.....	0.14	60,111	2.00	6,217	.....	1,063	7,280	7,058	222	.....	.....
Hestonville, Mantua & Fairm'nt	306,390	164,400	1,500	471,790	11,00	.....	3.10	470,619	11.00	252.257	.....	31,670	283,927	220,867	63,060	7,719	2.52
Lombard and South sts. (Phila.)	90,000	62,500	11,462	163,962	4.51	.....	0.69	166 567	4.51	72,267	.....	6,111	78 378	72,120	6,258	.....	.....
Oakland & East Liberty (Pbg.)	59,500	17,000	50,163	126,663	5.00	.....	2.25	118,892	5.00	46,264	.....	1,577	47,781	39,319	8,462	.....	.....
People's street (Scranton)	125,230	.....	.....	125.230	9.50	.....	0.14	126,001	9.50	26,180	.....	1,541	27,721	19,508	8.213	6,240	5.00
Philadelphia City	225,000	200,000	21,265	446,265	7.07	.....	.....	446,265	7.07	249,914	.....	5,902	255 816	175,062	80,754	45,000	20.00
Philadelphia and Gray's Ferry.	285,307	5,500	.....	290 807	10.38	.....	2 50	295,001	10.38	82,196	.....	4,446	86,642	63,257	26,385	22,838	8.00
Philadelphia and Darby	200,000	57,000	.....	257,000	5.04	.....	0 61	258,419	5.04	39,099	.....	1,335	40,434	26,789	13,645	.....	.....
Pbg., Allegheny & Manchester.	140,000	23.000	2.433	163,433	4.75	.....	3.50	144,119	4.75	134,010	.....	676	134,686	94,633	40,053	8,000	5.71
Pittsburg and Birmingham	88,000	10.600	41,931	143 531	2.60	.....	2 60	114,661	2.60	77,573	.....	4.129	81,702	72.633	9,069	6,000	6.82
Ridge Avenue and Manayunk	120,500	63,300	.....	183,800	4.50	.....	3 50	179,635	4.50	40,855	.....	640	41,495	31,818	9,677	.....	.....
Schuylkill River	50,000	.....	.....	50,000	3.11	.....	0.37	47,463	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second and Third street (Phila.)	573,387	109,300	10.000	692,687	30.50	.....	3.50	640,529	30.50	393,675	.....	7,481	401,156	331,624	69,532	57,711	10.00
Seventh & Ninet'nth sts. (Ph.)	160,000	.....	7,408	167,408	5.62	.....	.....	119,668	5.62	99,050	.....	6,417	105.467	76,060	29,407	.....	.....
Thirt'nth & Fifteenth sts. (Ph.)	997,700	.....	.....	997,700	6.25	.....	0 18	Unknown	6.25	166.236	.....	3,268	170,504	106,154	64,350	19,954	2.00
Union (Philadelphia)	400.000	300.000	.....	700,000	26.25	.....	.....	787,341	26.25	453,001	.....	10,367	463.368	350.942	112,426	60,000	20.00
West Philadelphia	400.000	100,000	.....	500,000	10.00	.....	3.50	549,906	10.00	348,523	.....	45,209	393,732	300.796	92,936	37,892	10.00
Wilkesbarre and Kingston	50,000	.....	12.000	62 000	4.13	.....	0 26	94.633	4.13	18,720	.....	4,000	19,120	12,418	6,702	.....	.....
Williamsport	15,000	5,000	15,966	35,966	2.31	.....	0.09	32,692	2.31	.....	.....	.....	.....	6,288	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900		
Do. do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City..... 10	1,000,000	F.M.A.N	Nov.'69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,928	J. & J.	Jan.'70 3½
Cape May and Millville* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69
Do. pref.....100	400,000	J & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	6,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy .. 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger....		J'n &J'ly	Jan.'68½
" Street.....		J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	600,000		
Conn. & Passum'p. Rivers 100	139,000		
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,290,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley..... 100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,841	J. & J.	Jan.'70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester... 50	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	6,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,887	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec.'69 2
L. M. & C. and X. (Joint-..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N. Alb. & Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,678,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	600,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,460,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'n't'n & Nort'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,685,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan '70 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....			
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,600		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... ...100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	680,000	J. & J.	Jul. '67 4
Stony Brook 60	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,924		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W.D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " " pref 100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,500,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jan.'70 3
Warren.....100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal.....	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 2
Am. Merchants Union Exp.100	18,000,000		July'70 2
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,855	164,729	259,590	251,852	262,770	296,422	286,502	342,745	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	596 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	395,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,225	323,030	271,247	3,695,135
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	391 701	4,568,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	393,736	501,667	501,259	463,109	403,691	348,995	4,682,515
1870	293,978	323,825	344,386	334,653	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,287
1864	158,735	175,482	245,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	254,612	321,818	244,121	306,251	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,695	258,926	317,977	400,941	428,474	345,028	299,208	3,466,942
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,405	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,456	341,885	568,380	558,387	591,209	424,589	453,455	4,797,464
1869	333,319	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	587,700	5,274 667
1870	362,800	398,200	443,900	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6 114,506
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	846,707	952,685	754,671	547,842	7,976,419
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,559	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	892,658	888,214	1,063,236	1,448,942	1,541,051	1,211,530	879,900	11,632,731
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,054	1,001,987	13,881,171
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,159	1,414,231	1,144,029	867,830	13,012,367
1870	731,283	755,404	872,115	950,636	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	259,522	247,661	241,456	259,408	259,367	341,785	320,025	293,616	271,555	242,621	3,095,968
1870	201,500	218,600	244,161	240,046	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,545	410,336	372,593	369 463	3,445,827
1863	298,944	271,085	275,643	289,224	384,687	407,992	343,929	511,305	478,576	496,435	437,679	424,361	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	425,578	640,179	709,256	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,065	516,008	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	509,250	567,079	480,626	578,253	571,348	661,971	588,219	504,066	6,546,441
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	758,339	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,822,482
1870	654,587	663,391	644,374	597,571	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,833	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	120,556	121,519	125,065	119,169	121,408	1,284,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,256	189,145	258 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	319,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	391,613	418,379	486,808	524,700	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	358,858	384,401	429 177	496,635	429,545	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,780	380,034	4,663,805
1868	362,021	338,335	378,735	452,429	380,300	365,117	308,502	437,000	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	340,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	415,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,489	265,796	337,158	343,737	365,196	335,083	324,986	350,646	429,161	493,640	414,004	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	319,021	398,993	464,778	506,296	412,934	330,373	4,371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,829	410,826	390,071	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	393,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,541	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	382,823	377,000	443,133	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311.077
1865	259,223	239,139	313,914	271,527	290,916	304,465	349,285	344,700	350,348	372,618	412,563	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 386 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	294,620	217,082	193,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,863	328,044	298,027	254,896	2,915,845
1870	196,787	218,234	253,065	270,934	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4.068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,992	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,685	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	925,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,657	683,164	873,153	956,058	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631.143	1,006,631	1,159,726	1,113,396	489,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,240	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204.597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	104,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,271	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	459,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	318,099	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	837,388	716,820	5,709,183
1870	528,529	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	117¼
.. .. coupon		6	" "	1881	117¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,000	6	May & Nov.	1882	110¾
.. .. .. (5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	110½
.. .. .. (5-20s).....coupon		6	" "	1884	111
Loan of June 30, 1864 (5-20s)...registered	125,561,900	6	" "	1884	110½
.. .. .. (5-20s).....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110⅝
.. .. .. (5-20s).....coupon		6	" "	1885	111¼
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113¾
.. .. .. (5-20s).....coupon		6	" "	1886	113¾
.. .. .. 3d series (5-20s)...registered	379,594,850	6	" "	1887	113¾
.. .. .. (5-20s).....coupon		6	" "	1887	113¾
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
.. .. .. (5-20s).....coupon		6	" "	1888	113⅞
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108
.. .. .. (10-40s)....coupon		5	" "	1904	108⅜
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112⅝
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	264,260	var	.....	Due.	....
Treasury Notes (7-30s).....	711,100	7.30	.....	Due.	....
Certificates of Indebtedness.....	6,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,234,420	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	366,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,354,521	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan & July.	'71–'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,030	8	Jan. & July.	Var.	....
.. — .. .. (" ")....		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan & July.	1870	90
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	90
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	77
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	75½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	91½
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1893.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1894.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	6	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	98
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	95
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864–'68.....	2,040,100	6	" "	1883	103¾
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'60–'88	92¾
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	93
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
.. —	650,000	6	" "	'72–'73	111
.. —	720,000	6	" "	'74–'75	106⅞
.. —	1,430,000	6	" "	1876	106⅝
.. — .. .. .. 1862.....	600,000	6	" "	'77–'78	98⅝
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	97½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	109½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	9⅜
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	94
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	94½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	94
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1865 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	105
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69–'91	48½
.. — .. (new).....	3,059,045	6	" "	'92–'98	25½
.. — .. (Chatham R. R.)	3,000,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,000	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	6	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	96
.. —Funding Bonds	1,282,971	6	" "	'70–'90	83
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	57
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	62½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	70
.. — .. .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	88
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	34½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	91
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	91
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $16,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	46½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	82½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1898	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1895	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	70
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	9½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	93½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	92½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	" "	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	86
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'78–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	94
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	98
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,052,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	79½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	— & —	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	92½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
t Huron and Lake Michigan						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	876,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	100½
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	98½
3d Mortgage	2,000,000	7	April & Oct.	" "	1876	....
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.			
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	60,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	320,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	79
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	"	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Peteresburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	87½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,860	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7		Philadelphia.	1890	....
" " " 2d class	850,000	7	Apr. & Oct. or Jan. & Jul.	"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7			1890	....
Virginia and Tennessee:						
1st Mortgage	494,000					
1st Mortgage	23,500	6	June & Dec.	New York.	1872	79
2d Mortgage	990,000	6	" "	" "	1898	74½
3d Mortgage (Enlarged)	138,500	6	" "	" "	1884	66½
Income Bonds	736,000	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	.....	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	98
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	78½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1843	85
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	600,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	98½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Siding.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,880	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*							68.0	120,113	67,709	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—			201,000	195,000			—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,353	*	63,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,838	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	156,579,177	6,796,056	2,918,129	10	100	150½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,630	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	207.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,775	—	100	5½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	135
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0 1	4,471,274	—	217,437	1,000,420	146 1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	150
Nov. 30, 1869	57.5	7.7	52.0	—	32	60	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	144½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...p'enn. & N. Y.	485,350	*	.....	.....	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West Jersey.)		.....	.....	6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	.....	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	.....	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	———	95,006	.....	2,008,721	724,656	12	100	122
Dec. 31, 18	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109½
Jun. 30, 186	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 186	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 186	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 186	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 186	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept 30 18	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,264	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 8 01,,755	713,5 6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	420,000	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	116½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	155
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	.....	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	125½
May 31, 1869	903.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249.259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,930	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Lease	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,990	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	330,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central.)	.....	.....	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	32	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,306	29,896	—	100	....
Jun. 30. 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	79½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased to Atl. & Gt. Western.)					8	100	...
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	108½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(Leased to Pittsburg & Lake Shore.)					7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000			(Leased to Operated by Cincinnati & Louisville & Little Miami.)						8	50	19½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846							8	50	...
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	170
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	...
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(Leased to Concord.)					7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	137½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased to Phila. & Trent.)					—	50	...
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823	—	100	...
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	...
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(Under construction.)					—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,262,341	3,423,500	660,700		141.4				965,853	273,497	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.	—	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	...
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	14	50	111½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0						—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,094	704,458	—	100	...
Dec. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased to Boston & Maine.)			29,000	29,000	3	100	...
Mar. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)				973,186		—	100	103½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In progress.)					—	100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progress.)		—	100	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb.	Penn.	259,800				124,800	140,000	2,000			(Leased to Pennsylvania.)					—	50	...
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	127½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore	Maryland.	850,000				280,000	570,000				(Leased to Phila., Wil. & Balt.)					—	100	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased to Phila. & Reading.)					6	50	...
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	100	80
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100	...
Oct. 31, 1868	47.0	—	...	—	5	4	1	58	Edgefield and Kentucky	Tenn.								(Oper. by	Evansville, Henderson & Nashv.)				82,923	8,095	—	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased to Northern Central.)				25,000	5	50	...
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased to Northern Central.)				165,000	5	50	56
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	234
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	80	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369	—	50	...
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American	Maine.															—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0						—	100	...
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,466		29,687	6,815	—	100	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased to Pittsburg and Connellsville.)					7.6	50	...
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased to Belvidere Delaware.)					—	100	...
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.					1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0						—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5						—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.									60.0						—	100	...
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,600,000				(In progress.)					—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0						—	100	...
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607			1,003,724	491,889	6	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0						—	100	...
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0						—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	8½	100	...
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.2	122,712	39,149	.....	320,138	128,055	—	100	...
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.					7,600,000	9,760,000			271 0				2,184,167		—	100	117½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased to Pennsylvania.)			133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	16.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,286	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	373,163	851,826	182,894	766,351	122,688	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	...
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135 0	.....	.....	.....	897,617	528,297	—	100	...
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	...
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,805	219,211	80,051	—	50	...
Dec. 31, 1868	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois	32,785,264	*	9,721,336	1,691,280	25,278,710	8,018,170	10,901,566	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	(Is now operating Terre Haute, Alton & St. Louis R. R.)	.....	.....	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	25
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	.....	.....	132.411	35,000	26,399	.....	13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,018	87,322	2,107	—	50	...
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,485	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	...
Dec. 31, 1868	108.0	52.0	18.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	226.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000				1,500,000	500,000				(Leased to Chicago and Alton.)				152,927	7	100	91
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased to Michigan Central.)					8	100	...
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	31.6	—	113	84.0	2	1	1	20	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31 0	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1868	80.0	—	36.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,368	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,667	302,838	—	50	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	98½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania	13,348,779	4,193,059	.....	.....	16,058,159	3,328,600	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	114
Nov. 30, 1868	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,672,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,606	.....	1,898,814	157,324	—	50	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	746	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,983	30,275	.....	3,615	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	—	—	—	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	.....	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,'10	463,538	—	130.6	313 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125.600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1.620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	71	32	10	945		*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289.438	—	116.9	172,918	.....	.....	411.714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,609	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	93½
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464.050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,998	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	.....	266,667	154,500	3,000	.....	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	31	Newcastle and Frenchtown....Delaware.	680,824	*	.....	.....	.....	744,520	—	.....	62.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	68,642	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250.000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	121
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	....
Dec 31, 1868	80.2	2.8	9·6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	.....	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	61	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	145
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	09,247,430	6,736,230	2,163,875	840,929	10	100	152
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	403,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	—	—	—	—	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,055	4,906,461	240,628	61,130	—	100	80
May 31 1869	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294.611	67 653	4.000.000	433,000	147.045	782,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)															100	
Dec. 31, 1868	233.3	147.8	....	—	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*	—	—	7,500,000	10,000,000	250,000	—	422.8	—	—	—	1,296,961	301,779	—	—	85	
Oct. 31, 1868	55.3	12.0	22.5	—	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	1 015,394	388,240	5s	50	78	
Dec. 31, 1868	94.3	2.5	17.6	—	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....	
Dec. 31, 1869	138.0	4.0	101.3	—	—	130	67	35	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326	.....	.....	4,303,783	983,763	6	50	86	
Mar. 31, 1868	69.0	13.0	....	—	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116½	
Sept. 30, 1868	21.3	—	4.5	—	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*	.....	.....	159,400	400,000	47,373	.....	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....	
Nov. 30, 1868	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106½	
Jun. 30, 1868	113.0	32.0	14.0	—	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	253,994	.....	—	100	....	
Sept. 30, 1868	118.4	4.0	18.0	—	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	89½	
Dec. 31, 1868	340.0	—	....	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	39½	
Oct. 31, 1868	96.0	3.5	18.5	—	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	173,897	.....	101.5	248,880	.....	.....	1,197,090	653,185	—	50	86	
Nov. 31, 1869	130.5	12.2	43.9	—	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99½	
Sept. 30, 1868	259.8	9.9	9.0	—	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	—	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....	.....	.....	.....	.....	111,196	56,811	—	100	....	
Sept. 30, 1868	36.3	—	41.1	—	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....	
Feb. 29, 1868	283.0	—	....	—	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1.560,756	285.0	1,594,535	.....	3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	47.6	—	....	—	—	15	23	—	151	Panama	New Granada.	5,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	142	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	.....	(Leased	to Erie.)	.....	.....	53,400	8	100	....	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	.....	(Leased	to Erie)	.....	.....	.....	—	100	....	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	.....	(Leased	to Erie.)	.....	.....	26,500	5	100	....	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	.....	(Leased	to Camden	and Amboy.)	.....	.....	—	100	....	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885		Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113	
Oct. 31, 1868	47.0	15.9	53.0	—	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	.....	(Leased	to Chic. R. I. and Pacific.)	.....	.....	125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	—	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....	
Oct. 31, 1868	39.0	—	....	51.0	—	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....	39.0	87,111	.....	.....	156,746	12,424	—	50	....	
Oct. 31, 1868	287.5	—	75.9	—	—	95	42	18	1,346	Philadelphia and Erie	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	60½	
Oct. 31, 1868	17.1	3.1	20.2	—	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	162	
Nov. 30, 1868	93.0	54.0	276.7	—	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,625,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	105½	
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,585	10	100	118	
Oct. 31, 1868	100.0	3.8	106.4	—	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	112	
Jun. 30, 1868	193.0	7.5	20.0	—	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76		Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....	
Dec. 31, 1868	468.3	—	131.5	—	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	.....	.....	.....	.....	.....	27,450	6	100	85½	
Sept. 30, 1868	23.0	—	....	—	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)		.....	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,813	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	112	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	.....	(Leased	to Concord.)	.....	.....	24,500	7	100	....	
Mar. 31, 1868	28.0	—	....	—	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	.....	(Leased	to Eastern.)	.....	77,755	24,737	—	100	....	
Nov. 30, 1868	14.5	—	....	—	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	73 8	8.5	....	—	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	100	....	
Oct. 31, 1868	40.0	8.0	2.0	—	—	8	7	1	37	Reading and Columbia	Penn.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....	.....	159,744	.....	.....	178,456	26,995	—	50	....	
Sept. 30, 1868	175.0	—	12.0	—	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	175.0	565,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93	
Sept. 30, 1868	140.5	1.5	11.3	—	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72-	—	100	....	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	.....	(Not in operation.)			.....	.....	—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	—	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	—	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	(Under construction.)			.....	.....	—	100	....	
Dec. 31, 1868	141.1	48.5	20.8	—	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	113	
Dec. 31, 1868	119.0	—	—	—	—	39	31	12	789	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4 060,421	11,712,202	993,239	.....	—	100	20	
Dec. 31, 1868	175.0	—	—	—	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	.....	.....	(About $5	0,000 a month.)	.....	.....	—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to	Ind. & St. Louis.)	517,941	.....	—	100	35	
Dec. 31, 1868	195.0	15.0	15.0	—	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	45½	
Dec. 31, 1868	151.0	—	....	—	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	.....	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....	
Dec. 31, 1868	63 7	8.2	....	—	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....	
Dec. 31, 1868	68.9	—	....	—	95	.....	.....	.....	.....	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....	
May 31, 1868	80.0	—	....	—	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111		St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	91	.....	(Leased	to West Jersey.)	.....	.....	16,533	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590	243,305	228,900	353	.....	.....	.....	.....	.....	.....	17,500	1½	100	....	
Dec. 31, 1868	116.3	—	10.0	—	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....	
Oct. 31, 1868	54.0	—	7.0	—	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	.....	.....	1,269,150	97,000	145,578	.....	54.0	152,360	.....	.....	167,518	344	—	50	....	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	.....	(Leased	to Phila.	and Reading.)	.....	.....	5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....	
May 31, 1868	195 0	—	....	40.0	20	8	4	148		*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	28.0	173,705	.....	.....	277,763	83,511	5	50	....	
Dec. 31, 1868	43.0	—	2.1	—	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated	by Jeff.	Mad. and	Louisville.)	.....	—	100	....	
May 31, 186-	50.0	—	2.5	—	—	10	15	5	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....	
Dec. 31, 1868	101 7	6.5	—	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,009	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	.....	(Leased	to Central	of New Jersey.)	.....	.....	6	100	....	
Dec. 31, 1868	137.0	106.0	21.0	—	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	(In progress.)	1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	—	South and North Alabama	Ala	.....	.....	.....	.....	900,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41		South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	.....	.....	(Not in full	operation.)	.....	.....	—	100	....	
Sept. 30, 1868	123 0	0.6	12.0	—	15	7	4	173		South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1869	—	—	—	98.0	—	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)				.....	.....	—	100	....	
Dec 31, 1868	80 0	—	....	25.5	9	4	2	119		Southern Minnesota	Minnesota.	1,600,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250,000	.....	—	100	....	
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	& 130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	....	....	—	3	4	21	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	130	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	.....	—	.....	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,208,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	—	—	—	—	—	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 050	39,727	22,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	.....	—	.....	165.0	.....	.....	.....	.....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	55½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			82,000	—	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	43
Dec. 31, 1868	100.0	—	.....	.....	.....	.....	.....	.....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	5,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to .Vermont Central.)			.....	.....	8	100	101½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	63
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,098	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						85.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	63.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000.000	1,596,447	.....	63.7	Leased to Pennsylvania.)			.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)						116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)						—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	317,050	57,52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c.																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	3,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	124
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	—	—	—	603,067	397,785	—	50	67½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	—	—	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842.179	—	221,600	.....	4,797,185	7,762,720	536,411	—	178.0	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	108.3	—	—	—	1,026,580	.....	—	50	13½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	45.0	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	6.0	50	50	39
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	16	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	13½
Dec. 31,'68				Hoboken and Hudson City .N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	26	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	45	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birminghan..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.38	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	45
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,788,977	750,000	250,000		625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										25
Sept. 30,'68	3.47	82	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	8,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.00	44		Worcester .....Mass.	89,578	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Prices.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	25,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J & J	1869	....
Germantown: 1st Mortgage.....	350,000	7	o.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.&J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1880	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	91½
Chicago and Alton, pref.	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	...	117
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	18½
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.	3,500,000	7	7	72½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	70
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,776,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @ 36 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @ 97 50
		STORE PRICES.
Bar, Swedes, ordinary sizes		110 — @ — —
Bar, Refined		77 50 @ — —
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4¼@ — 5½
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penns.	c'y.	71 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 12
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ 4 37½
Clinch		5 75 @ 5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —29
Copper		— 36 @ ——

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 44 @ — —	
Straits	(gold).	— 35½@ — 36	
English	(gold).	— 35 @ — 35½	
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal. per box.	8 37½@ 8 75	9 75 @ 10 50	
I. C. Coke	7 — @ 7 75	8 25 @ 9 25	
Coke Terne	6 — @ 6 25	7 25 @ 7 50	
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk).	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — 19½
Refined, prime L. S. to W. (110 @115 test)		— 26 @ — —
Refined, Standard White (in ship'g order)		— 27 @ - 27½
Refined, prime White (in shipping order)		— 28 @ — —
Refined, S. W. (in jobbing lots)		— 28½@ — 29
Refined, S. W. (in tin)		— 33 @ — —
Naptha, Refined, (65 @ 73 gravity)		— 10 @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co.	....	69½	68	....	....	....
Central Pacific 6s	93½	....	....	93½	....	....
Central of N. Jersey	109	....	108½	108	108	108½
Chicago & Alton	115	....	....	....	....	116
" pref.	....	....	115	....	....	116
" 1 M.	....	....	102½	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	155	....	155	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	81½	81½	80½	82	....
" pref.	89½	89½	89½	87½	89½	....
" 1st M.	....	95½	....	95½	95½	....
" S. F.	....	....	....	....	98	....
" Consol.	....	....	....	....	90	....
Chic., Rock Isl. & Pac.	120½	120	119½	117	118½	119
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	....	....	....	98½	....
Clev., Col., C. and Ind.	....	79½	79	....	....	79½
Clev. and Pittsburg	107½	106½	....	106½	107	108½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind C.	18½	....	18½	18½	....	....
" 1 M.	82½	....	83	82½	82½	82½
" 2 M.	....	....	....	62½	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	....	....	123	....	124
Del. Lack. & Western.	111½	111	111½	....	....	....
" 1 M. 7s.	98	....	....	....	98½	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	104	....	103½	....	....	....
Erie Railway	23½	....	23½	....	22½	23½
" pref.	....	....	....	....	....	47½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	95½	....	....
" 3 M. 7s, 1883	88½	....	88½	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	79
Hannibal & St. Joseph.	112½	112½	113½	112½	115	116½
" pref.	111	111½	112½	112½	115	116½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	105½	....	....	....	....	105
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	139½	140	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97½	96½	97½	95½	97½	97½
Lake Shore Div. bonds.	94	94½	94½	....	95	....
Marietta & Cin. 1st pref.	....	....	18½	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	124	123½	123½	123½	....	123½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	99½	....	....	....
" 2 M.	....	....	....	95½	....	95
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	17½	17	15½	....	15½
" Tr. 10s ctfs.	....	48½	....	....	....	....
Milw. and St. Paul.	65½	64½	65½	64½	64½	65½
" pref.	80½	79½	80½	78½	79½	80½
" 1st mort.	....	96	....	95	....	95½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	100½	....	....	107	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	94½	94	94½	94½	94
" H. & St. J. iss.	....	....	....	....	94	94
Morris and Essex.	93	....	93	92½	93½	93½
" 1st mort.	....	....	100½	....	100½	....
" 2d mort.	....	....	....	100	100	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101½	101	101½	99½	100½	101½
" certificates.	96½	96½	96½	96	96	....
N. York and Harlem.	145½	144½	....	144½	145	144½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	101	....	....
N. Carolina 6s	48½	48½	....	....	48	48½
" new	25	25	24½	25	....	25½
Ohio and Miss.	39	38½	38½	37½	38½	38½
" pref.	75½	....	75½	....	72x	72½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	37½	35½	37	36½	37½	38½
Panama	....	144½	....	....	....	139½
Phila. and Reading.	104½	103½	....	103½	104½	105½
Pitts., Ft. W. & Chi. gtd.	95½	....	94½	94½	95½	95
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	100½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	9	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	86	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	61	....	....	60½	60½	61
" new	55½	55½	....	55½	56	57
Tol., Wab. & Western.	55½	55½	55½	54½	55½	55½
" pref.	....	73	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	84½	84½	84½	....	85	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	....	....	....	86	86½	86½
Virginia 6s, ex-coupon	69½	....	....	....	69½	69½
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108⅜	108⅜	108½	108½	108⅜
U. S. 5s, 10-40s, reg	107⅝	....	108	107½	107⅝	108
U. S. 6s, 1881, reg	117	117	....	....	....	117½
U. S. 6s, 1881, coup	117¼	117	....	116⅞	....	117¼
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111½	....	....	....	110⅞	....
U. S. 6s, 5-20s, c. 1862	111⅝	112½		....	....	111⅞
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112	....	111⅝	111⅝	111⅞	111⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	111½	110⅝	....
U. S. 6s, 5-20s, c. 1865	....	111⅛	111⅛	111¼	....	111⅛
U. S. 6s, 5-20s, r. n. '65	....	113⅜	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅞	113⅛	113⅛	113⅛	113⅛	113⅜
U. S. 6s, 5-20s, reg. '67	114⅛	....	....	113⅜	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114⅛	114	113⅝	114	
U. S. 6s, 5-20s, reg. '68	....	....	114	....	....	....
U. S. 6s, 5-20s, c. '68	114⅛	....	113⅞	....	....	113⅞
U. S. 6s, Pac.R.R.issue	112⅛	112⅝	112⅝	....	....	112⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	13	....	....	....	....	....
preferred	....	....	....	36½	36½	36½
Camden and Amboy	120½	120	....	119½	119½	119½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	91	....	91	....
.. 6s, 1889	....	....	....	91	....	....
.. mort. 6s, '89	93¼	94	....	93¼	93¼	93⅞
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	94½	....	....	....	....	....
Lehigh Navigation	33	....	33¼	33⅛	33¼	33⅜
.. 6s, 1884	....	....	88¼	88¼	....	88⅜
.. Gold L	92⅜	....	....	93¼	....	94½
.. R. R. L	92¼	....	....	....	....	....
Lehigh Valley R. R	56⅞	57	57	57	57	57
.. 6s new coup	....	....	....	....	....	99
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	43	43	....
.. 7s	....	....	....	....	....	....
Minehill	52⅞	52½	....	....	53	53½
Morris Canal	....	....	....	....	....	....
.. pref	67¼	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	38¼	....	....	....	39	....
.. 6s, 1880	....	....	....	....	94	....
.. 7s	88	88¼	....	88¼	88¼	88¼
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	42¾	42¾	42¾	43	....
Pennsylvania R. R	56¼	56¼	56¼	56⅝	56¼	56⅜
.. 1st M	101½	....	....	....	....	101½
.. 2d M	....	....	....	....	98	....
Penn. State, 6s. 1st series	104½	....	....	104½	....	....
.. 6s, 2d series	107½	....	....	....	....	....
.. 6s, 3d series	....	....	....	109½	110	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	101⅝	....	....	....	101½	....
.. new	102½	102⅝	102½	102⅝	102⅝	102⅝
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	52½	52¼	52	52	52½	52¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	29½	29½	29½	29½	29⅝	30
.. 6s	....	....	....	....	....	....
.. 7s	92	....	....	....	....	92½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	58	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	45¼	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	13½	....	....
Chestnut & Wal	....	....	....	....	....	44
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	45	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	25	....	....	25	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	95½	95½	....	....	....	....
.. 1886	....	....	....	95½	....	....
.. 1890	96	....	95½	95½	95½	95
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	96¼	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	92⅜	92½	92½	92½	....	92⅜
.. 2d M	72	....	72	72¼	74	75
Northern Central	....	45	43	43	43	43
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	87½
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	151	150½	150½	....	....	150½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	151	150	150	....	....
Boston and Providence	....	....	144½	....	145	144½
Boston, Hartford & Erie 5s	4½	4½	5½	5½	5½	5½
.. 7s, new	34½	....	33½	36½	35	34½
Cheshire, pref	91	....	91½	....	....	91½
Concord	....	....	85	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	124	125	128	127½
Fitchburg	....	....	136½	135½	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	124½	....	124	124	124	124
Northern, N. H	115½x	....	116½	....	116½	....
Ogdens. & Lake Champ	85½	86	86½	88	90	89½
.. pref	107½	....	....	....	....	....
Old Colony & Newport	99½	99½	....	99½	99½	99½
Ph., Wil. & Baltimore	56	....	55½	56	....	....
Portl'd, Saco & Ports	....	....	....	112	....	....
Union Pacific	....	....	....	42½	42½	43
" 6s	....	....	83½	84	....	84
" Land Grant 7s	76	76	76½	76½	....	....
" Income 10s	86½	86½	87	87½	87½	87½
Vermont & Canada	102½x	101½	....	....	....	....
Vermont & Mass	....	63	....	....	....	63
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	101	....	....	....	101
Metropolitan ..	....	69	....	....	....	69
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	4½
Franklin ..	....	....	....	....	2½	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 6.	May 13.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	63 — 68	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	60 — 65
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c	70 — 75	70 — 75
Erie shares 100 dol. all paid	18½ — 18⅝	18⅞ — 18⅝
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	111½—112½	111½—112½
Marietta and Cin. R. R. bonds 7 p. c	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	103 —105	102 —104
Penn. R. R. bonds, 2d mort. 6 per ct	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	92½ — 93¼	92⅜ — 93¼
Do. $50 shares	45 — 47	46 — 48
Philadelphia and Erie 1st mort. 1881	90 — 93	90 — 93
Do. with option to be paid in Phila.	90 — 93	90 — 93

American Railroad Journal.

Saturday, May 28, 1870.

Stock Exchange and Money Market.

Another very favorable exhibit was made by the city banks in their last weekly statement, which showed an addition of about 4⅛ millions to the deposit average, 1⅝ millions to the specie hoard, and over a million to the legal tender reserve. The banks increased their loan and discount line 1⅞ millions, and cut down their circulation $102,332. The deposits now amount to over 226½ millions, against 201¾ millions on the 9th of April. The specie average is up to 34⅛ millions against 25⅜ millions four weeks earlier. The legal tender reserve has been augmented to over 59 millions against 47½ millions in the second week in April. The loan and discount item stands at 280¼ millions against 269 millions at the close of April. The offerings of money have been unusually liberal all through the week to responsible borrowers on the basis of 4@6 per cent. in a controllable form, and 6@9 per cent. per annum, in the discount line. The demand for aid has been less urgent, from both speculative and mercantile borrowers. The U. S. Sub-Treasury cash balances on Wednesday morning stood at $76,836,422 of coin, and $3,809,209 of currency, showing a slight gain for the week, in both items.

The specie reserve of the city banks according to the latest return is $34,116,935, against $15,429,404 same time last year. The city bank deposits are now $226,552,926, against $199,414,869 week ending May 22 1869. The legal tender reserve amounts to $59,023,806, against $57,838,298 same time last year. The circulation now stands at $33,191,648, against $23,927,385 same time last year. The loans are now $280,261,077, against $270,275,952 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $104,279,720 a day, against a daily average of $109,877,490 the preceding week, and $116,848,490 the week ending with May 7, 1870. The current week's exchanges average about 95 millions a day. The city banks, last week, reported a further gain of $1,663,029 of specie, $4,110,607 of deposits, and $1,076,301 of legal tender notes. They increased their loans, $1,877,763; and reduced their circulation, $102,332.

The city bank exchanges on Wednesday were about 100 millions.

National Bank notes to the amount of $255,500 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $324,218,776, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $24,771,064, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,447,712. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,362,550; and for the public deposits, $16,340 000—making a total of $358,702,550. The Treasury Department last week redeemed and destroyed $412,700 of worn and mutilated fractional currency, and issued $861,803 of new.

The U. S. Sub-Treasury receipts, week ending with May 21, were $4,074,058 in coin, (including $2,842,000 from customs duties,) and $3,686,392 in currency; payments, $3,878,379 in coin, (including $1,459,959 of coin interest,) and $3,590 606 in currency; balance at the close of the week $82,937,839 (including $76,643,732, of coin, and $3,380,458 of currency,) against $82,084,407 at the close of the preceding week, showing an increase of $843,432. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $454,674 in coin, (including $413,040 from customs,) and $613,201 in currency; payments, $516,854 in coin, (including $464,434 of coin interest,) and $296,002 in currency. On Tuesday, receipts, $512,310 in coin (including $416,484 from customs), and $349,585 in currency; payments, $257,440 in coin (including $335,287 of coin interest) and $238,088 of currency. The balance at the close of business on Tuesday stood at $82,990,329, (including $3,809,209 of currency, and $76,836,422 of coin,) against $82,369,463 a week previous; and $81,379,042 on May 7, 1870. The aggregate receipts of the office in April were $38,914,767, including $13,193,882 from customs; aggregate

payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,549,403 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $82,097,331.

Government revenues were rather more prolific last week. The excises, during the week yielded $4,636,629; customs at the port of New York, $2,727,401 and at the outports about $900,000 (in coin) more, making the grand total income for the week equal to about $8,808,150 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $150,856,873.

The Gold speculation was less confident most of the week, and the price declined to 113¾@113⅞, or a fraction over one per cent. from the highest figures made since our last, which were 114⅞@115. The export call was moderate. Toward the close there was rather more animation apparent, and the price rallied to 114⅝, the latest quotation on Wednesday having been 114⅜@114½. Last week's exports were only $716,496. The shipments thus far this week have been moderate, including $340,678 by the *Allemania* on Tuesday, and $334,664 by the *Cuba* and *Idaho* on Wednesday. On Wednesday, Government disposed of a million of Gold at from 114 38@114 45. The aggregate of the bids was $5,745,000, and the range from 113 70@114 45. On Wednesday morning, the Treasury Department held a currency balance of $11,144,000; and a coin balance $107,668,000, of which $36,000,000 were in coin certificates.

The coin balance of the Treasury Department on Monday was $107,285,000, including $36,755,500 on private deposit; currency balance, $9,357,000.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,188,954.

The customs revenue of the port on Wednesday was $398,000.

The customs demand for Gold last week, averaged $473,666 a day; thus far, this week, it has averaged $414,762 a day, or equal to a weekly aggregate of $2,488,572. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $28,305; and since Jan. 1, 1870, $6,916,632, against $8,644,624 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $120,794,128 against $113,298,867, in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to May 13th, was $2,811,175, against $2,713,946 same time last year.

The exports of specie, from this port, last week, were $716,496 against $232,258 same week last year; total, since July 1, 1869, $26,887,354, against $34,022,238 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,459,959, and since July 1, 1869, $82,027,861, against $83,662,575 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to May 13, were $14,232,729, against $14,594,380 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $379,742.

There has been a rather better inquiry noted for foreign exchange, rates for which have been tending upward, on restricted offering of prime bankers' drafts. Bankers' prime sixty day bills on London closed steadily on Wednesday at 109⅛@109¾, and on Paris to 5.20.@5.15; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¾@5.13. The offerings of produce bills have been up to a pretty full average, since our last. The week's exports of domestic produce have been to the currency value of $3,610,420, making the total since July 1, 1869, $177,805,642, against $148,032,480 same time preceding fiscal year.

Government securities have been offered rather more freely at easier prices, but have been readily taken at the ruling figures; and toward the close, the market showed sympathy of reviving firmness and buoyancy, on an improved investment call, particularly for the later issues of the coin bearing bonds. Washington telegrams have been of an unusually conflicting tenor, relative to the funding and banking bills before Congress, and did much to disturb the course of the dealings, in the forepart of the week. On Wednesday, it was reported from Washington that the Committee of Ways and Means occupied the morning of that day on the revenue bill; that the funding bill was not considered by them; and that Gen. Garfield, chairman of the Banking and Currency Committee obtained consent to report the ninety-five million bill back to the House next Wednesday June 1. These reports had a tendency to strengthen confidence.

U. S. sixes of 1881 closed here at 117@117¼; U. S. Five-twenties of 1862, 112⅞@112½; U. S. Five twenties of 1864 at 111⅛@112⅜; U. S. Five-twenties of 1865 at 111¼@112½; U.S. Five-twenties of 1865 consolidated, 113⅛@113⅝; U. S. Five-twenties of 1867, 113⅞@114; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108¼@108½; U. S. Six per cent. currency bonds, 112⅞@113.

At Frankfort on Wednesday U. S. Five Twenties closed at —, and Central Pacific Sixes, at 77¾@77⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	May 11.	May 18.	May 25.
Consols	94¼	94½	94⅜
U.S. 5-20's of 1862	88⅝	89⅛	89
U. S. 5-20s, 1865	88	88½	88½
" 1867	90	90⅜	90¾
" 10-40s	85½	86	86
Erie	18	18½	18½
Ill. Central	112½	112½	110¼
At. and Gt. West	28½	28½	28

There has been rather more movement in State bonds at the going rates.

In railway bonds, the dealings have been to a fair extent. Central Pacific Sixes closed at 93¼@93½. Union Pacific Sixes at 86@86¼; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been depressed and decidedly lower, under a pressure to realize. The speculative demand has been much less confident. Toward the close, the market showed rather more animation, with an inclination to renewed strength in values.

The movements in domestic produce have been on a moderate scale at generally fairly supported prices. Middling upland cotton however closed heavily on Wednesday at 22¾ cts. per lb. The stock of cotton now here is given at about 47,500 bales. The receipts at the port this week, have averaged about 5,400 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,681,350 bales, against 1,964,675 bales in 1868–'9; exports, same time 1,912,975 bales, against 1,318,575 bales same time in 1868–'9; stock on hand at latest dates, 298,460 bales, against 174,200 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 5,362 pkgs., against 9,705 pkgs., same time in 1869. From Boston, 1,448 pkgs. in 1870, against 3,676 pkgs. same time in 1869.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at slightly reduced prices, ranging form 4.05@5.10, against 4.20@5.30 in April, for the 2,240 lb. ton deliverable at Elizabethport, N. J.

Foreign goods have been in pretty fair request and generally steady in value. The week's imports of foreign dry goods were to the specie value of $1,665,580; and of foreign merchandise, $4,980,593, making a total of $6,646,173, against $7,074,090, same week last year.

At the Live Stock markets, this week, Beeves have been in less demand at from 13@17½c. per lb.; week's receipts, 6,700. Milch cows continue in request, at $40@$100 each, receipts, 75. Veal calves have been quiet and depressed at from 5½@10c. per lb.; receipts, 4,258. Sheep in less demand at from 5½@9c.; lambs at 11@17c. per lb.; receipts, 21,224. Swine are dull and heavy at 9c. @9½c. per lb., all live weight; receipts, 23,080.

Ocean freights have been less active, but pretty firm. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 8⅛d.@4 by sail, and 4½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 12s. 6d.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 480.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 24, and since the beginning of the year:

	1869.	1870.
For the week	$3,853,146	$3,610,420
Previously reported	64,064,594	64,850,125
Since Jan. 1	$67,917,740	$68,460,545

The imports for the week ending May 21, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,612,207	$1,665,580
Gen. merchandise	5,461,883	4,980,593
Total for the week	$7,074,090	$6,646,173
Previously reported	121,758,699	113,116,906
Since January 1	$128,832,789	$119,763,079

The balance in the Sub-Treasury on Wednesday was $82,097,331 48.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 90; do. 7s, 96; South Carolina 6s, 96; do. new, Jan. and July, 88; Connecticut 6s, 101½; N. Y. State Bounty Loan reg., 111⅛; Arkansas 8s, issued to Little Rock and Fort Smith R. R., 76; Illinois coup. bonds, 1879, 101; Louisiana 6s, 77; do., new, 70; do., 6s, Levee bonds, 75¾; do., 8s, Levee bonds, 91½; Jersey City W. L., 96; Brooklyn 6s, W. L., 95¾; St. Louis and Iron Mt., R.R., 45½; do., 1st mort., 89¼; Ohio and Mississippi consol. bonds, 90; North Missouri 1st mort., 89; Chicago and Gt. Eastern Income bonds 46⅝; Toledo, Wabash and Western consol. bonds, 81; Buffalo, New York and Erie 1st mort., 91; Pacific 7s, guar. by Mo., 98½; Toledo, Peoria and Warsaw 1st mort., W. D., 80; New York and New Haven R. R., 152; do., Scrip, 144; New Jersey R. R., 121; Atlantic Mail S. S. Co., 26; Quicksilver Mining Co., pref., 16¼; Pennsylvania Coal, 225; Adams Exp. Co., 63⅞; Am. Mer. Union Exp. Co., 44; U. S. Exp., 47⅝; Wells-Fargo Exp., 143⅜; Merchants Union Exp., 12; Western Union Telegraph, 83¼; Wilkesbarre Coal and Iron, 65; Consol. Coal Co. of Md., 26; Cumberland Coal and Iron, 44; Black Hawk Gold, 0.35; Central Gold, 0.20; Consol. Gregory Gold, 1.65; Grass Valley Gold, 0.21; Quartz Hill Gold, 0.25, Smith and Parmalee gold, 1.05.

Philadelphia.—Oil Creek and Allegheny River R. R., 46; do. bonds, 79¼; Pennsylvania Canal, 22; West Jersey R. R. 63; do. 7s, 96¾; do. 6s, 92½; West Chester 7s, 95; Schuylkill Nav. Imp. Loan, 67; Pennsylvania and New York Canal 7s, 93½; Belvidere Delaware 3d mort., 83¾; Huntingdon and Broad Top 1st mort., 90; West Philadelphia R. R., 65; Chesapeake and Delaware Canal, 40; Delaware Division Canal, 47; Pittsburg 5s, 75; Big Mountain Coal, 6¾; N. Y. and Middle, 4.94; Feeder Dam oil, ⅜; McElhenny oil, ¼; Ocean oil, ¾; McClintock oil, 0.81; Dalzell oil, ⅞. The latest quotations are: City 6s, 101¼@101⅜; do., free of tax, 102¾@102⅞; State 5s, coupon, 103@104; do., 6s, W. L., 104@104; do., 1st series, 104⅝@105; do., 2d series, 107⅜@108; do., 3d series, 109@110; Reading, 52¾@52⅞; do., 7s, 1893, 105½@106¾; do., mort. 6s, 1880, 93¾@—; Camden and Amboy, 119½@119⅝; do., mort. 6s, 1889, 94@94½; do., 1883, 91@92; do., 1889, 91½@92; Penn. R. R., 56⅜@56½; do., 1st mort., 101¾@102; do., 2d mort., 97½@98; Little Schuylkill R. R., 43@44; Morris Canal, 20@30; do., pref., 65@70; do., 6s, 84@86; do., scrip 7s, 65@70; Susquehanna Canal, 5@10; do., 6s, 44@47; Schuylkill Nav., 6@7; do., pref., 16@17; do. 6s, 1882, 58@58½; Elmira and Williamsport pref., 41@—; do., 7s, 1873, 94@95; do., 5s, 59@60; Lehigh Coal and Navigation, 33⅝@33⅞; do., 6s, 1884, 88½@88½; do., R. R. Loan, 92@93; do. Gold Loan, 93½@93¾; North Pennsylvania, 89½@—; do., 6s, 94@94¼; do., 7s, 87½@88⅝; do., Chattle 10s, 108@—; Philadelphia and Erie, 30@30; do., 6s, 90@90; Minehill, 53¼@53½; Catawissa, pref., 36⅞@37; Lehigh Valley, 57@57¼; do., 6s, 98@100; do., 6s, reg., 99@99; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 44@—; Thirteenth and Fifteenth, 24¾@25¼; Spruce and Pine, 23@24; Green and Coates, 38½@39; Chestnut and Walnut, 44@44¼; Hestonville, 18¼@18½; Union, 41@45.

Boston.—Vermont Central 1st mort., 87; do., 2d mort., 42⅛; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 95; Atlantic and St. Lawrence R. R. 6s, 1871, 99⅛; Vermont Central and Vermont and Canada 8s, 1877, 102¼; Carthage and Burlington R. R. 8s, 1879, 97¾; Burlington and Missouri River R. R., 85⅛; do. Land Grant 7s, 89¼; do. 8s, (in Nebraska,) 96; do. 8s, 1879, 99⅝; Eastern R. R. 6s, 1889, reg., 96¼; Lynn and Boston Horse R. R. 6s, 1886, 74; Leavenworth, Lawrence and Galveston R. R. 10s, 1899, 97⅞, Vermont and Massachusetts R. R. 6s, 92½; South Shore R. R. 6s, 90; Rutland R. R. 7s, 1880, new, 78; Chicago and Southwestern 7s, gold, guar., 97; Cedar Rapids and Missouri 7s, 1894, 88½; do. 7s, 1916, 88; Middlesex Horse R. R. 5s, 81; Connecticut and Passumpsic Rivers 6, 1876, 93¾; Boston and Maine 6s, 98¼; Norwich and Worcester R. R., 106½; Eastern (N. H.) R.R., 118; Cincinnati, Sandusky and Cleveland, 31; do. pref., 36½; Summit Branch, 38½; Granite Railway, 70; Boston Water Power Co., 17; Cary Imp., 6¾; Maine 6s, 1889, 98¼; Missouri 6s, 1874, 94; Massachusetts 5s, 1883, gold, 97½; do, 1897, 97; do. 6s, 1874, 104; do. 6s, 5 20s currency, reg., 100¾; Chicago 7s, 99¾; Boston 5s, 1878, gold, 97⅞; do. 1882, 98; do. 6s, currency, 101; Cambridge 6s, 96½; Albany 6s, 1896, 93½; St. Louis 6s, 1875, 93⅞; do., 1874, 94½; do., 1887, 86¾; St. Paul 6s, 74⅝; Bath 6s, 1891, 90; do., 1884, 92½; Covington 7 3-10s, 1890, 100; Salem 6s, 1883, 99⅛.

Baltimore.—Western Maryland 1st mort., unindorsed, 78¼; Pittsburg and Connellsville bonds, 92½; Orange, Alex. and Manassas bonds, 79⅜; Virginia and Tennessee 1st mort., 79; do., 8s, 84½; Orange and Alexandria 4th mort., 75; Central Ohio R.R., 24¼; Maryland 6s, 1890, 98; do., Defense Loan, 103¼; Bare Hill Mining Co., 0.25. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@93; Baltimore and Ohio, 139½@141; do., 6s, 1875, 96¼@97; do., 1880, 95½@96½; do., 1885, 94¼@94¾; Northern Central, 42¾@43; do., 6s, 1885, 92@92½; do., 1900, 86½@87¼; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@95; do., 2d mort., 94½@96; do., 8d mort. 1885, 92@92; Marietta and Cincinnati 7s, 1892, 92⅞@94; do., 2d mort., 75@75½; Central Ohio, 23¾@24⅛; do., 1st mort., 82@85; Western Md. 6s, 1890, 78@78¼; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 66@66¾; do., 6s, guar., by Washington Co., 84@85; Richmond and Danville bonds, 76@80; Orange and Alexandria 1st mort., 6s, —@80; do., 2d mort., 6s, 78@79; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74@75; Orange, Alexandria and Manassas 7s, 78¼@79½; Virginia and Tennessee 8s, 84¼@84½; do., 6s, 1st mort., 79@—; do., 6s 2d mort., 73¾@74½; Baltimore 6s, 1875 95@95; do., 1886, 95@95; do., 1890, 95@95½; do., 1893, 92@94; do., 5s, 1838–'70, 76@78; Memphis City 6s, 52@52½; Maryland Defense Loan, 1883, 103¼@103½; City Passenger R. R. 21@22; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.00; Bare Hill, 0.20@0.30.

☞ A new route from New York to Newport, R. I., opens June 1st via New Haven, Shore line, and Newport and Wickford railroads and steamboat, and also by the Stonington steamboats. By this route the passage round Point Judith is avoided, and Newport reached in eight hours.

Dunkirk, Warren and Pittsburg R. R.

At a recent meeting of the directors of this road, held in Fredonia, N. Y., it was unanimously voted to consolidate with the Pennsylvania portion of the road, and to make the capital in Chautauqua county $1,000,000. The length of the road in that county is 42 miles, and in Pennsylvania 12 miles. The consolidated capital stock of $1,300,000 represents $24,000 per mile, which will be about the cost of the road, with buildings, switches and rolling stock. On the 6th inst. the stockholders of the Pennsylvania end of the road met at Warren, and resolved to consolidate with the New York portion. They fixed their capital stock at $300,000.

Buffalo Railway Bridge Co.

At a meeting of the stockholders of the American and Colonial International Bridge Companies in Buffalo on the 1st inst., the stock of the two companies was merged into one, to be called the "Buffalo Railway Bridge Company." Mr. C. J. Brydges, of Montreal, was elected President, and Mr. E. G. Spaulding, of Buffalo, Vice President. The location of the Bridge was decided upon, and a contract concluded with Messrs. Gzowski & Co., of Toronto, for its construction. The bridge will connect all the roads both sides of the Niagara.

☞ By reference to the Advertisement of the Novelty Iron Works, in another column, it will be seen that they have for sale a complete assortment of Lathes, Planers, tools, etc., for working both wood and iron; and smiths' and boiler-makers' tools, suitable for the manufacture of steam engines, boilers, cranes, foundery fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns and the tools, fixtures, and patterns for the construction and erection of architectural work. Also a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

☞ The Chicago and Alton Railroad Co. have executed a perpetual lease of the Louisiana and Missouri River Railroad, which will give Chicago a direct line to Fort Scott. The Company will immediately commence the construction of a road from Jacksonville or White Hall, Illinois, to the Mississippi River, where the trains will connect, by transfer boats, with the Louisiana and Missouri River road for Kansas City and St. Joseph. Branches will also be built through Glasgow or Boonville to Sedalia.

☞ Ground was broken on the Syracuse Northern railroad on the 20th inst. The Syracuse *Standard* says the work is to proceed immediately on the east and west side of the river, and at various other points on the road, and the contractors will prosecute it with the utmost vigor. It is understood that at least one hundred men will be at work on the road at various points before the week is ended.

☞ The town of Lancaster, Mass., will receive proposals until the 30th of May for plans and specifications for two Iron Bridges to be built in said town, to be completed on or before the 1st of October, 1870—one of one hundred and fifteen feet span, twenty feet wide, with side-walk of four feet wide; and one of seventy-five feet span, without side-walk, and eighteen feet wide.

Commerce of New York.

The foreign imports at New York for the month of April, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$13,886,593	$14,423,458
Do. for warehousing	16,497,691	13,137,232
Free goods	1,292.080	1,006.584
Specie and bullion	4,818,287	805,025
Total entered at port	$36,354,651	$29,372,299
Withdrawn fr. wareh'use	8,954,512	12,822,634

The foreign imports at New York for the four months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$57,630,879	$54,581,355
Do. for warehousing	47,854,038	44,421,267
Free goods	5,338,845	3,851,681
Specie and bullion	8,693,988	6,307,002
Total entered at port	$119,517,750	$109,161,305
Withdrawn fr. wareh'use	37,002,977	41,144,468

The foreign imports at New York for ten months of the fiscal year were:

	1869.	1870.
Six months ending Jan 1	$123,552,971	$134,708,154
January	22,542 529	24,725,375
February	25,827,280	25,367,998
March	34,793,290	29,695,633
April	36,354,651	29,372,299
Total for 10 months	$243,070,721	$243,869,459
Deduct specie	11,740,477	12,084,204
Total mdse	$231,330,244	$231,785,255

The duties received at New York for ten months ending with April, were:

	1869.	1870.
Six months ending Jan. 1	$57.845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
March	13,027,672 02	11,977,323 42
April	10,727,099 86	12,799,598 49
10 months	$103,213,258 74	$107,920,157 71

The exports from New York to foreign ports in the month of April, were:

	1869.	1870.
Domestic produce	$14,671,026	$13,741,650
Foreign mdse. free	4,600	45,157
Do. dutiable	733,461	911,018
Specie and bullion	1,767,601	1,698,616
Total exports	$17,176,688	$16,396,441
Do. exclusive of specie.	15,409,087	14,697,825

The exports from New York to foreign ports for four months from January 1, were:

	1869.	1870.
Domestic produce	$49,793,563	$51,720,709
Foreign free goods	48,608	205,532
Do. dutiable	2,133 640	3,547,991
Specie and bullion	10,604,032	8,097,865
Total exports	$62 579,843	$63,572,097
Do. exclusive of specie .	51,975,811	55,474,282

The exports (exclusive of specie) from New York to foreign ports for ten months of the fiscal year were:

	1869.	1870.
Six months ending Jan. 1	$80,651,068	$109,954,573
January	18,153,017	12,893,166
February	10,824,812	11,940,146
March	12,588,895	15,943,095
April	15,409,087	14,697,825
Total produce	$132,626,879	$165,428,805
Add specie	32,342,031	24,754,420
otal exports	$164,968,910	$190,183,225

Journal of Railroad Law.

COMMON CARRIERS—INJURY TO PASSENGER—CONTRIBUTORY NEGLIGENCE.

The facts in the late case of Morrissey *vs.* The Wiggins Ferry Company (43 Mo. 380) are fully and clearly stated in the following opinion by

WAGNER, J.—This action was brought under the second section of chapter 147 of the General Statutes, and damages claimed to the amount of $5,000, by the plaintiff, as the only surviving parent of Annie Morrissey, who it is alleged, was a minor, and unmarried, and was drowned while crossing the Mississippi river on one of defendant's ferry-boats, in consequence of the negligence, unskilfulness or criminal intent of defendant's agents and employees in managing said boat.

On the trial in the court below, under certain instructions, the jury found a verdict for the defendant. There was much evidence given, and it was conflicting in its character, but I shall neither detail nor comment on it, as it belongs exclusively to the jury to attach to it whatever weight and consideration they may deem it deserves.

The whole defence was based on the ground of contributory negligence: that the deceased, through her imprudence and want of care, produced or contributed to the accident in such a manner as ought to preclude a recovery. That there is a difference in the adjudications upon this subject, and that some courts have held that no recovery can be had where the injured party is in the least in fault, cannot be disputed. But such is not the ruling of this Court; and it is to be observed that the courts which have heretofore laid down the above doctrine are rapidly retracing their steps and declaring a rule more reasonable and in consonance with justice.

The question has been discussed in several recent cases in this Court, and the law must be considered as established—no longer in doubt or open to question. The settled principle now is that it ought to be left to the jury to say whether, notwithstanding the imprudence of the injured person, the defendant could, in the exercise of reasonable diligence, have prevented the catastrophe.

The degree of responsibility to which carriers of passengers are subjected is not ordinary care merely, which will make them liable only for ordinary neglect, but extraordinary care, which renders them liable for slight neglect.

In a recent case in this Court, in discussing the liability of passenger carriers, we declared the rule to be "that the carrier shall be guilty of some negligence which mediately or immediately produced or enhanced the injury, and that passenger should not have been guilty of any carelessness and imprudence which directly contributed to the injury, since no one can recover for any injury of which his own negligence was, in whole or in part, the proximate cause; and that, although the plaintiff's misconduct may have contributed remotely to the injury, if the defendant's misconduct was the immediate cause of it, and with the exercise of prudence he might have prevented it, he is not excused." (Huelsenkamp *vs.* Citizens' Railway Co., 37 Mo. 537: Kennedy *vs.* N. M. R. R. Co., 36 Mo. 351.)

The concluding paragraph of defendant's second instruction is objectionable. It tells the jury that unless the jury believe that the accident and death resulted without any negligence or want of care on the part of Annie, which produced or contributed to produce such accident or death, then they should find for the defendant.

This was in direct conflict with the law as above declared. It destroyed the plaintiff's right of action for the least fault on the part of deceased, and exonerated the defendant, although the unskilfulness, negligence, and criminal intent of its agents and employees may have directly caused the injury. Such is not the law and we hope it never will be.

The plaintiff asked two instructions which were refused. They are as follows:

"That if the jury find from the evidence that the employees of defendant or either of them were guilty of negligence in not keeping the entrance to defendant's boat properly guarded and protected, or in not keeping sufficient lights on said boat or on the wharf-boat, by reason of which deceased came to her death, and that deceased was not guilty of any want of any ordinary care and prudence which directly contributed to the injury, then the defendant is liable in this suit."

"That although the deceased may have been guilty of misconduct or failed to exercise ordinary care and prudence while passenger on defendant's boat, which may have contributed remotely to the death of the deceased, yet if the employees or either of them of defendant were guilty of negligence which was the immediate cause of the death, and with the exercise of prudence by said employees or either of them said injury and death might have been prevented, the defendant is liable in this suit."

The instructions asserted correct propositions of Law, and should have been given. They tell the jury that if the deceased only remotely contributed to the accident, and if the agents and employees of the defendant were the direct and immediate cause, and might have prevented it by the exercise of prudence and care, the defendant is liable. Nothing can be clearer.

There was some question made about the action of the Court in admitting and rejecting testimony, but I have seen nothing objectionable in the ruling of the Court in that regard, except in portions of the deposition of Barron.

And although his statements were so absurd and so flatly contradictory to the whole mass of the testimony given on each side, that I have no idea that either the jury or anybody else believed them, still they were incompetent, and should have been excluded.

With the concurrence of the other judges, the judgment will be reversed and the case remanded.

Littlestown Railroad.

The commencement of the work in constructing the extension of the Littlestown Railroad to the Maryland State line, to connect with the Frederick and Pennsylvania Line Railroad, was inaugurated with becoming ceremonies on Monday last. Ground was broken on the "Winterode farm," a half mile from Littlestown. Appropriate addresses were delivered by Mr. Myers, President of the Littlestown Railroad Company, and Wm. McSherry, Esq.

Major Diller, the contractor, was on hand with horses, cars, and a force of men, and immediately after the ceremonies were over commenced grad-

ing the track. As the Major "pushes things," we may look for an early completion of the work to the State line.—*Hanover (Pa.) Spectator.*

Business Contract of the Concord & Northern (N. H.) Roads.

The contract of business which was entered into between the Concord and Northern Railroads on the 29th of April has been published. The preamble states that the contract was made for the purpose of providing for a more efficient, convenient and economical management of the business of said parties, for the benefit of the public in better accommodations and with less rates of fare and freights, as well as for the interests of the parties themselves.

During the continuance of this agreement the two railroads and their respective branches shall be operated and managed in connection with each other under a joint management as hereinafter provided, according to the terms and conditions hereinafter mentioned.

Included in this management are all the lands, depots and other buildings of the two lines, their furniture, machinery, engines and cars, tools and stocks and supplies of all kinds.

All the legal rights, interests, benefits, obligations and liabilities of said first party under the two contracts of April 3, 1861, between it and the Concord and Portsmouth Railroad; and under the contract of January 21, 1865, between said first party and the Boston and Lowell and Nashua and Lowell Railroads; and under the indenture of lease of March 11, 1870, between said first party, together with the Manchester and Lawrence Railroad and the Suncook Valley Railroad, and also under the written contract of the same date between the same parties, so far as said contract relates to the completion of the last mentioned railroad, and payments of unsettled land damages as mentioned in said contract; and of said first and second parties respectively under the contract lately made between them and the Vermont Central and other Railroads relative to the business of said Vermont Central Railroad, shall, during the continuance of this agreement be enjoyed and discharged in and by the joint management aforesaid, and all the expenses and costs thereby incurred shall be included in the accounts of said management and be paid by it, the same as if said rights and liabilities were those of the parties hereto. And all the rights and benefits of said first party under the contract of December 27, 1860, between it and the Manchester and Lawrence Railroad, and all its liabilities and duties to said Manchester and Lawrence Railroad under the same contract, which may arise during the continuance of this agreement, in case said contract shall be held to be legally valid and binding, shall so far as it may be lawful, be enjoyed and discharged in and by the joint management as aforesaid, and all the costs and expenses thereby incurred shall be included in the accounts of said management and be paid by it. Provided, however, that the first party shall contribute and pay toward the rent to be paid to the aforesaid Suncook Valley Railroad in July next the sum of $4,650, on account of the earnings of said road to the date hereof, now in the hands of said first party.

Each of said parties, separately, shall be liable for all claims now outstanding against it, and for any action brought on account of anything previous to the date hereof. But all claims and liabilities arising out of anything included and provided for in this agreement, shall be met and discharged by the management herein provided.

The care, management and operation of all the roads aforesaid, and of the business thereon, and of the joint management as herein contemplated, shall be under the charge and direction of one agent, acting for and as the agent of both parties. Said agent shall be appointed by said second party, and may be removed at any time by it. But the parties hereto may, by concurrent votes of their respective Boards of Directors, each Board acting by itself, exercise the same control over said management as is usual with Boards of Railroad Directors in ordinary cases.

All the property of every kind included in this agreement, except articles of property intended for consumption in use, shall, so long as it may remain in the management aforesaid, be kept by it as nearly as may be in a like relative and in as good repair as it now is or may be when the improvements herein especially provided for shall be made; and in case of any damage or destruction of any part thereof, the same shall be repaired and restored at the expense and charge of said management. And for that purpose all insurances now existing or at any time hereafter made on any of said property shall enure to the benefit of said management; and all the sums at any time during the continuance of this agreement becoming due on said insurances shall be allowed and paid to said management. And all risks on the shop stock and other articles of property now placed in or which may at any time hereafter belong to said management, shall be borne by it.

It is provided that suitable depots and station buildings shall be constructed at various places, certain repairs on bridges and masonry are to be effected, and provisions are made for the applying of certain surplus earnings for the completion of the Suncook Valley Railroad and for repairs and improvements on the Manchester and North Weare roads.

The salaries and expenses of the President and other officers of each of the parties, and of other agents and servants not employed in the joint management, shall be paid by each party for itself. For this purpose the joint management shall pay to each party yearly the sum of $2,500. All costs and expenses of the management and operation of the roads, and all national and State taxes against the roads, except as hereinafter specially otherwise provided for, shall be paid by the joint management.

All the income and receipts in any way from the roads, property and business included in this agreement, during the continuance of the joint management, and so far as either of the parties hereto may be concerned in said income and receipts, shall come into and belong to the joint management herein provided for; and the agent of the parties appointed shall have charge of the same, subject to the control of the Board of Directors of said parties by concurrent votes, as hereinbefore provided. And in order to avoid any controversies or questions with regard to the proper division of the balance of said income and receipts, after the payment of costs, expenses and charges to the management, between said parties, it is hereby mutually agreed that from said balance there shall, on or before the fifteenth days of October and April in each year during the continuance of this agreement, be paid to the Treasurer of the first party the sum of $75,000, together with such further sums as may be required to pay any national tax due on the dividend of that sum to its stockholders. Provided, however, that there shall be allowed on account of earnings received by said first party for the month of April in the present year the sum of $12,500 toward the amount to be paid to the first party in October next. And all the remainder of said balance at the expiration of each six months during the continuance of this agreement shall be paid over to the Treasurer of the second party for its sole use and benefit. And said division of balance of income and receipts shall be a full adjustment and settlement between the parties of their respective interests in the net proceeds of the business and operation of the management aforesaid. And in consideration of said remainder being allowed and paid to it as aforesaid, the second party is, from its own funds, on or before said fifteenth days of October and April in each year aforesaid to make up and pay to the first party any deficiency which may then happen and be in the balance of income and receipts to make the payments in this agreement provided to be made to said first party, so that said first party shall receive the full amount of said payments as intended.

The passenger and freight tariffs now established by the first party shall regulate and govern the rates of charges of the joint management unless otherwise required by law. No change shall be made in said rates without the mutual consent of the parties unless required by law. And in case any change therein shall be made or permitted by the first party, except as aforesaid, without the consent of the second party, the full amount of any reductions of income and receipts to the joint management arising from such change shall be allowed by the first party toward the payments hereinbefore provided to be made to said first party from income and receipts, and said payments shall be reduced accordingly. And all the provisions hereinbefore made relative to said payments are subject to this provision and condition.

It is also provided that accurate inventories and appraisals of all the property placed by the parties in the joint management shall be made as soon as practicable after the execution of this agreement, and a like inventory is to be taken after the termination of this agreement, when an equitable division of the property shall be made between the two roads. If the first party shall neglect to pay the joint management the several payments hereinbefore provided to be made on account of depots, &c., the amount so remaining unpaid by it at the termination of the joint management, shall be deducted from the portion belonging to the first party in the division of the property as above provided, and its said portion shall be reduced accordingly.

The business of the joint management as herein provided, shall be carried on under the name and style of the Concord and Northern Railroads.

Both parties mutually covenant and agree to observe and perform all the provisions of the agreement according to the true intent and meaning thereof. Neither party, so far as it can control the same, shall permit any act or thing to be done to hinder the full operation of the said joint management.

This agreement shall be construed as a business contract solely, and not in any respect as a lease of one road to another; and each party retains to itself its own corporate capacities in the same manner and to the same extent as heretofore, excepting that as between themselves their rights and liabilities with reference to anything contained and provided for in this agreement shall be governed and determined by it.

The agreement shall be in force for five years from April 15, 1870.

Signed:

The Northern Railroad, by their Committee duly authorized— URIEL CROCKER,
GEORGE W. NESMITH.

The Concord Railroad Corporation, by—
J. MINOT, President,
J. STEPHENS ABBOTT.

The foregoing contract is hereby sanctioned by us— JESSE GAULT,
SAMUEL D. QUARLES,
Railroad Commissioners for the State of New Hampshire.

Approved. ONSLOW STEARNS, Governor

This is approved by us—
MOSES HUMPHREY,
CHARLES JONES,
M. A. HODGDON,
} Councilors.

☞ They are making puddled steel at Allentown which stood a tensile strain of 127,320 pounds to the square inch. A piece of the steel-capped rail made by this process was lately tested, and stood five thousand and five hundred blows, and the weld still remained perfect.

☞ The stockholders of the Utica, Chenango and Susquehanna Railroad Company have ratified the lease of their road to the Delaware, Lackawana and Western Railroad, and voted to increase the stock to $8,000,000.

Railroads in Nebraska.

The St. Louis *Journal of Commerce* says that the following railroads are in course of construction to Lincoln, the new State Capital: The Burlington and Mo. River, to be completed by the 9th of June; the Midland Pacific, 12 miles finished; Elkhorn Valley, 10 miles completed; Burlington and Southwestern, 10 miles running, 80 miles paid for; Omaha and Southwestern, 10 miles running. All these roads are being rapidly built.

☞ Upwards of $600,000 have been subscribed by the common stockholders for the preferred stock and bonds of this company, under the terms offered in the Directors' circular of April 25. This sum is in addition to the subscription of $450,000 by the preferred stockholders, and makes an amount exceeding $1,050,000 already pledged to the company for the removal of the old incumbrances upon the property.

☞ The Milwaukee *Wisconsin* says that a party of surveyors in the interest of the Milwaukee and St. Paul Railroad have passed over the route between Ripon and Oshkosh, and are now examining the proposed Omro and Winneconne route. They have been in Oshkosh and are making a thorough examination of the entire route, the approaches to the city, &c.

☞ The Muskegon and Big Rapids Railroad Company has been organized with a subscribed capital of about $50,000. The following officers were chosen: President, Alex. Rogers, Muskegon; Vice President, J. S. Stearns, Big Rapids; Secretary, Stewart Ives, Big Rapids; Treasurer, C. Davis, Muskegon; Attorney, Francis Smith, Muskegon.

☞ The officers of the Sioux City and Columbus R. R. Co., are: President, S. T. Davis; Vice President, Wm. Adair; Treasurer, John Cleghorn; Secretary, Jas. Scott. At a meeting to be held on the 14th of June it is expected some action will be taken towards the commencement of the work.

☞ A writer in the Dubuque *Times* says that the Western Union road has already concluded, under certain contingencies, to construct a bridge across the Mississippi at Savannah to Sabula so that trains can go from Dubuque to Milwaukee without change of cars.

☞ Since the 1st of September last, the Illinois Central Railroad Company have shipped northward 50,692 bales of cotton, and during the month of April, 338 hhds. of tobacco were forwarded from Cairo.

☞ A new railroad, 73 miles in length, is in contemplation in Mississippi, between Okolona and the Tennessee river at Eastport.

☞ At the Lake Superior copper mines last year, 30,909,549 pounds of mineral were smelted. They yielded 23,483,079 pounds of fine copper.

☞ The North Missouri railroad will be completed to Ottumwa, Iowa, by the 4th of July.

English Patent for Sale,

Covering several valuable Steel

RAILWAY SPRINGS,

some of which are in successful use in this country. Also, Rights in other foreign countries. Apply to

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OFFICE OF TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, May 24, 1870

THE COUPONS DUE 1ST JUNE ON THE FIRST mortgage bonds of the Toledo, Peoria and Warsaw Railway Company (Eastern Division) will be paid on and after that date at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, less Government tax.

2t22 ZENO SECOR, President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO. NEW YORK, May 2d, 1870.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the city of Chicago, on WEDNESDAY, the twenty-fifth day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed after the fourteenth instant, and until the first day of June proximo.

L. A. CATLIN, Secretary.

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SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron. Send for Circulars to

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have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

Glynn's Anti-Incrustator for Steam Boilers.

THE only reliable article for removing and preventing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.

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4,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

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A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation

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Running over Different Gauges of Tracks.

These Trucks are adaptable

To any and all Gauges of Track.

The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.

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Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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MOBILE AND MONTGOMERY RAILROAD,
MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track-laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—

G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

☞ The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 15th. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 15th inst.

G. JORDAN,
Chief Engineer.

Montgomery, Ala., May 10, 1870.

Northern Pacific Railroad.

To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

J. GREGORY SMITH,
President Northern Pacific Railroad Co.

NEW YORK, April 26, 1870.

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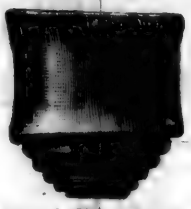
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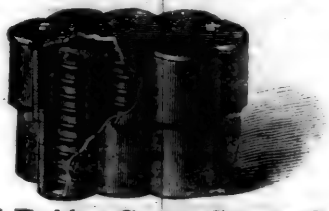
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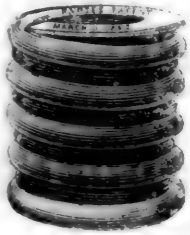
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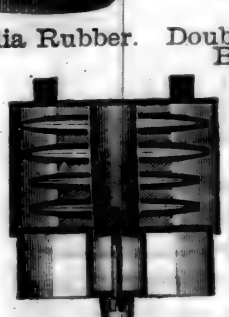
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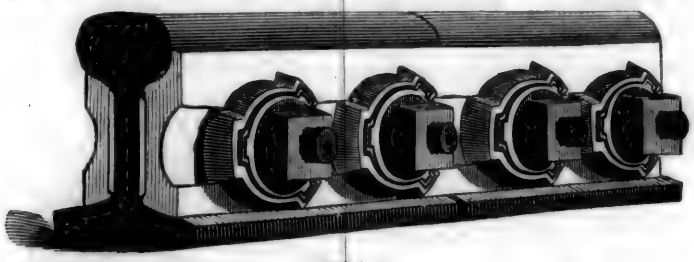
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

June 4, ALASKA, Capt. Gray, connecting with the CONSTITUTION Capt. Cavarly.

Steamer JAPAN, will leave San Francisco July 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, June 2. Freight for Central American and South Pacific ports will be received until 4 P. M. THURSDAY, June 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 4, 1870.

Indianapolis, Bloomington and Western Railway.

SEVEN PER CENT. GOLD LOAN.

The bonds are in denominations of $1,000 each, secured by a first mortgage on 205 miles of road, from Indianapolis, the largest city and most important railroad centre in the State of Indiana, to the city of Pekin in Illinois.

One hundred and seventy miles of the line are now in full operation, equipped with new first-class rolling stock, and already earning much more than the interest on the whole issue of bonds. The balance, thirty-five miles, is being rapidly constructed, is nearly all graded, and under contract to be finished during the present month.

There are thirty-six depots on the line, located in cities and towns that contain, in the aggregate, a population of 190,000 averaging over 920 to each sqaare mile within a radius of half a mile of the track; and within twenty miles of the track there is a population of about 600,000.

It passes through the counties of Marion, Hendricks, Montgomery, Fountain, Warren, and Vermillion, in the State of Indiana, and Vermillion, Champaign, De Witt, Platt, McLean, and Tazewell Counties, in Illinois, on the line of the old emigrant State road, which was laid out in the best portion of those States before the time of railroads, was then the main line of Western travel, and consequently became more thickly settled than other sections of the West, as the numerous cities, large villages, and products of these counties demonstrate.

Besides the large agricultural productions of this section, the manufacturing interest is very extensive in the large towns, and rapidly increasing.

The coal mines at Danville on this line are extensively and profitably worked, and furnish business for over three hundred coal cars at present, and more than twice that number will be required to carry coal on completion of the remaining link.

From the present earnings on 170 miles, it is safe to assume that the local business alone will be ample not only to pay the bonded debt, but large dividends on the stock.

In addition to the population and wealth of the country, and all that is necessary to support a first-class road and make it a profitable investment through local traffic, it forms a grand central trunk line for through business not surpassed by any road of equal length in the West.

At Indianapolis it connects by main lines with the Cities of Columbus, Cleveland, Pittsburg and Cincinnati, and with the Pennsylvania Central, Baltimore and Ohio, Chesapeake and Ohio, and other important railroad lines. At Pekin, the western terminus, connections are made with Peoria, Quincy, Keokuk, Burlington and Omaha. At Bloomington with the Illinois Central Road, which runs northwest 600 miles to Fort Dodge, Iowa. A very large business will be done with this line. At Danville it connects by rail with Toledo, on Lake Erie. A map will show all these to be very import connections in making through lines over this route.

The Loan is placed beyond any contingency by the present earnings from local traffic on 170 miles, which must necessarily be doubled when the trains run through.

The Bonds are convertible, at the option of the holder, into stock at par at any time, which adds greatly to their value. They may be registered at the Farmers's Loan and Trust Company, if desired.

Coupons payable April and October, free of tax.

Total issue $5,000,000—$2,000,000 of which are placed in trust with the Farmers' Loan and Trust Company to redeem and cancel $2,000,000 bonds issued to the Danville, Urbana, Bloomington and Pekin Railroad, now merged into this road making the loan only $3,000,000, over half of which has been sold in Europe and this market. The balance we offer at 92½ and accrued interest. At this low price the Bonds being so amply secured, will be quickly marketed.

We have been thoroughly posted in regard to the road from the start, have closely inspected it from time to time during construction, and being familiar with the wealth and resources of the country, the responsibility and integrity of the officers and directors of the Company, and the present earnings of the road, it is with pleasure that we recommend the bonds as one of the cheapest and safest investments in the market, sure of a high standard among the best railroad securities in the country.

All marketable securities received in exchange at market rates. Bonds delivered to all points free of express charges.

TURNER BROTHERS,
Bankers, No. 14 Nassau St.

Railroads in the Indian Territory.

The Southern Branch Union Pacific, Kansas and Neosho Valley, Lawrence and Fort Gibson, and Atlantic and Pacific railroad companies recently appeared before Secretary Cox, by Caleb Cushing and other counsel, to argue that they had the right to extend their lines through the Indian Territory. The Secretary has made a careful examination of the argument and of the law and treaties bearing on the subject, and submitted his conclusions to the President, by whom they have been fully and formally approved. It is decided that neither of these four roads has yet gained the right to enter the territory with its track, and the Secretary recommends the appointment of the Superintendents of the Southern and Central Indian Superintendencies as a commission to determine which of said four railroad companies shall first fully comply with the laws bearing on the matter, and report to the Interior

Department when this fulfilment shall have taken place. The President adopted this recommendation and will at once issue an order declaring that no railroad company shall be permitted to enter the Indian Territory for the purpose of grading or constructing a railroad until this report has been made to the Secretary and by him approved. Gen. Cox also declares himself in favor of keeping the territory as free as possible from the intrusion of white settlers under any form, and earnestly advises against allowing the building of a trunk road through it from north to south with a branch from Fort Gibson to Fort Smith and a double line from East to West, meeting in the valley of the Canadian river.

Milwaukee and St. Paul Railway Co.

This company owns the following lines of railroad: Milwaukee to St. Paul, *via* Prairie du Chien, 405 miles; Milwaukee to La Crosse, *via* Watertown, 196 miles; Milwaukee to Portage, *via* Horicon, 95 miles; Horicon to Berlin and Winneconne, 58 miles; Watertown to Madison, 37 miles; Milton to Monroe, 42 miles; Calmar to Nora Springs, 65 miles; Conover to Decorah, 10 miles; Mendota to Minneapolis, 9 miles—total, 917 miles. On the 1st of January, 1869, the company had 825 miles, showing an increase during the year of 92 miles, viz.: June 1st, 11 miles; August 1st 27 miles; September 1st, 29 miles; and October 1st, 25 miles. The average for the year of the number of miles owned by the company is 858 miles. The following is a comparative statement of earnings and expenses during the years ending December 31, 1868 and 1869:

Earnings:	1868.	1869.
From freight	$4,266,283 89	$4,909,525 02
" passengers	1,695,295 72	1,781,134 77
" mails, express etc	556,066 10	560,008 89
	$6,517,645 71	$7,250,668 68
Expenses:		
Repairs of track	$591,804 31	$615,595 95
" bridges	51,796 89	34,189 19
" fences	4,848 37	3,902 72
" buildings	81,718 04	88,901 90
" locomotiv's	253,946 66	252,931 62
" cars	365,390 94	407,323 45
" tools, etc.	41,085 38	36,738 19
Management and general office	111,743 06	111,718 70
Foreign agency and advertising	26,952 62	24,662 98
Station service	381,901 48	446,553 81
Conductors, etc.	173,100 80	212,772 04
Engineers, etc.	222,263 55	273,171 03
Train and station supplies	92,530 31	102,810 25
Fuel consumed	432,380 75	566,520 99
Oil and waste	53,274 04	65,328 72
Personal injuries	6,689 48	30,277 02
Damage to property	17,914 72	26,588 66
Loss and damage of freight and baggage	16,123 91	6,558 68
Legal expenses	44,686 86	18,053 47
N. Y. office expenses	14,297 94	12,118 57
Taxes, State and local	75,467 19	174,300 56
Insurance	26,839 39	25,851 73
Miscellaneous exp.	18,282 89	8,150 71
Car service	8,272 91	230 53
Extraordinary exp.	919,728 50	684,638 64
	$4,033,040 99	$4,229,882 11
Net earnings	$2,484,604 72	$3,020,786 57

The gross earnings show an increase of $733,022 97, the expenses an increase of $196,841 12, and the net earnings an increase of $536,181 85, over those of the previous year. The per centage of operating expenses for 1868 was 62 per cent., and for 1869, 58 per cent. The extraordinary expenses included in operating expenses in 1869 were as follows:

Renewal of track	$270,538 10
New bridges	34,104 36
New fences	25,354 28
New cars	148,809 56
New tools and machinery	10,546 72
United States Government taxes	50,191 29
Rebuilding locomotives	17,513 33
Mississippi River Ferry	126,195 68
Stock yard expenses	1,340 37
Total, as above	$684,638 64

During the year 1869, the directors made large expenditures in effecting improvements and in acquiring additional property, not charged in operating expenses, to the amount of $1,631,533 18, the details of which are as follows:

Construction of Sun Prairie extens'n	$176,628 45
" St. Paul branch	187,879 02
" Decorah "	116,999 56
" line around Milw'kee	163,891 05
" engine house & turn tables and surfacing track, (on new road)	109,319 42
Purchase of elevators, (balance paid)	100,000 00
Right of way, (all divisions)	45,757 81
Milwaukee depot grounds	20,320 94
Minneapolis "	1,125 00
Milwaukee stock yards	28,197 71
Minneapolis connection	7,871 37
Winter Bridge, Prairie du Chien	16,872 56
Equipment (12 new engines)	163,813 42
Legal expenses (paid in New York)	7,569 80
Swamp Lands, Howard Co., Iowa	3,226 20
Sinking fund, second mortgage bonds, (cancelled this year)	74,000 00
Renewal of track	120,000 00
New bridges	34,104 35
" fences	25,354 28
" buildings	60,426 10
" locomotives	8,819 92
" cars	148,809 56
" tools and machinery	10,546 71
Total	$1,631,533 18

These large expenditures were deemed necessary by the directors to give increased permanent value to the road.

The earnings and expenses by divisions for the year 1869 were as follows:

	Earnings.	Expenses.
La Crosse division	$2,331,694 64	$1,357,103 70
Northern division	718,424 39	388,589 33
Prairie du Chien div.	2,513,690 70	1,415,915 07
Iowa and Minnesota division	1,686,858 95	1,068,274 01
Total	$7,250,668 68	$4,229,882 11

The stockholders having authorized the same, the directors declared a dividend from the earnings of 1869, payable February 15th, 1870, on the preferred stock of $7 per share in cash, and $3 per share in common stock, and on the common stock $3 per share in cash and $7 per share in common stock. The dividend so declared increased the capital stock $828,900 from February 15th, 1870, and, of course, adds to that extent to the present cost of the railroad and property owned by the company, making the present cost $35,370,772, or say $37,800 per mile.

Having completed the improvements referred to above, and paid therefor from the earnings of the road for 1869, the policy of the directors in future will be to divide the net earnings in cash to the shareholders.

The Milwaukee and St. Paul Railway Company are not now engaged in the construction of any railroad, and they have no floating debt.

In the month of May last, the extension of the line from Sun Prairie to Madison was completed and opened for traffic, and during the season, a branch line from Conover, on the Iowa and Minnesota Division to Decorah, 10 miles was built. Much of the grading had been done, previous to our acquiring possession of the road, and the building of this branch was deemed necessary to prevent the diversion of business to points on the Mississippi river.

We also, during the year, built a branch from Mendota to St. Paul, a distance of five and one-half miles, and erected a bridge across the Mississippi at the latter place, one-half the cost of which is borne by the St. Paul and Sioux City Railroad Company.

We also caused to be built a single track from Schwartzburg, on the Northern Division, to Wauwatosa, on the line of the Prairie du Chien Division, a distance of about 6 miles. This work was rendered necessary to connect the Northern Division with the Union Depot, and to avoid the delay and expense of transferring freight and passengers through Milwaukee.

We also, during the year, on grounds previously purchased for that purpose, erected the necessary structures for the receiving and caring for of live stock received and shipped over the road.

At the time we took possession of the Prairie du Chien Railroad, we found a contract in existence with John Lawler, by which, for the period of fifteen years, from August, 1863, he had the exclusive right of transferring all freight across the Mississippi River, between Prairie du Chien and McGregor. By a satisfactory arrangement with Mr. Lawler, this contract was terminated on the 31st of December last, and since that time this service has been performed by the company.

NEW CONNECTIONS.

We have received from the McGregor and Missouri River Railway Company, previously known as the McGregor and Sioux City Railway, under our contract with them during the past year, about 65 miles of railroad, viz: from Calmar to Nora Springs, and expect to receive from them during the year 1870, the road from the latter place to Algona, about 63 miles.

It is not the intention of this company to accept or receive from the McGregor Company, any further portion of their line, beyond that already mentioned, unless it shall appear that the business of the adjacent country will fully justify its extension.

The West Wisconsin Railway Company have extended their road from Tomah to Augusta, about 66 miles. We continue to operate the road under a lease, determinable at the will of either party. The road, it is believed, will be extended to Eau Claire, 25 miles, during the present year.

The Cedar Falls and Minnesota Railroad has been built from a point on the Dubuque and Sioux City Railroad, to the Minnesota State line, about 75 miles, where it connects, by the Minnesota Central Railroad at Austin, 12 miles, with the line of this company, thus opening to us the interior of Iowa, to which we will carry large amounts of lumber and receive by the return cars, coal and the products of the country.

The Southern Minnesota Railroad Company have built, during the past year, about 40 miles of road, commencing near Austin, on our line of road, and running westerly. They propose to continue the construction in the same direction and complete about 70 miles during the coming year.

The Hastings and Dakota Railroad now extends westerly from Hastings, about 30 miles, crossing our line at Farmington. During the past year, 12 miles were built, and the company expects to reach the Minnesota River, about 20 miles further, during the year 1870.

The St. Paul and Sioux City Railroad Company, formerly known as the Minnesota Valley Railroad, is understood to have been leased to the Lake Superior and Mississippi River Railroad Company. The latter company constructed about 95 miles of their line during the past year, and expect to complete the remaining portion, about 55 miles, within the coming season.

The St. Paul and Pacific Railroad was extended northwesterly from Minneapolis, during the year 1869, to Litchfield, about 90 miles. It is

being rapidly extended to Breckenridge, on the Red River of the North, a distance of about 180 miles from Minneapolis. The company are also extending their branch line from Sauk Rapids to Crow Wing, about 50 miles, which they expect to complete within the year 1870. From the latter point they propose to extend the line to the Winnepeg District, about 300 miles.

The Northern Pacific Northern will extend, when completed, from Lake Superior to the Pacific Ocean. It is understood that this company has secured the means, and propose, during the coming year, to build about 200 miles, which will carry them to the west boundary of Minnesota. It is also reported that the company have reasonable prospects for securing the entire sum necessary to complete the road to the Pacific Ocean. It is unnecessary to speak of the additional value which the completion of this great line will have upon your property.

The St. Paul and Chicago Railroad Company are engaged in building their road from St. Paul southerly along the west bank of the Mississippi River. They built, in 1869, from St. Paul to Hastings, 20 miles, and expect during the present year, to extend the line from Hastings to Red Wing, about 20 miles, and from Winona to Minnieska, about 12 miles.

The Western Union Railroad extends from Racine to Port Byron, on the Mississippi River, 182 miles, and by connecting lines, is in connection with the cities of Rock Island and Davenport, and at Fulton intersects the Chicago and North Western Railroad. In the month of September next, it will be connected with this road by a branch from Elkhorn to Eagle, a distance of about 16 miles. This connection will open for the traffic of this company, the business of many thriving cities and villages in Wisconsin and Illinois, and the richest coal and grain growing districts in the latter State. In connection with our road it furnishes the shortest and most direct route to Fulton and Rock Island for the western and northern parts of Wisconsin. It will bring to us the transportation of corn, coal and other products of that section of the country, but little of which has ever passed over the line of our road.

It will be seen that about 1,000 additional miles of road will probably be brought into use, or connected with our lines, during the year 1870, from all of which we may reasonably expect a large and profitable business.

The stockholders pursuant to a Law of the State of Wisconsin, at their annual meeting in June, 1869, divided their Directors into three classes, to hold their offices respectively for one, two and three years.

The company own 145 locomotives, 71 first-class and 10 second-class passenger cars, 9 sleeping, 54 baggage, mail and express, 2,273 box freight, and 480 flat and stock cars.

The number of miles run by passenger trains was 946,786; by freight trains, 2,063,899; by wood and gravel trains, 377,874—total miles run, 3,388,559; of which 1,374,406 were run on the La Crosse and Northern divisions; 1,195,779, on the Prairie du Chien division; and 818,374 on the Iowa and Minnesota division.

Number of tons of freight carried eastward, 941,354; do., westward, 403,004—total, 1,344,358; of which 539,500 tons were carried on the La Crosse and Northern divisions; 500,757 on the Prairie du Chien division; and 304,101 on the Iowa and Minnesota division. Number of tons carried one mile eastward, 117,012,497; do., westward, 40,737,357—total, 157,749,854. Rate per ton per mile, 3.10 cents. Earnings per mile run, $2.38.

Number of passengers carried eastward, 374,532; do., westward, 436,371—total, 810,903; of which 348,951 were carried on the La Crosse and Northern divisions; 292,990, on the Prairie du Chien division; and 168,962 on the Iowa and Minnesota division. Number of passengers carried one mile eastward, 19,048,090; do., westward, 26,360,310—total, 45,408,400. Rate per passenger per mile, 3.89 cents. Earnings per mile run, $2.27.

The expenses per mile run, including all expenditures, were $1.40. Per centage of expenses to earnings, 58 per cent. Gross earnings per mile of road, $8,450.66; Net, do., $3,520 73.

GENERAL ACCOUNT DEC. 31, 1869.

Cost of road	$35,518,838 20
Stock of material on hand	323,072 21
U. S. post office department	27,160 05
Balance due from agents and other companies	249,489 58
Miscellaneous account	28,710 57
City of Hastings bonds	14,000 00
Interest paid on bonds due January 1, 1870	11,829 82
Cash on hand	963,984 02
	$37,137,084 45
Capital stock, preferred	$9,744,268 00
" common	7,665,104 00
First mort. 7 per cent. bonds	5,487,000 00
" 8 p. c. E. Div. (Palmer)	793,000 00
" 7 p.c. Iowa & Minn. Div.	3,792,000 00
" 7 p. c. Minn. Cent. R. W.	208,000 00
" 8 p. c. P. du C. Div	3,672,000 00
Second mort. 7 3-10 p.c. P.du C.Div.	1,189,000 00
" 7 per cent. bonds	1,316,000 00
Income 7 per cent. bonds	20,000 00
Milwaukee City 7 per cent. bonds.	234,000 00
Mil. and Western 7 per cent. bonds	247,000 00
Real estate purchase money 7 p. c.	148,500 00
Incumbrances assumed	48,341 00
Unpaid pay rolls and bills	391,733 92
Due other railways, freight and ticket accounts	81,941 42
Dividend No. 9 P. du C. Division	4,132 09
Dividend No. 4	3,181 50
Coupon account	108,526 23
Income account	1,982,356 29
	$37,137,084 45

President.—ALEX. MITCHELL.

Vice President.—RUSSELL SAGE.

Directors.—Alex. Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurnee, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, Joseph M. Bokee.

Gen'l Manager.—S. S. MERRILL.

Sec. and Treas.—R. D. JENNINGS.

Auditor.—J. P. WHALING.

Homogeneous Steel Fire-Box Plates.

The use of American-made Homogeneous Cast Steel Plates for Fire-Boxes is fast becoming universal. The Baldwin Locomotive Works commenced the use of these plates, manufactured by Messrs. HUSSEY, WELLS & Co., of Pittsburg, in 1861, and after four years' trial in competition with English steel plates, adopted the American article as the best known material for fire-boxes, and to this time have continued its use. They find the metal perfectly homogeneous, flanging with less trouble or risk of fracture than the best iron. Every sheet of this metal made by this firm is guaranteed to stand the "water test," i. e., first heated to cherry red, then cooled by water, and then turned or doubled over short and hammered down without breaking. The metal is very tough and wears well, no matter what fuel is used, anthracite or bituminous coal or wood. All the more prominent locomotive manufacturers are now using homogeneous plates for fire boxes, and the great majority of railway companies, making their own rolling stock, use them in preference to any other material. Messrs. HUSSEY, WELLS & Co. are now filling large orders for the Hinkley & Williams Works, the Rhode Island Works, the Baldwin Works, the William Mason Works, besides others for many prominent railways throughout the country. This has grown up to a very large business, and the manufacturers, by a conscientious determination to keep up the standard of production so as to withstand the hardest tests, have secured the entire confidence of consumers in the value of these plates. While speaking of the productions of Messrs. HUSSEY, WELLS & Co., it is proper to call attention to another branch which they make a specialty of, the making of steel for chisels and flatters. This steel is made of different sizes to suit, and is labelled and marked, "Railroad Track Steel." Tools made of this steel stand the hardest of tests without failure. On many roads and in many shops where the higher qualities of foreign steel were formerly used for this purpose, nothing is now used but Messrs. HUSSEY, WELLS & Co.'s steel, and their production of this article has grown to an immense magnitude, as their orders from the New England States alone will show.—*Am. Railway Times.*

Glynn's Anti-Incrustator for Steam Boilers.

We invite attention to the Advertisement of C. D. FREDRICKS, one of the proprietors, and agent for the sale of "Glynn's Preparation for Cleaning and Preserving Steam Boilers," 587 Broadway, N. Y. Many preparations have been invented during the past few years, and used, for the purpose of removing incrustations in steam boilers; but, up to this day, nothing has been obtained to produce the desired effect. Many of the preparations hitherto offered to the public in the shape of liquids and powders, although they clean the boilers by causing the precipitation of carbonates and other substances contained in the water, contain ingredients which generally attack the iron and other metals, and consequently hasten the destruction of the boilers; and the harm and expense occasioned by their use are greater than the benefit derived from them. It is claimed for this preparation that it is free from all acids, and that its use in boilers, run with fresh as well as salt water, will not only remove, but prevent incrustations, without the least injury to iron or other metals. We have before us a circular in which is clearly stated the *cause* and *effects* of incrustations in steam boilers, and the great benefits to be derived from the use of this preparation in the *removal* and *prevention* of the same—the latter being substantiated by a number of testimonials from reliable parties who have it in use. Address C. D. FREDRICKS, 587 Broadway, N. Y.

☞ The following gentlemen have been elected directors of the Baltimore, Carrolton and Powhatan Passenger R. R. Co.: Jesse Lazear, Wm. P. Webb, Louis Turner, Joshua Zimmerman, E. G. Alery, Carey McClellan and John D. Hammond. The officers are: President, James A. Garey; Secretary, E. D. Freeman; Treasurer, Chas. Shipley. There has been a sufficient amount of funds raised to insure the building of the road, and the work upon it will be begun at an early date.

☞ A corps of engineers is now engaged in surveying and locating a route for the extension of the Shenandoah Valley railroad from Charlestown to Shepherdstown, a distance of ten miles. The survey is to be extended to Hagerstown, at which place the road will connect with the Cumberland Valley or the Reading railroad, as circumstances may determine.

Pacific Mail Steamship Company.

OFFICE OF PACIFIC MAIL STEAMSHIP CO.,
NEW YORK, May 26, 1870.

A special meeting of the Board of Directors was held at the Company's office Thursday, May 26, 1870, at 1 o'clock P. M.

The Special Committee of the Board of Directors, appointed for the purpose, submitted the following:

To the Board of Directors:

The undersigned Committee appointed by the Board of Directors, to prepare a statement upon the affairs of the company, beg leave respectfully to submit the following, showing the company's assets and liabilities, viz:

ASSETS.

Cash on hand and call loans		$313,420 92
Time loans		262,599 06
Investments:		
$200,000 U. S. 5-20s cost	$223,237 50	
$250,000 U. S. 10-40s cost	274,750 00	
27,149 shares P. M. S. S. stock	2,714,900 00	
3,063 shares Panama R. stock, at $150	459,450 00	
		3,672,337 50
Cash in hands of agents and pursers		90,785 52
Coal 63,050 tons		1,221,560 52
Outfits and supplies		297,444 97
Real estate:		
San Francisco, including wharf and franchise	$932,269 51	
Warehouses, San Francisco	127,530 78	
1,668 shares F. F. Dry Dock	100,335 99	
Benicia	26,324 50	
Oregon	2,367 75	
San Diego	1,215 00	
Hong Kong, with wharf, godowns, &c.	161,221 76	
Yokohama, with godowns & coal sheds	62,317 97	
Hiogo	991 34	
Taboga Water Works, &c.	40,000 00	
Islands (Bay of Panama)	25,000 00	
Aspinwall Iron wharf, house, warehouses, &c.	359,677 94	
Canal street wharf	25,000 00	
Spring street wharf	10,000 00	
		1,874,252 54
Steamers:		
Colorado	$750,000 00	
Sacramento	600,000 00	
Constitution	600,000 00	
Henry Chauncey	600,000 00	
Arizona	600,000 00	
Rising Star	600,000 00	
Montana	600,000 00	
New York	500,000 00	
Costa Rica	400,000 00	
Ocean Queen	380,000 00	
Golden Age	300,000 00	
St. Louis	75,000 00	
Northern Light	75,000 00	
Ariel	75,000 00	
Clara Clarita	30,000 00	
Sonora	20,000 00	
Taboga	15,000 00	
America	1,017,942 22	
Great Republic	1,058,234 72	
Japan	1,049,434 72	
China	1,006,282 42	
Alaska	964,138 39	
Oregonian	500,000 00	
Ancon	167,502 13	
		11,983,534 60
Lighters		101,799 83
Steamers:		
Ocean Queen and Rising Star voyages not yet completed	26,618 93	
Unsettled accounts with connecting steamship companies, &c.	39,652 22	
Balance to debit of profit and loss	212,288 55	
Total		$20,096,245 26

LIABILITIES.

Capital stock	$20,000,000 00
Unsettled accounts with agents and pursers	84,711 69
Freights on coal in transitu	10,782 80
Freight insurance account	750 77
Total	$20,096,245 26

The steamers have been well kept up by repairs as needed, the same being charged to current expenses; they are valued below their original cost and the same as at the date of the last statement presented to you, May, 1869, when they were all, either in actual service or reserve, profitably employed.

The steamers are now employed as follows:

The *Alaska*, *Henry Chauncey* and *Arizona* are running twice a month between New York and Aspinwall, two being in commission and one in reserve.

The *Constitution*, *Colorado*, *Sacramento* and *Montana*, three in commission and one in reserve, twice a month, between Panama and San Francisco.

The *Great Republic*, *China*, *Japan* and *America*, three in commission and one in reserve, once a month, between San Francisco and Hong Kong.

The *Costa Rica*, *New York*, *Oregonian*, *Golden Age* and *Ariel*, four in commission and one in reserve, four times a month, between Yokohama and Shanghai.

The *St. Louis*, as for several years past, is stationed at Panama as a spare ship.

The *Ocean Queen* and *Rising Star*, thrown out of employment by the reduction of the Aspinwall line, have been placed temporarily in the European trade.

The *Northern Light* is worth to the company only what she will break up for.

The *Ancon* and *Taboga* are used as tugs in the Bay of Panama.

The *Golden City* was totally lost Feb. 22. She has been written off the books. The amount at which she was valued, $650,000 has been carried to the debit of profit and loss.

INVESTMENTS.

The 3,063 shares of Panama Railroad Company's stock is valued on the books at $459,450, being at the rate of $150 per share.

The 27,159 shares of its own stock, owned by the company, stand on the books at par, being also a liability for the same amount.

The loans and securities are perfectly good.

All our other property (such as real estate, warehouses, wharves, &c.,) is in good condition.

The property in Japan and China is admirably adapted to our business, present and prospective, and fully worth the valuation given; so likewise that at San Francisco, which includes a commodious wharf of 700 feet in length, with a valuable exclusive State franchise for about twenty-four years; three large bonded warehouses, from which income is derived; also 1,668 shares of the San Francisco Dry Dock, from which dividends are received.

The coal on hand, 63,050 tons, stands at less than cost.

The Committee find that at this time last year, the date of the last published statement, the company was employing four steamers per month on the route between New York and San Francisco, *via* the Panama Isthmus, and earning and paying to the stockholders therefrom a reasonable return on the capital invested. This service has been reduced to two steamers per month, and has ceased, for the time being, to be profitable.

The falling off in the Panama business has been mainly caused by general commercial depression, and by the construction of the Pacific Railroads; on the other hand, it is a reasonable expectation, to indulge that the China branch of the service will be greatly benefited by the operations of the same railway route, in encouraging immigration supplying markets, developing and stimulating production, and providing by rail the means of transit. The business of the China line, including the Shanghai branch, has continued to improve, meeting every reasonable expectation, and is now earning a return over and above a moderate allowance for depreciation and insurance.

Under a Government mail contract for ten years, with a subsidy of $500,000 a year, the first steamer was dispatched from San Francisco for Hong Kong on the 1st January, 1867. From that date till September, departures were made once in three months, thence twice in three months, or six-weekly, till June, 1868, when we began the full monthly service, which has since been regularly maintained.

Each increase of the service, though that of the main line has been trebled, and that of the Shanghai branch augmented six-fold, has resulted, after a short time, in an increase of the average business done, and in improved rates, while the average expenses have been reduced. We think the time has arrived when the trade demands a semi-monthly line across tha Pacific, and the company is now seeking the assistance of the Government to enable it to provide such increased facilities. Should our efforts prove successful we shall be able to utilize on that route some of our steamers not otherwise employed; future events will have to determine how many steamers can be thus provided for, as well as to the disposition of any others which may become unemployed.

All of which is respectfully submitted by your Committee.

A. A. LOW, Chairman,
WILLIAM DENNISTOUN,
ALLAN McLANE, President,
Committee.

Whereupon, on motion—The statement of the Committee was unanimously received and adopted by the Board, and ordered to be published for the benefit of the stockholders. Attest,

THEODORE T. JOHNSON, Secretary.

Strength of Iron and Steel.

The paper read at the Institution of Civil Engineers, London, on 3d May, was "On the Strength of Iron and Steel, and on the Design of parts of Structures which consist of those Materials," by Mr. George Berkley, M. Inst. C.E.

The author stated that the strength of wrought-iron varied with the quantities of work involved in the production of the form of the material tested. This was proved by the fact that a bar of iron 1in. square which would break with a strain of 26 tons, would, if drawn down to the form of wire 1-32d of an inch in diameter, bear a strain of 40 tons per square inch. The strength to be relied on in practice would probably be best represented by the minimum strain that one square inch would bear without rupture, and by the amount of stretch which would take place in a given length before it broke. Iron could be obtained, at the market rates, which would bear the following strains:—For plates, an average breaking strain of 20 tons per square inch, and a minimum breaking strain of 19 tons per square inch, and an average stretch of 1 inch in 12 inches lineal. For L and T irons an average breaking strain of 22 tons per square inch, and a minimum breaking strain of 21 tons per square inch, and an average stretch of 1¼in. in 12in. lineal. For rivet iron an average breaking strain of 18 tons per circular inch. For bars intended for chains, couplings, &c., an average breaking strain of 22 tons per square inch, and an average stretch of 1¼in. in 12in. lineal. For ordinary classes of work, let at competitive prices, stronger iron could only be obtained with difficulty.

In the consideration of the practical limit of strain to which one square inch of wrought-iron could with safety be subjected, and the principle on which such a limitation rested, the erroneous

impression as to the degree of strain being 10 tons or 12 tons per square inch which first produced "permanent set," was pointed out; as well as the apparent discrepancy between the results of ordinary observation and of minutely manipulated experiments, such as those of Sir Wm. Fairbairn and Mr. E. Clark, was noticed, wherein permanent set had been observed after 3 tons per square inch had been imposed on the iron, and was explained by the difficulty of registering such small amounts of set as 0·1,250th part of an inch in 5ft., which resulted from a strain of 10 tons per square inch.

Attention was drawn to the fact that, upon the application to 1 square inch of wrought-iron of strains exceeding about 12 tons, the measure of stretch per unit of strain, which had previously increased in a certain proportion to the units of strain applied, increased with a greater and progressive rapidity. It was also noted that the amount of stretch actually produced by the imposition of a strain of about 12 tons per square inch would be sufficient frequently to preclude the use of wrought-iron so strained.

In illustration of the effect of the repetition of strains on iron and steel, it was stated that with blows powerful enough to bend bars of cast-iron through one-half of their ultimate deflection (that was to say, the deflection which corresponded to their fracture by dead pressure) no bar was able to stand 4,000 of such blows in succession. And also, that when the bar was thrown into a violent tremor, then "when the depressions were equal to one half of the ultimate deflection, the bars were broken by less than 900 depressions." A piece of rail, weighing 68lbs. per yard, made of Bessemer metal, which when placed in firm bearings 3ft. apart, bore one blow from a weight of one ton falling through 30 ft. without breaking, though bending about 7in., broke with a weight of 3¼cwt. falling 15,400 times through heights increasing from 1ft. to 10ft. by increments of 6in. each time. With wrought-iron, it appeared from an experiment of Sir Wm. Fairbain, that when it was desired to repeat the application of strains from two to three million times it would not be prudent that such strains should exceed 7 tons per square inch of section.

It appeared from these considerations, that the practical strength of wrought-iron, in structures of a permanent character, could not be estimated at more than 12 tons per square inch, when such an amount of strain was repeated more than a small number of times; and that it should not be calculated as exceeding 7 tons per square inch when strains of this amount would be applied to it many times daily. In some of the principal suspension road bridges it was said that a maximum of about 9 tons per square inch of section in tension was imposed on extraordinary occasions, while railway bridges were frequently subjected to the maximum calculated strain, a limit of 5 tons being in this country generally adopted. From this practice it was assumed that a margin, for errors of design and for other practical defects, of only 25 per cent. was allowed in permanent structures. The importance of sound principles of design was therefore manifest. The parts most difficult to design were the connections of portions of the structure with rivetted joints. It was desirable that the area of the section of the rivets to be sheared, as well as of the plates forming these connections, should be somewhat in excess of the sectional area of the plates or bars which they connected; and that as the process of punching the rivet-holes in the plates, &c., had a tendency to weaken them in a greater proportion than that in which the area was decreased, it was advantageous to drill all rivet-holes in parts exposed to tension. It was represented that the general principles of design were well illustrated by a joint made of a single pin, such as that used in suspension bridges, Warren girders, &c. Examples of various forms of links were presented for consideration, and a form of link of equal thickness, but with an enlarged head, was said to have been proved by experiment to be of about equal strength in all its parts. The proportions of these links were as follows:

The bar	A	being	100
The diameter of pin	B	=	75
The depth of head beyond pin	C	=	100
The two sides of the pinhole	DD	=	125
And the radius of the curve of neck	R	=	150

Lines of these proportions, with larger pins and narrower sides—Nos. 7 and 7a—and larger pins and sides of the same width—Nos. 8 and 8a—made of iron of exactly the same strength, and links of proportions precisely similar to those adopted for the Menai, Nos. 9 and 9a, the Pesth, Nos. 10 and 10a; the Chelsea, Nos. 11 and 11a; and the Hungerford, Nos. 12 and 12a, were compared. Taking the strength of the standard form, 22.125 tons per square inch of bar area, as=100, the per centage of gain or loss in power of resistance to ultimate strain by the use of the other forms of links as follows:

6 and 6_A = 100		
7 " 7_A = 79.9;	loss = 21.1	per cent.
8 " 8_A = 104.7;	gain = 4.7	"
9 " 9_A = 92.0;	loss = 8.	"
10 " 10_A = 79.8;	" = 21.2	"
11 " 11_A = 89.2;	" = 10.8	"
12 " 12_A = 85.4;	" = 14.6	"

The necessity for strengthening the heads of links, and for testing all of them with a strain equal to at least 10 tons per square inch of bar, was proved, it was believed, by the experiments quoted, and by the evidence of Mr. Provis in his work on the Menai Bridge. It was urged that an examination of the diagrams would show that some links failed with a less degree of stress, on account of the junction of the mass of the head with a comparatively smaller section of bar, by means of a curve of too short radius. This imperfect principle of construction also operated in causing fracture across the centre of the heads on both sides of the pinhole; and in such designs the question of the direction of the strain being truly along the axis of the link or bar, and of the strength of the material on both sides of the head being equal, should be considered.

The author next directed attention to the unsatisfactory state of the knowledge of the profession respecting the power of struts of various proportions and forms to resist compression, and stated his belief that the formulæ which had been proposed to facilitate calculations for determining the strain which such columns would bear, produced results which neither agreed one with the other, nor with any series of such experiments as had been tried. It seemed probable that for the present, error might be best avoided by referring to the results of experiments made upon columns, &c., the condition of which were analogous to the case under consideration.

With respect to cast-iron, it was stated that a mixture of irons for sleepers had produced bars 2in. by 1in. in section, which, when placed on bearings 3 ft. apart, had on the average of 1,151 experiments during the last three years borne 33.4 cwt. placed on the centre, and castings, 1¼in. in length and exactly 1in. square, which on the average of 1,002 experiments had borne 13.07 tons of tensile strain. An attention to the amount of deflection of the test-bars had been beneficial, the average strain required to break the sleepers having been raised since the amount of deflection of the bars with a given weight had been increased. For the purpose of ascertaining the comparative strength of precisely similar girders cast with iron of varying degrees of strength, as represented by the ordinary test-bars, and when subjected to a direct tensile strain, the experiments detailed in the Appendix (Table No. 7), were tried, the girders being cast of the exact form and dimensions of three of those described in Sir Wm. Fairbairn's "Researches on the Application of Iron to Buildings." The results were as follows:

The strength per square inch of section was represented in girder No. 1 by—

	lbs.
Mr. Fairbairn's experiments	as=3,214
The first series of special experiments	as=4,977
The second series of " "	as=4,977
In girder No. 2 by—	
Mr. Fairbairn's experiments	as=3,346
The first series of special experiments	as=5,264
The second series of " "	as=5,308
In girder No. 3 by—	
Mr. Fairbairn's experiments	as=4,075
The first series of special experiments	as=4,988
The second series of " "	as=6,300

The strength of the test bars and the tensile strength of the iron used by Sir Wm. Fairbairn were not stated; but it might be assumed to be equal to about 25 cwt. placed on the centre of the bars, between bearings 3ft. apart, and to a tensile strength of about 7 or 8 tons per square inch. The strength of the iron employed in the special experiment was represented by a weight supported by the test-bars varying from 30 cwt. to 38 cwt., and by a tensile strength varying from 10.25 tons to 13.94 tons.

In order to secure these results, the following conditions were represented as important, and should be considered in the design and execution of cast-iron work;—1st, The strong iron referred to was obtained by the mixture in the furnace of four or five brands, some being harder than others. In order to amalgamate, as far as possible, these different qualities of iron, the furnace should be charged with them mixed in proper proportions in every basketful of metal which was emptied into it. 2d, There would be a difference of about 16 per cent. between the weight that a 2in. by 1in. test-bar would support when cast on edge and proved as cast, and that which it would support when proved with the under-side as cast placed at the top as proved; and a difference of about 8 per cent. between the weight the same test-bar would support if cast on its side or end, and proved on edge. This difference it would be necessary to take into consideration in estimating the strength of a large casting made from the metal as that used in the test-bars. Another, and probably the most important practical consideration, in respect of the strength of castings, was the proportions of their several parts being such as would free them as much as possible from unequal contraction in cooling. It was not often practicable to effect that which would avoid this—viz., to adopt an equal thickness of metal in all parts of the casting; and it was therefore important that some means should be taken to prevent the castings from cooling too quickly.

The author drew attention to the experiments which had lately been tried with steel—more especially Bessemer steel—which experiments he considered justified the adoption of the following conclusions:—1st, That Bessemer steel would bear before rupture a minimum tensile strain of 33 tons per square inch of section and stretch about 1in. in 12in. of its length. 2d, That the same material would bear either in tension or in compression a minimum stress of 17 tons before the extensions or reductions of length per unit of strain became irregular or excessive, as compared with those which had preceded them,—in other words, before the yielding point of the material was reached. 3d, That this material would probably contain about 45 per cent. of carbon chemically combined with the iron. And 4th, That this description of steel, if properly made and annealed, was as uniform in quality as wrought-iron, and therefore might be employed (precautions being taken to test its quality as a substitute for wrought-iron), while allowing an increase of strain of 50 per cent. to be imposed upon it.

☞ The Winchester and Strasburg railroad has been completed to a junction with the Manassas railroad. The distance from Baltimore to Harrisonburg by this route is 180 miles.

☞ The Decatur and East St. Louis railroad is finished from Decatur to Palmer, 37 miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	18,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,550,000	A. & O.	Apl. '70 3
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J. A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900		
Do. do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le*..² 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 6
" " pref...100	2,425,400	M. & S.	Mar.'70 6
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68½
" Street	----------	J. & J.	Jan.'64½
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	800,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 6
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee..... 100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,841	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600		Jan. '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '70 3
Hannibal and St. Joseph..100	2,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,350	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 5
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western 100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May'70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep.'66 3
" " 2d pref.. 50	4,480,368	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------		
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... 100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern.....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven..100	9,000,000	J. & J	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Nlag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400		
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nort'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	582,200	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	----------		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,841		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,405		
Virginia Central 100	3,353,678		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	349,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,465,775		
Winchester and Potomac....	----------	J. & J.	Jan.'70 3
Warren.....100	1,517,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	----------		
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'66 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 2
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,457	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	322,825	344,366	334,663	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,079	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301.952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433.435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,000	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,040	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	236 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,828,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,981*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,489	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	380,430	412,030	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	856,917	468,880	6 617,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,581	525,547	724,732	1,040,102	801,195	596,566	7,250 [illegible]
1870	396,171	382,823	377,000	443,132	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,164	269,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,229	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10 637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	618,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388.	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	104,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	.....	293,645	295,208	318,699	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	637,388	716,329	5,709,183
1870	528,529	500,139	539,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114
" " " " ..... coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111¾
" " " (5-20s).....coupon		6	" "	1882	112¼
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	110a
" " " (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	110¾
" " " (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
" " " (5-20s).....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	112½
" " " (5-20s).....coupon		6	" "	1886	114
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	114½
" " " (5-20s).....coupon		6	" "	1887	114½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
" " " (5-20s).....coupon		6	" "	1888	114½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	113
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	264,260	var	.....	Due.	....
Treasury Notes (7-30s).....	711,100	7.3	.....	Due.	....
Certificates of Indebtedness.....	6,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,234,420	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	nil.	.....	Dem.	....
Fractional Currency	39,354,321	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	102½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
" — " 1860.....	177,500	7	" "	1880	....
" — —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	101½
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	95
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	88
" — " " (" " ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	....
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	101
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	77
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	75½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	91½
" — " " (Funding).....	494,800	6	Various.	'86–'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	....
" —War Loan of 1861.....	800,000	6	"	1871	97½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	101½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted.....	2,252,112	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	1,214,580	5	" "	'89–'90	....
" — " " 1827.....	289,000	6	" "	1890	98
" — " " 1834–'35.....	24,000	5	" "	1880	....
" — " " 1838–'39.....	1,438,428	6	" "	'70–'85	95
" — " " 1838–'39.....	525,008	6	" "	'89–'99	....
" — " " 1838–'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864–'68	2,040,100	6	" "	1883	103½
" —South Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	92½
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " " dollar....	1,166,500	5	" "	'90–'94	98½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–'71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " " "	117,000	5	"	1872	....
" — " " "	125,000	5	April & Oct.	1873	....
" — " " "	244,000	5	Various.	1874	....
" — " " "	162,000	6	June & Dec.	'70–'72	111½
" — " " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " " "	650,000	6	" "	'72–'73	111
" — " " "	720,000	6	" "	'74–'75	106½
" — " " "	1,430,000	6	" "	1876	106½
" — " " " 1862.....	600,000	5	" "	'77–'78	98½
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1890	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73–'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	94
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	94½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	94½
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	105
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'60–'91	49½
" — " (new).....	3,059,045	6	" "	'92–'98	25½
" — " (Chatham R. R.)	2,000,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	1,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	104
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
" — " " "	7,909,600	6	" "	1877	108
" — " " "	9,273,050	6	" "	1882	109½
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	96
" —Funding Bonds	1,282,971	6	" "	'70–'90	82
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	57½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	98½
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	69½
" — " Bonds	10,963,000	6	" "	"	....
" — " " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	70
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	50,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	32½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1878	....
Scrip certificates	366,000	3	April & Oct.	"	1878	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1878	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	880,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	968,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,666,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1887	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	360,000	7	" "	" "	1895	45
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1886	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,897,000	7	Jan. & July.	New York.	1870	103
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1873	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indinnapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1893	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	63½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	93½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1931	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	160,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1893	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1880	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	502.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	6*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1898	79½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	153,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1905	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	90½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1861	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. W'n:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	97
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'74	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	80½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	98
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	96½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	90
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	106
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	79
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	92½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,600	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pincerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	" "	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,293,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,884,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	79
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1886	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,564,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	87½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	88½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	78½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84½
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	85
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	95
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	92
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup.& reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	84
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Companies.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1 — — 6 Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	— — — — Alabama and Chattanooga.... New York.													70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17 15 7 182 Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12 13 6 102 Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7 6 4 110 Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	— — — — Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17 6 7 86 Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156 92 37 3,370 Atlantic and Great West. N.Y. Penn. & O.	58,812,858	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20 14 16 206 Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9 6 2 62 Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45 17 7 541 Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2 3 1 4 Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.6	329.0	—	315 149 136 5,158 Baltimore and Ohio ¶ ..... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,287,862	8,751,750	734,255	20,361,676	379.6	6,640,721	—	—	8,724,916	2,968,809	8	100	141
Sept. 30, 1869	30.0	—	....	—	— — — — Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	— — — — Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	48.0	—	5.0	195.0	9 2 1 541 *Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21 20 6 720 Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4 3 3 40 Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	— — — 80 Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	— — — — Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	—
Nov. 30, 1869	200.6	49.6	319.9	—	159 114 37 2,762 Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	150½
Nov. 30, 1869	42.9	....	6.7	—	8 12 6 132 Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15 12 8 223 Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,366	486,675	150,949	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48 84 27 628 Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,873,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4½
Nov. 30, 1869	26.8	1.9	45.0	—	29 35 17 533 Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	135
Nov. 30, 1869	74.4	8.5	56.7	—	45 75 28 1,026 Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150
Nov. 30, 1869	57.5	7.7	52.0	—	32 50 12 312 Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	408,681	10	100	144½
Sept. 30, 1868	26.0	—	2.0	....	— — — — Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6 5 2 23 Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42 22 15 946 Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	— — — — Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28 32 9 428 Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2 1 1 16 Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	— — — — Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	180.0	—	....	100.0	18 12 7 506 *Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	—	—	180.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.2	31.1	100.0	—	128 193 40 1,090 Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	726,431	165.0	.....	.....	.....	7,630,525	2,627,458	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9 36 4 88 Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	— — — — Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	—
Nov. 30, 1869	64.8	1.0	3.0	—	8 15 2 67 Cape Cod ..... Mass.	1,277,459	123,864	64,258	28,051	801,906	125,000	78,489	8,214	63 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3 12 — — Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased to West Jersey.)			—	—	6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	6 3 2 418 Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,662	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21 9 4 485 Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	— — — — Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	—
Dec. 31, 1868	44.0	—	....	37.0	— — — — Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)			—	—	—	100	—
Dec. 31, 1868	271.6	—	....	—	— — — — *Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	—
Nov. 30 1868	190.6	—	25.8	—	49 84 41 638 Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107 104 15 1,698 Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109½
Jun. 30, 1868	137.1	—	23.2	—	44 20 25 1,255 Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	—	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 1868	895.0	—	....	52.0	108 11 10 1,694 Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,801	—	100	....
Dec. 31, 1868	100.0	—	....	....	.... Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10 9 4 80 Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.0	—	13 9 7 99 Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	— — — — Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	....	.... Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24 18 7 364 Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 891,755	713,5..6	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	— — — — Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97 42 29 1,938 Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	117½
Apr 30, 1869	370.0	60.0	200.0	—	135 49 38 2,943 Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	18,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	156
Dec 31, 1868	73.0	—	....	30.0	7 4 3 93 Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	— — — — Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	125½
May 31, 1869	903.1	—	166.8	—	255 155 109 5,511 Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107 49 23 2,508 Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	— — — — Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	—
Jun. 30, 1867	—	Lessees	—	of San.	& Cin. — — — Cincinnati, Dayton and Eastern..... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34 30 16 437 Cincinnati, Hamilton and Dayton... Ohio	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	— — — — Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	— — — — Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)			—	—	—	100	—
Jun. 30, 1868	98.0	25.0	3.4	—	14 12 5 180 Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	— — — — Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	— — — — Cin., Richmond and Chicago. Ohio & Ind.	818,283	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15 11 6 259 Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	263,046	107,571	93,877	355,954	17,075	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,815	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	80	
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,520,327	—	296,300	—	2,656,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	....	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,688	*	150,976	497,358	5,971,180	4,209,489	470,369	429,999	229.8	1,616,216	618,471	979,862	2,493,214	937,788	6	50	109½	
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,617	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	93	
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland, Col. Cin. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	....	....	11,620,000	17,764,000	....	....	(Leased to Pittsburg Cincinnati and St. Louis.)						100	19¼	
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	....	....	11,620,000	17,764,000	....	....	(Operated by Little Miami.)					8	50	....	
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	61,105	1,786,200	248,000	80,667	55,846	—	—	—	—	—	—	8	50	170	
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	....	....	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50		
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,500	....	....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....	
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	36 0,000	*	—	—	350,000	—	—	—	—	(Leased to Concord.)					7	100	120	
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,860	2,084,200	795,000	212,562	68,929	110.3	190,403	3 747,271	4,799,290	529,347	192,184	6	100	87	
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	238	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,922,930	6,780,348	649,196	202,840	10	100	137¼	
Oct. 31, 1868	6.8	—	95.8	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	....	
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contoocook River	New Hampshire.	257.000	*	....	....	200,000	30.000	....	....	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	....	....	1,500,000	1,674,000	....	....	34.0	248,209	67,635	1,246,515	523,329	168,178	—	50	....	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,613	279,745	8	50	110	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	485,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	....	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	851	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,057,779	—	—	—	309,276	738,000	—	—	42.0	.....	.....	.....	139,355	loss.	—	100	....	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,526,018	*	—	—	891,206	892,750	—	—	112.5	.....	.....	.....	354,270	61,942	6	100	....	
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	111	
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	.....	.....	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	458,394	287,729	1,718,694	704,458	—	100	....	
Dec. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	....	
Mar. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)				973,186	.....	4s	100	107	
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....	
Sept. 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)					—	100	....	
Sept. 30, 1868	10.0	—	—	66.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	500.000	1,000,000	.....	.....	—	—	—	—	(In progress.)		—	100	....	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140.000	2,000	—	—	(Leased to Pennsylvania.)					—	50	....	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	122½	
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila., Wil. & Balt.)					—	100	....	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391.604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)					6	50	....	
Oct. 31, 1868	86.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	.....	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80	
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141.339	.....	140.8	.....	.....	.....	512,864	69,969	—	100	....	
Jun. 30, 1868	120.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evansville, Henderson & Nashv.)				82,925	8,095	—	100	....	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)					25.000	5	50	....	
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased to Northern Central.)					165.000	5	50	60	
Sept. 30, 1868	460.0	96.0	380.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18,506,765	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23½	
Oct. 31, 1868	81.6	2.0	44.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,095	636,916	245,369	—	50	....	
Dec. 31, 1868	35.0	—	2.2	75.0	.....	.....	.....	.....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....	
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,866	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21.759	2 8	150,000	238,450	17,000	—	5.8	10,881	398,465	.....	29,687	6,815	—	100	....	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107.400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	....	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,375	3,540,000	—	—	547,050	93.8	614,525	22,184,414	16,941,140	1,290,594	341,880	8	100	136½	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	....	
Dec. 31, 1868	78.0	—	2.0	....	14	18	6	168	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	1,098,800	1,520,500	.....	.....	90.0	.....	246,424	119,182	381,984	189,578	—	100	....	
Dec. 31, 1868	164.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	.....	—	(In progress.)					—	100	....	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J	329,305	—	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	.....	.....	—	100	....	
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	667,607	.....	.....	1,003,724	491,889	6½	100	109	
Dec. 31, 1868	20.0	—	—	330.0	.....	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	884.0	523.0	—	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	.....	.....	1,631.0	5,479,787	1,424,264	1,063,144	7,014,800	1,800,572	—	100	....	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....	
Sept. 30 1868	143.8	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina	3,081,215	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.2	122,712	39,149	.....	320,138	128,055	—	100	....	
Dec. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271 0	.....	.....	.....	2,184,167	.....	—	100	118	
Aug. 31, 1868	30.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	112½	
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut	3,407,285	.....	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232	
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,959	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291.000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....	
Dec. 31, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135 0	.....	.....	.....	897,617	528,297	—	100	....	
Sept. 30, 1868	—	—	—	—	2	3	1	16	Houston Tap and Brazoria	Texas	—	—	—	—	—	—	—	—	50.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	50.0	—	....	—	82	159	36	1,059	Hudson River	New York	16,669 8 2	2,516,607	19,484	.....	13,932,700	6,074,900	1,167	.....	150.0	1,870,180	2,626,203	716,265	5,674,215	1,780,896	8	100	....	
Sept. 30, 1868	144.0	—	170.6	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn	2,201,675	*	—	—	689,350	1,810,045	—	—	58.7	152,874	27,812	266,895	219,211	80,051	—	50	....	
Oct. 31, 1868	44.0	14.7	12.0	—	177	100	41	4,214	*Illinois Central*	Illinois	32,785,264	*	9,721,836	1,691,280	25,278,716	8,018,170	10,901,506	.....	970.9	5,414,403	53,306,016	263,336,118	8,823,482	3,652,516	10	100	139½	
Dec. 31, 1869	703.0	—	100.0	—	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	(Is now operating Terre Haute, Alton & St. Louis R. R.)											—	100	....	
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,740	6,185,897	8,232,807	—	—	302.3	.....	.....	.....	.....	.....	—	50	31	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237.250	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314.897	*	—	—	152.411	35,000	26,399	—	13.0	23,000	31.778	68,378	64,610	8,944	—	100	....	
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250.000	18.000	300.000	.....	400.000	150.000	.....	.....	11.0	.....	.....	129,013	37,322	2,107	—	50	....	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Jackson, Lansing and Saginaw	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,166	161,393	116.0	.....	.....	.....	391,849	212,727	—	100	....	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,161	282,491	2,000,000	3,120,000	752,290	1,432,644	225.0	695 819	.....	.....	1,063,524	264,955	—	100	67	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)					—	100	....	
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	800,000	800,000	—	—	—	(Leased to Michigan Central.)					—	100	....	
Dec. 31, 1868	45.0	—	—	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,035	41,937	—	100	....	
Oct. 31, 1868	4.6	—	4.6	0.5	—	—	—	—	Kentucky Central	Kentucky	—	—	—	—	—	1,159,000	—	—	99.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	760,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	18.0	—	55.0	—	—	—	—	—	Knoxville and Kentucky ¶	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	31.0	—	9 3	34.0	3	2	1	20	Knoxville and Kentucky ¶	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	30.0	592.181	.....	.....	842.567	302.838	—	50	....	
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn	3,231,358	521,772	.....	.....	1,395,000	2,248,000	68,619	.....										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	165	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)		619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	15	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coal	and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	100	98½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,356	10	50	116
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,000	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Nov. 30, 1869	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Oct. 31, 1868	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	8,015	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Dec. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,518	*	1,636,709	578,030	5,312,725	3,588,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	318 874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	868,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	—	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	6.6	.....	.....	.....	7,250,668	3,020,786	14s	100	66
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	936.0	.....	.....	.....	.....	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	(Leased	to Phila. a	nd Readin	g.)	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,881	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	102,119	.....	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	160,334	99.2	172,210	.....	.....	729,355	114,348	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	293,171	116,844	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*.. Ala., Miss., Tenn. & Ky.	17,150,167	*	.....	.....	4,332,634	8,165,289	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,875	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	94
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	98,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	15	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.6	322,136	.....	.....	444,162	126,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,318	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	—	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	51
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	144
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,178	69,247,430	6,736,230	2,168,875	840,929	10	100	155
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	*	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	18	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,001	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	....
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 553	4,000,000	433,000	147,045	782,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	815,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																	
Dec. 31, 1868	238.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	85	
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1 015,394	388,240	5s	50	82	
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,758,284	13,598,080	561,370	128,943	—	100		
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	35	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	388,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			4,303,783	983,763	6	50	88	
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,262	3,068,400	125,908	148,259	311,904	82.0	371,630	5,688,452	15,270,340	625.318	219,285	8	100	115½	
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,380	89,692	—	100		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,935	149,711	850,598	213,074	2,363,700	754,000	42,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106	
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)				145.0	279.621		3,345,141	253,994				
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,965			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	89½	
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000	—	—	340.0		30,256,534		2,964,041	663,427	—	100	41	
Oct. 31, 1868	16.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000	—	173,897	101.5	248,880			1,197,090	653,185	—	50	93	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203.195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	100	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,441	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618.549	63,889		13,612	289,550	380,000	26,500	—	9.0				147,327	24,479	—	100		
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	923.799	*			222,987	717.000	2.387	—					111,196	56,811	—	100		
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,180			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,260,241		33,598	3,340,024	7,550.375		1,560,756	285.0	1,694,535			3,086,592	1,064,338	—	100		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000			47.6						24	100	143	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—	—	—	—	(Leased	to Erie.)							
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....	....	....	5,000,000	500,000	....	—	—	(Leased	to Erie)		....	....	53,400	8	100	....	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85.000	....	—	—	(Leased	to Erie.)		....	....	....	....	100	....	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....	....	....	339,650	160,000	....	—	—	(Leased	to Camden and Amboy.)		....	....	26,500	5	100	....	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,698,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	115½	
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000.000	*	2,172,500	....	3,200,000	597,500	375,000	....	47.0	....	....	....	....	....	20	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	to Chic. R. I. and Pac	ific.)	—	125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	....	*	....	1,000,000	1,000,000	....	....	....	....	....	....	....	....	....	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	....	*	....	1,323,200	67,926	154,299	—	82.3	....	....	....	212,892	93,883	—	100	....	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	....	*	....	218,000	800,000	212,500	—	39.0	87,111	....	....	156,746	19,424	—	50	....	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	....	....	6,004,200	13,000,000	328,633	....	287.5	....	....	....	2,804,250	....	—	50	60½	
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	....	....	1,687,700	63,950	....	....	24.3	342,775	....	....	642,639	295,901	10	50	162	
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	....	1,921,976	806.7	4,500,135	....	....	8,791,937	3,150,837	10	50	108½	
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	....	329,063	....	1,259,120	....	....	....	26.5	....	....	....	995.196	290,585	10	100	118	
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935.000	514,390	1,101,105	103.8	897,200	....	....	2,393,897	905,891	8	50	112½	
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,758,000	*	....	....	5,000.000	4,008,000	4,750,000	—	222.5	1,568,097	....	....	2,338,531	646,465	—	50	....	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103.728	*	....	....	1,794,592	5.500.000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500.000	12,562,000	878,342	1,945,783	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	....	....	450,000	....	....	....	....	....	....	....	....	27,450	6	100	85½	
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	(In hands of Receiver.)								23.0	34.971	....	....	60,642	5,313	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	....	....	783,500	1,232,760	4,510	....	109.0	373,501	7,127,219	....	605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	....	....	518,592	130,420	6	100	112	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concord.)			24,500	7	100	....	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased	to Eastern.)		77,755	24,787	—	100	....	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485.813	*	....	....	437,917	150,000	....	....	14.5	50,896	....	....	112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....	
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,226,390	—	92.3	....	....	....	254,899	30,667	—	100	....	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	....	505,848	1,000,000	—	—	—	159.744	....	....	178,456	26,995	—	50	....	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4.732,884	811,575	....	....	3,000,000	1,500,000	....	....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93	
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9.929.000	*	....	81,308	4,000,000	2,719,000	288,439	....	190.2	284,520	4,086,393	6,123,789	574.020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,313	847.100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....	
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	6,250,000	*	....	....	650,000	600,000	....	....	....	....	(Not in operation.)		....	....	—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.	....	....	....	....	1,080,000	1,384,000	....	....	12.0	....	(Under construction.)		....	....	—	100	....	
Dec. 31, 1868	141.1	48.6	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	....	....	....	1,208,941	429,856	10	100	113	
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	....	....	....	....	....	....	....	166.3	694,409	4 069,421	11,712,202	993,239	....	—	100	20	
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	2,100,000	2,050.000	....	—	—	(About $5	0,000 a month.)		....	....	—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	....	132.0	....	(Leased to Ind. & St.	Louis.)	....	517,941	—	100	35	
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	10,000,000	4,000,000	....	....	120.0	....	....	....	612.000	171,000	—	100	45½	
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	—	—	(Leased	to Chi. &	Alton.)	240,000	....	—	100	....	
Dec. 31, 1868	63 7	8.2	....	—	....	....	....	....	St. Louis and St Joseph	Mo.	....	....	....	....	2,000,000	1,000,030	....	....	....	....	(Under construction.)		....	....	—	100	....	
Dec. 31, 1868	68.9	—	....	—	96	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	....	....	....	....	....	....	(Under construction.)		....	....	—	100	....	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3.500,000	*	....	....	....	2,020,000	....	....	80.0	....	....	....	209.534	87,404	—	100	....	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	....	232,950	100,415	—	100	....	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West Jersey.)		....	16,533	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	....	1,590	243,305	226,900	353	91	—	....	....	....	....	17,500	1½	100	....	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	900,235	2,150,000	50.000	—	116.3	240.299	....	....	416.916	106,052	—	100	....	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	....	....	1,299.150	97,000	148,578	—	54.0	152,380	....	....	167,518	344	—	50	....	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	....	....	576,050	....	....	—	—	(Leased	to Phila. and Reading.)		....	....	5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	200,000	....	....	....	....	....	....	....	....	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama	2,163,564	*	....	....	999,050	796,830	....	....	119.3	....	....	....	312.577	12,909	—	100	....	
May 31, 1868	195.0	....	....	40.0	90	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	160.0	....	....	....	218.441	....	—	100	....	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	....	....	869,450	700,000	....	....	28.0	178,705	....	....	277,763	83,511	5	50	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*	....	....	743,100	264,000	121,900	....	25.0	....	265.000	155,000	82,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	....	....	100,000	37,800	....	....	20.0	(Operated	by Jeff. Mad. and		Louisville.)	....	—	100	....	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	....	....	636,200	55,000	....	....	50.0	167,376	....	....	289,288	68,334	—	100	....	
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,009	....	....	75.0	....	....	....	127.000	....	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	229	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	....	109.0	373,510	7,127,219	....	605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased	to Central	of New Jersey.)	—	—	6	100	....	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,667,414	*	....	1,026,406	5,819.275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	....	....	....	....	900.000	....	....	....	—	....	(In progress.)		....	....	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1868	58.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	....	....	484,000	750,000	150,000	....	—	(Not in full	operation.)		....	....	—	100	....	
Sept. 30, 1868	123.0	5.6	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,305,600	1,708,900	475,160	9,401	132.5	255.714	1.944.588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	....	....	....	....	880,000	....	....	....	(Under construction.)				....	....	—	100	....	
Dec 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	....	....	....	....	....	....	....	....	....	....	250,000	....	—	100	....	
ec. 31, 1868	91.0	—	....	230.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	....	91.0	....	....	....	....	....	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	3	4	2	25	Spartanburg and Union †.South Carolina.	.....	*	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—						—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 7.0	.....	21,181	33,414	11.1	64,100	2,262,375	539,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,900	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	55½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	241,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,			R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	44½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	406.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	64½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	616,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	841,814	83,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. Lac. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,851	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)			.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	140,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.0	.....	12,497,271	2,626,929	537,578	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	493,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c.																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	123½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)			—						—	100	123½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	—	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	.....	.....	.....	603,067	397,785	—	50	68½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	102 0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	.....	.....	.....	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	17
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	166,589	86,081	—	50	12
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal.....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	36,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	701	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss,		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,021	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	56,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	30.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	254,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	0.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.&B.(N.Y.C.)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,606	34,815		2,448	8,721	3,443				
Oct. 31, '68	1.65	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	39
Sept. 30,'68	3.25	16	5	Genesee & Water st.(Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,250	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,065	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	15
Dec. 31, '68				Hoboken and Hudson City .N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47			Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,089	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,000		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	60⅜
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	260,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	295,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.2	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	45
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,179,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										23
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20,867	15,000	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.08	44		Worcester.....Mass.	89,573	75 000	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Prices.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1672	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N	1878	....
Brooklyn & Rockaway Bch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J.& J.	1875	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	91½
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	90½
Cleveland and Mahoning,* guar.	2,058,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	...	117
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	'190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.	3,500,000	7	7	72½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	72
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	37½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 — @ 37 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 33 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @ 97 50
Store Prices.		
Bar, Swedes, ordinary sizes		110 — @ — —
Bar, Refined		— @ 77 50
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 11½
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	71 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— — @ — 18
American, Spring,	do.	— 9 @ — 12
American Machinery	do.	— — @ — 12
American German	do.	— 9 @ — 12

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ 4 37½
Clinch		— — @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —29
Copper		— 36 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 40
Straits	(gold).	— 37½@ — 38
English	(gold).	— 35½@ — 35½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 37½@ 8 75	10 — @ 10 50
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19 @ — 19½
Refined, prime L. S. to W. (110 @115 test)		— 26 @ — —
Refined, Standard White (in ship'g order)		— 27½@ — 27½
Refined, prime White (in shipping order)		— 27½@ — —
Refined, S. W. (in jobbing lots)		— 29½ @ — 30
Refined, S. W. (in tin)		— 33½@ — 33
Naptha, Refined, (65 @ 73 gravity)		— [9½@ — 9½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1¼; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 9 by 10 ....(4 qlts.)...	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1
Canton Co.	69	....	69½	69	....	
Central Pacific 6s	93½	....	93½	93½	93½	
Central of N. Jersey	109½	109	109½	....	109½	....
Chicago & Alton	116½	117	....	116½	116	117
" pref.	....	118	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	155	158	....	....	....	156
" 8s, 1883	....	....	....	....	....	114
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	81½	81½	81½	81½	81½
" pref.	89½	89½	89½	89½	88½	88½
" 1st M.	....	....	....	....	95½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	92½	....	93½	....	....
Chic., Rock Isl. & Pac.	119½	119½	118½	....	118½	119½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98½	....	....	....	....
Clev., Col., C. and Ind.	79	79½	....	79½	....	79½
Clev. and Pittsburg	108½	108½	108½	108½	109½	109½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	78½	79	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	19½	....	....	19½	19½
" 1 M.	....	82½	82½	82½	82½	82½
" 2 M.	....	63½	....	62	62	63½
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	124½	123½	123	122½	123½	....
Del. Lack. & Western.	111	110½	110½	....	111	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	97½
Dubuque & Sioux City.	105	105	....	....	107	....
Erie Railway	....	23½	23½	23½	23½	23½
" pref.	....	46	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	95	95½	....	....	....	....
" 3 M. 7s, 1883	88½	....	....	88	88½	88½
" 4 M. 7s, 1880	84½	84	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	79	79½	79½	....	79½
Hannibal & St. Joseph.	119½	116½	....	117½	....	118
" pref.	118	....	116½	116½	116½	117½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140½	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	98	97½	97½	97½	97½
Lake Shore Div. bonds	....	....	....	....	94½	94
Marietta & Cin. 1st pref.	....	....	....	19	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	125	124½	....	....	....	125½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	17	16	....	....	16	....
" Tr. 10s cifs.	....	....	....	....	....	....
Milw. and St. Paul.	66½	65½	65½	65½	65½	65½
" pref.	81½	81	80½	80½	80½	81½
" 1st mort.	95½	95½	....	....	....	95½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	95	....	....	....	....	....
Missouri 6s	94½	93½	....	94½	94½	....
" H. & St. J. 1s.	94	94	94½	....	....	....
Morris and Essex.	93½	93½	94	94	94	94
" 1st mort.	101	....	....	....	101	....
" 2d mort.	....	....	....	100	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92½	....	92½	....	....	92½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101½	100½	100½	100½	100½	100½
" certificates.	96½	95½	....	96½	96½	95½
N. York and Harlem	144½	145	....	144	144	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	101	....	101½	....	....
N. Carolina 6s	....	....	49	49½	....	49½
" new	25½	25½	....	25½	25½	25½
Ohio and Miss.	39½	38½	39½	39½	38½	40½
" pref.	....	72½	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	39½	41½	43	43½	43½	43½
Panama	142	....	....	140	141	143
Phila. and Reading	105½	105½	105½	105½	107	107½
Pitts., Ft. W. & Chi. gtd.	95½	95	95½	95½	95½	95½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	61	....	61½	....	....	....
" new	57	56½	56½	57½	57½	57½
Tol., Wab. & Western.	56½	56	55½	55½	55	55½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	86½	....	....	86½	....	....
Virginia 6s, ex-coupon	70	....	....	69½	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108¼	....	108¼	108⅜	
U. S. 5s, 10-40s, reg	108¼	107⅞	....	108⅛	108⅛	
U. S. 6s, 1881, reg	117¼	117⅜	....	....	....	114x
U. S. 6s, 1881, coup	....	117¼	....	117¼	117¼	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111⅜	....	....	111⅜	....	....
U. S. 6s, 5-20s, c. 1862	111¼	112⅜	112⅛	112⅜	112⅜	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	111⅜	....	111⅜	....	....
U. S. 6s, 5-20s, reg. '65	111¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¼	111⅜	....	111¼	....	....
U. S. 6s, 5-20s, r. n. '65	112⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅜	113⅜	113⅛	113⅜	113⅜	
U. S. 6s, 5-20s, reg. '67	114¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114¼	114¼	114¼	114¼	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114	114¼	....	....	114	
U. S. 6s, Pac. R. R. issue	....	113	....	112⅜	113	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
.. preferred	36⅜	37	37⅛	37⅜	38¼	38⅛
Camden and Amboy	119½	119⅜	119⅜	119¼	....	119⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	92	....	....	....	....
.. mort. 6s, '89	94	....	94	94	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33⅞	33⅞	34	34	34¼	34⅜
.. 6s, 1884	....	88⅛	....	87⅛	87⅛	86⅛
.. Gold L	94¼	93⅜	....	94	....	93⅜
.. R. R. L	....	....	....	91⅜	....	....
Lehigh Valley R. R.	57⅜	57⅜	58¼	58¼	58¼	
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	100	....	....	....	....	....
Little Schuylkill R. R.	....	....	....	....	....	43
.. 7s	....	....	....	....	....	....
Minehill	53¼	....	....	53¾	54	54
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1850	....	94	....	....	....	95
.. 7s	....	88⅜	88⅜	89	89¾	90
.. 10s, 1887	....	....	....	....	....	....
Northern Central	43	....	....	42⅜	....	44
Pennsylvania R. R.	56¼	56¼	57	56⅜	57⅜	57⅜
.. 1st M	101⅞	....	....	....	....	....
.. 2d M	....	....	....	97¼	....	98
Penn. State, 6s, 1st series	....	....	....	....	105¼	105¼
.. 6s, 2d series	108	108	....	....	....	108
.. 6s, 3d series	110	....	....	....	....	109¼
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	102⅜	101¼	101¼	....	....	101¼
.. new	....	102⅜	102⅜	103	102⅜	102⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	52⅜	52⅜	52⅜	52⅜	53	53¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	30	30	....	29⅞	30	30⅜
.. 6s	90¼	....	....	91	....	91¼
.. 7s	92¼	....	....	92¼	92¼	92¼
Schuylkill Navigation	....	....	....	....	8¼	....
.. pref	17¼	18	18¼	18¼	18¼	18⅜
.. 6s, 1882	68	62	....	72	72	74
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	84
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	45¼	46	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	13¾	14	15
Chestnut & Wal.	44¼	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	45	45
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	24¼	24¼	....	....	....	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	....	....	....	....	....	95
.. 1886	....	....	....	....	95¼	....
.. 1890	95	95	....	95¼	....	95
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	141	....	141
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94¼	....	....	94¼	....	....
Marietta & Cin. 1st M	94	93¼	93	93¼	93¼	93¼
.. 2d M	73	75	....	74¼	74¼	....
Northern Central	43	43	43¼	....	43¼	....
.. bonds, 1885	....	92¼	....	93	92¼	....
.. .. 1900	....	....	87¼	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	96	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	150¼	150¼	150¼	15 ¼	....	150¼
Boston and Lowell	....	....	....	....	....	135
Boston and Maine	150	....	....	150	....	150
Boston and Providence	....	....	144	....	....	144½
Boston, Hartford & Erie	5¼	5⅜	3⅞	4⅛	4	4⅛
.. 7s, new	35¼	36	31	32	31½	32⅜
Cheshire, pref	....	....	....	91¼	....	91¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	126	126	123	125	....	122½
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	122	124¼	124¼	....	124¼	124¾
Northern, N. H	115	....	115	115	115	115¼
Ogdens. & Lake Champ	89	89	....	88½	88⅞	89
.. pref	....	....	....	108	108	107½
Old Colony & Newport	100	100½	100	....	100	
Ph., Wil. & Baltimore	....	55¾	....	....	....	56⅜
Portl'd, Saco & Ports	....	....	....	....	112	....
Union Pacific	....	....	....	42⅝	....	44⅞
" 6s	84	83⅞	84¼	....	84⅛	84⅛
" Land Grant 7s	76⅜	76¾	....	....	76⅞	76⅛
" Income 10s	87½	....	87¾	....	87⅞	87⅞
Vermont & Canada	102½	....	....	102½	....	....
Vermont & Mass	64	....	....	....	64⅞	64⅞
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	101½	101	....	....
Metropolitan ..	....	....	....	....	....	69⅝
Middlesex ..	....	....	73	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	5
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— May 20.	May 13.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	60 — 65
Do. do., 2d mort., 1881	60 — 65	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	60 — 65
Do. do., 2d mort., 1882	60 — 65	50 — 60
Do. Consol. 7 per cent. mort. 1890	28 — 29	28½ — 29⅛
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c	70 — 75	70 — 75
Erie shares 100 dol. all paid	18 — 18⅛	18⅛ — 18⅜
Do. sterig. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	88 — 92	85 — 90
Do. 100 dol. shares, all paid	111 —112	111¼—112⅛
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	102 —103	102 —104
Penn. R. R. bonds, 2d mort. 6 per ct.	98 — 100	96 — 98
Do. General mort. 6 p. c. 1910	93 — 94	92¼— 93½
Do. $50 shares	46 — 48	46 — 48
Philadelphia and Erie 1st mort. 1881	93 — 95	90 — 93
Do. with option to be paid in Phila.	93 — 95	90 — 93

American Railroad Journal.

Saturday, June 4, 1870.

Stock Exchange and Money Market.

The ease in Money has been even more manifest through the past week, under very liberal offerings on both bank and private account to the leading borrowers, whose wants have been much less urgent, particularly in the speculative line. Call loans have been quoted at from 3@5; and choice to good mercantile credits at from 5½@8 per cent. per annum. The city banks, while reporting a loss of 1⅜ millions of specie, show a further gain of over 2½ millions of legal tender notes, and nearly 1½ millions of deposits. They have added a little to their circulation, but their loan and discount average has fallen off nearly three-fourths of a million. The deposits now amount to over 228 millions, against 201¾ millions on the 9th of April. The specie average is now 32¾ millions against 25⅜ millions four weeks earlier. The legal tender reserve has been augmented to 61⅝ millions against 47½ millions in the second week in April. The loan and discount item stands 279¼ millions against 269 millions at the close of April. The U. S. Sub Treasury, last week, added over 2½ millions to its currency reserve, while reporting a loss of about ⅞ of a million of its coin balances. The office closed the month of May with a coin reserve of $76,100,120, and a currency balance of $6,741,516.

The specie reserve of the city banks according to the latest return is $32,728,035, against $17,871,230 same time last year. The city bank deposits are now $228,039,345, against $203,055,660 week ending May 29, 1869. The legal tender reserve amounts to $61,618,676, against $57,810,373 same time last year. The circulation now stands at $33,249,818, against $28,920,865 same time last year. The loans are now $279,550,743, against $274,935,461 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $96,104,000 a day, against a daily average of $104,279,720 the preceding week, and $109,843,490 the week ending with May 14, 1870. The current week's exchanges average about 84 millions a day. The city banks, last week, reported a loss of $1,388,900 of specie, with a gain of $1,486,419 of deposits, and $2,595,370 of legal tender notes. They reduced their loans, $710,334; and increased their circulation, $58,170.

The city bank exchanges on Wednesday were about 72½ millions.

National Bank notes to the amount of $313,610 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $324,582,386, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $25,057 544, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,474,842. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,299,750; and for the public deposits, $16 284,000—making a total of $358,583,750. The Treasury Department last week redeemed and destroyed $726,763 of worn and mutilated fractional currency, and issued $156,745 of new.

The U. S. Sub-Treasury receipts, week ending with May 28, were $3,218,644 in coin, (including $2,703,000 from customs duties,) and $5,284,574 in currency; payments, $4,096,789 in coin, (including $1,904,780 of coin interest,) and $2,693,532 in currency; balance at the close of the week, $82,937,046 (including $75,765,588, of coin, and $5,971,497 of currency,) against $82,937,839 at the close of the preceding week, showing a decrease of only $793. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $114,034 in coin, (including $107,500 from customs,) and $886,512 in currency; payments, $250,053 in coin, (including $239,848 of coin interest,) and $335,059 in currency. On Tuesday, receipts, $840,289 in coin (including $716,581 from customs), and $525,760 in currency; payments, $369,737 in coin (including $364,757 of coin interest) and $307,193 of currency. The balance at the close of business on Tuesday stood at $84,520,121, (including $6,741,516 of currency, and $76,100,120 of coin,) against $82,990,329 a week previous; and $82,309,463 on May 14, 1870. The aggregate re

ceipts of the office in May were $63,496,248, including $11,985,468 from customs; aggregate payments, $67,207,341 including $16,919,624 of coin interest; balance at the close of the month, $84,520,151, against $88,231,250 at the close of March.

The U. S. Sub-Treasurer issued in May $5,409,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,366,895 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $86,475,738.

Government revenues yielded more liberally, during the past week. The excises, during the week yielded $5,245,613; customs at the port of New York, $2,570,895 and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $9,179,590 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $158,318,618. The receipts of Internal Revenue in May were $21,122,219 13; for the corresponding month in 1869, $20,642,280 or a gain in favor of May, 1870, of $479,939 13. The aggregate receipts for the fiscal year ending June 30, 1870, are now estimated at $178,000,000.

Gold ranged through the week from 114⅛@115⅛, and closed on Wednesday at 114⅝. The speculation has been gaining strength, in view of the enlarged exports of specie, which amounted, last week, to over two millions from this port. The customs demand has been up to a fair average. The week's shipments of specie consisted chiefly of Gold Bars withdrawn from the Treasury, and Gold Certificates and May coupons surrendered by the Bankers who owned the bars in exchange. Nearly two millions May coupons and registered May interest were paid during the week. There remain in the Treasury about $2,150,000 Gold Bars, to be withdrawn this week or by the 7th of June. After these are shipped, the Bankers will have to employ American Gold Coin for shipment, should the state of the Foreign Exchange require it, which they will probably do, for some six weeks or two months, to a moderate amount. On Tuesday, the U. S. Sub Treasurer announced that five millions of Government Gold would be sold in June as follows: on Wednesday, June 1, $1,000,000; Wednesday, June 8, $1,000,000; Wednesday, June 15, $1,000,000; Wednesday, June 22, $1,000,000; Wednesday, June 29, $1,000,000. And that eight millions of Five Twenties would be bought in, as follows: on Thursday, June 2, $2,000,000; Thursday, June 9, $1,000,000; Thursday, June 16, $2,000,000; Thursday, June 23, $1,000,000; Thursday, June 30, $2,000,000. On Wednesday, the million of Government gold was marketed at from 114 29@114 38. The bids reached an aggregate of $3,885,000. The *Russia* for Liverpool carried out $212,000 in specie. According to the public debt statement of June 1st, the coin balance in the Treasury Department on Wednesday was $106,789,732; and the currency reserve, $14,243,817.

The coin balance of the Treasury Department on Monday was $107,549,360, including $36,208,000 on private deposit; currency balance, $13,271,704.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $76,644,987.

The customs demand for Gold last week, averaged $428,482 a day; thus far, this week, it has averaged $426,500 a day, or equal to a weekly aggregate of $2,559,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $25,613; and since Jan. 1, 1870, $6,942,245, against $8,657,506 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $123,497,360 against $115,461,058, in 1868–'69.

The customs revenue of the port on Wednesday was $612,000.

The customs revenue at the port of San Francisco, from Jan. 1 to May 13th, was $2,811,175, against $2,713,946 same time last year.

The exports of specie, from this port, last week, were $2,046,059 against $921,519 same week last year; total, since July 1, 1869, $28,909,536, against $35,052,449 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,904,780, and since July 1, 1869, $84,172,490, against $84,777,231 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to May 13, were $14,232,729, against $14,591,380 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $118,853.

Foreign Exchange has been in more demand and quoted stronger. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.18¾@5.13¾; sight bills on London to 110⅜@110¾, and on Paris to 5.13¼@5.11¼. The offerings of produce bills have been fair, since our last. The week's exports of domestic produce have been to the currency value of $3,483,804, making the total since July 1, 1869, $183,049,925, against $151,460,148 same time preceding fiscal year.

Government securities have held their own well as to price, through the week, on a moderate offering of bonds, and a fair average investment call for them. The reports of the further considerable reduction of the debt, since the 1st of May, and the announcement of the contemplated purchase on Treasury account of eight millions of Five Twenties in June, together with the increasing yield of the customs and excises, tended to stimulate the demand toward the close. On Thursday, Government bought in two millions of Five Twenties at about equal to the ruling market prices. The Public Debt statement of June 1, shows a further liquidation in May of $14,301,962.

The coin balance in the U. S. Sub Treasury at Boston, May 28th, was $2,760,603.

U. S. sixes of 1881 closed here at 117½@117¾; U. S. Five-twenties of 1862, 112¼@112½; U. S. Five-twenties of 1864 at 111⅜@111⅝; U. S. Five-twenties of 1865 at 111½@111⅝; U.S. Five-twenties of 1865 consolidated, 113⅞@114; U. S. Five-twenties of 1867, 114¼@114⅜; U. S. Five-twenties of 1868, 114@114¼; U. S. Ten-forties at 108¼@108½; U. S. Six per cent. currency bonds, 113@113⅛.

State bonds have been in fair request at the ruling prices.

Railway bonds have been in demand and rather buoyant in price. Central Pacific Sixes closed at 93¼@93½. Union Pacific Sixes at 86⅞@87; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been fairly active, closing with more steadiness as to price.

At Frankfort on Wednesday U. S. Five Twenties closed at 95⅛, and Central Pacific Sixes, at 77¾.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	May 18.	May 25.	May 26.
Consols	94½	94⅜	*93⅛
U.S. 5-20's of 1862	89⅛	89	89⅜
U. S. 5-20s, 1865	88½	88½	88⅜
" 1867	90⅝	90¾	90⅞
" 10-40s	86	86	86¼
Erie	18½	18½	18¾
Ill. Central	112½	110½	110
At. and Gt. West	28½	28	29

* Ex dividend.

General business has been moderately active, but prices have been variable. Middling upland cotton closed heavily on Wednesday at 22½ cts. per lb. The stock of cotton now here is given at about 50,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,712,150 bales, against 1,979,850 bales in 1868–'9; exports, same time 1,950,525 bales, against 1,351,075 bales same time in 1868–'9; stock on hand at latest dates, 287,150 bales, against 150,100 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 6,535 pkgs., against 10,066 pkgs., same time in 1869. From Boston, 1,502 pkgs. in 1870, against 3,890 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in liberal supply and moderate demand at from 13@17½c. per lb.; week's receipts, 6,246. Milch cows have been quiet, at $40@$100 each, receipts, 70. Veal calves have been in less request at from 5@9½c. per lb.; receipts, 4,446. Sheep quiet, at from 5@8½c.; lambs at 11@15c. per lb.; receipts, 13,566. Swine dull at 9c@9½c. per lb., all live weight; receipts, 21,605.

There has been a fair movement in foreign goods at generally uniform prices. Sugars show an advance. Straits Tin is also much higher. The week's imports of foreign dry goods were to the specie value of $1,114,793; and of foreign merchandise, $2,501,710, making a total of $3,616,503, against $6,072,985, same week last year.

Ocean freights have been fairly active, and quoted firmer. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 4½@4¾d. by sail, and 4¾@5d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 438.

The balance in the Sub-Treasury on Wednesday was $86,475,737 51.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 24, and since the beginning of the year:

	1869.	1870.
For the week	$3,676,437	$3,483,804
Previously reported	67,917,740	68,460,545
Since Jan. 1	$71,594,177	$71,944,349

The imports for the week ending May 21, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,230,236	$1,114,793
Gen. merchandise	4,842,749	2,501,710
Total for the week	$6,072,985	$3,616,503
Previously reported	128,832,789	119,763,079
Since January 1	$134,905,774	$123,379,582

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western consol. bonds, 81; Ohio and Mississippi consol. bonds, 90; N. Y. Central sub. bonds, 90; St. Louis and Iron Mt. 1st mort. 89; Chicago and Gt. Eastern Income bonds, 45; Albany and Susq. 2d mort., 94; North Missouri 1st mort., 88⅞; St. Louis, Jacksonville and Chicago 1st mort, 92½; Chicago and North Western Interest bonds, 92; Quincy and Toledo 1st mort., 83¼; Toledo, Peoria and Warsaw 1st mort., W. D., 80; New Jersey R. R., 120; Long Island R. R., 62; New York and New Haven R. R.,155; do., Scrip, 150; Chicago and Alton Scrip, 110½; South Carolina 6s, new, April and Oct., 80⅞; do. Jan. and July, 82⅛; Lonisiana 6s, new, 73½; do., 6s, Levee bonds, 75¾; Alabama 8, 102⅛; do. 5s, 78; Georgia 7s, 95; do. 6s, 88; Brooklyn 6, W. L., 95¾; do. Park Loan, 94; Western Union Telegraph, 32; Brunswick City Land, 8½; Atlantic Mail S. S. Co., 31; Pennsylvania Coal, 225; Consol. Coal Co. of Md., 26; Cumberland Coal and Iron, 42; Adams Exp. Co., 63⅜; U. S. Exp., 45¼; Wells-Fargo Exp., 16; Am. Mer. Union Exp., 43⅜; Black Hawk gold, 0.28; Consol. Gregory gold, 1.60; Central gold, 0.21; Grass Valley gold, 1.60; La Crosse gold, 0.12; Smith and Parmalee gold, 1.05.

Philadelphia.—Warren and Franklin 1st mort. 7s, 86; Oil Creek and Allegheny River R. R., 46⅞; do. bonds, 83¼; Camden and Burlington County bonds, 90; Philadelphia and Reading debt. bonds, 83½; Lehigh Nav. Conv. Loan, 81; West Jersey R. R, 63; do. 6s, 92½; Lehigh Valley old bonds, 100; Junction R. R. bonds, 89; Big Mountain Coal, 7; N. Y. and Middle, 5; Maple Shade oil, ¼; Ocean oil, ¾; Corn Planter oil, 1¼; McElhenny oil, ¼. The latest quotations are: City 6s, 98@—; do., free of tax, 100@100¼; State 5s, coupon, 102½@—; do., 6s, W. L., 104@104; do. 1st series, 105@105¼; do., 2d series, 107¾@108; do., 3d series, 109½@110; Reading, 53⅞@53⅞; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 94@—; Camden and Amboy, 119½@120; do., mort. 6s, 1889, 94¼@95; do., 1883, 92½@93; do., 1889, 91@92; Penn. R. R., 57⅜@57¾; do., 1st mort., 102@104; do., 2d mort., 98@98½; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 68@70; do., 6s, 82@85; do., scrip 7s, 67@70; Susquehanna Canal, 6@10; do., 6s, 45@47; Schuylkill Nav., 8@9½; do., pref., 18¾@19; do. 6s, 1882, 74@75; Elmira and Williamsport pref., 40@—; do., 7s, 1873, 94@95; do., 5s, 59@60; Lehigh Coal and Navigation, 34¼@34½; do., 6s, 1884, 86½@87½; do., R. R. Loan, 91¾@92; do. Gold Loan, 93¼@93½; North Pennsylvania, 41@42; do. 6s, 95¼@—; do., 7s, 90⅝@90¾; do., Chattle 10s, 108@—; Philadelphia and Erie, 30¼@30½; do., 6s, 91@2; Minehill, 54¼@54¾; Catawissa, 14⅛@17; do. pref., 38⅜@38⅝; Lehigh Valley, 58@58; do. 6s, 98@100; do., 6s, reg., 95@—; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 45@—; Thirteenth and Fifteenth, 22½@23; Spruce and Pine, 23¼@25; Green and Coates, 38½@39; Chestnut and Walnut, 44½@45; Hestonville, 14⅜@14⅞; Union, 41@—.

Boston.—Vermont Central and Vermont and Canada 8s, 1875, 102½; Vermont Central 1st mort., 86¾; do., 2d mort., 43¾; Boston and Lowell 6s, 1879, 98; Stanstead, Shefford and Chambly 7s, 81; Keokuk and St. Paul 8s, 1879, 99¼; Connecticut and Passumpsic Rivers pref., 90¼; do., 6s, 1876, 93¼; do., 7s, 1876, 99; Cedar Rapids and Missouri 7s, 1916, 87½; South Shore R. R. 6s, 89; Lynn and Boston Horse R. R. 6s, 1886, 74; Vermont and Massachusetts R. R. 6s, 92¼; Summit Branch, 41; do., 6s, 1876, 86¼; Cincinnati, Sandusky and Cleveland, 28⅞; do., pref., 36½; Norwich and Worcester R. R., 106; Rutland pref, 72, do., 7s, 1880, 78; Indianapolis and Cincinnati R. R., 15½; Boston Water Power Co., 17¼; Cary Imp., 6¾; Rhode Island 6s, 1894, 99⅝; Maine 6s, 1883@1889, 98½; do., 1871, 101¼; Missouri 6s, 1874, 94; Massachusetts 5s, 1894, endorsed, 98½; do, 5s, 1883, 98; Boston 6s, currency, 101; do. 5s, 1878, gold, 99; do. 1885, gold, 98; Hartford 6s, 1879 98½; Bath 6s, 1891, 90¼; do., 1870, 102; Cook Co., Ills., 7s, 1880, 99¼; Portland 6s, 1887, 95¼; do., 1877, 96¾; do., 1887, R. R. Loan, 89¾; Chicago 7s, River Imp., 99½; do., sewerage, 99¾; do., municipal, 99; Charlestown 5s,1874, 91¾; Covington 7 3-10s, 100; St. Louis County 7s, 98; Hancock Mining Co., 1.

Baltimore.—Maryland Defense Loan, 103⅜; Virginia 6s, old, reg., 54⅜; Pittsburg and Connellsville bonds, 92½; Orange and Alexandria 4th mort., 75; do., 2d mort., 79; Virginia and Tennessee 2d mort., 74¼; Western Maryland bonds guar. by Washington Co., 84¾; do., 2d mort., pref., 66; Richmond and Danville bonds, 76½; Orange, Alex. and Manassas bonds, 79⅜; Wilmington and Weldon bonds, 93; Bare Hill Mining Co., 0.27; George's Creek Coal, 63½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@92⅝; Baltimore and Ohio, 139½@141; do., 6s, 1875, 96@97; do., 1880, 95@96; do., 1885, 94⅜@94¾; Northern Central 43⅜@44; do., 6s, 1885, 92@92½; do., 1900, 87@87¼; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23½@24¼; N. W. Va. 1st mort., 95@95; do., 2d mort., 95@96; do., 8d mort. 1885, 90@95; Marietta and Cincinnati 7s, 1892, 93¼@93½; do., 2d mort., 74⅛@75; Central Ohio, 23⅛@25; do., 1st mort., 82@85; Western Md. 6s, 1890, 78½@79½; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 65@66; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 76½@77; Orange and Alexandria 1st mort., 6s, 79@79⅛; do., 2d mort., 6s, 78¾@81; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74@75; Orange, Alexandria and Manassas 7s, 79@79; Virginia and Tennessee 8s, 84¼@84½; do., 6s, 1st mort., 79@—; do., 6s, 2d mort., 73¾@74⅛; Baltimore 6s, 1875 94½@95; do., 1884, 94@95; do., 1886, 95½@95¾; do., 1890, 95@95½; do., 1893, 92@94; do., 5s, 1838–70, 76@78; Memphis City 6s, 52⅝@53¼; Maryland Defense Loan, 1883, 103⅜@103½; City Passenger R. R. 21@23; George's Creek Coal, 62½@65; Atlantic Coal, 2.00@2.00; Bare Hill, 0.26@0.27.

Southern Pennsylvania Iron and R. R. Co.

We offer for sale at 92, and accrued interest from March 1, 1870, $300,000 First Mortgage Coupon Bonds of the Southern Pennsylvania Iron and Railroad Company—Interest 7 per cent., payable in gold, free from all taxes.

The Bonds are in denominations of $1,000 and $100; dated March 1st, 1870, and maturing in 30 years from date, payable in Gold. The interest is payable March and September at FIRST NATIONAL BANK, Philadelphia.

J. EDGAR THOMSON, Esq., FREDERICK WATT, Esq., } TRUSTEES.

The capital stock of the Company is $1,000,000, nearly all of which has been subscribed and paid for, and the entire bonded debt is $625,000 of these first mortgage bonds, half of which have already been taken by one corporation. Persons desiring to make a safe and well-paying investment, are invited to examine the merits of these securities. Pamphlets furnished and full information given at the Banking House of GLENDINNING, DAVIS & AMORY, No. 17 Wall street, New York, and GLENDINNING, DAVIS & Co., 48 South Third street, Philadelphia, Penn.

☞ The firm of Robinson, Cox & Co., Bankers and Brokers, doing business at No. 31 Wall st., in the City of New York, having been dissolved by the death of Alanson Robinson, a member of said firm, the same business will be hereafter carried on by Kenyon Cox & Co., composed of Kenyon Cox and Horace Manuel, late members of said firm of Robinson, Cox & Co., and Wm. H. Hutchinson, late Cashier of said firm, as general partners, and Daniel Drew of the City of New York special partner, who has contributed three hundred thousand dollars as such special partner to the capital of said partnership.

KENYON COX.
HORACE MANUEL.
WM. H. HUTCHINSON.
DANIEL DREW.
Special Partner.

☞ The undersigned offer for sale the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS of the ST. JOSEPH AND DENVER CITY R. R. CO. Interest payable February and August. Price 97½ and accrued Interest in Currency. Pamphlets, with Map, &c., furnished on application.

W. P. CONVERSE & CO.,
Commercial Agents, No. 54 Pine-st.
TANNER & CO.,
Fiscal Agents, No. 49 Wall-st.

☞ The attention of Railroad Companies and Car Spring Manufacturers, is called to the advertisement of Messrs. Trent & Bidwell, who have an English Patent for sale, covering several valuable Steel Railway Springs some of which are in successful use in this country. They have also Rights in foreign countries.

☞ We have been requested to state that the proposals just received by the Northern Pacific Railroad Company are so numerous and varied that they cannot be properly canvassed and the result declared this week.

☞ Mr. Sistare, No. 24 Nassau st., offers New York 7s, about 20 years to run, in exchange for U. S. Government 6s, charging no commission to the purchasers.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES FOR INJURIES TO FELLOW SERVANT OF COMPANY.

The facts in the late case of Rohback *vs.* The Pacific Railroad, (43 Mo., 187,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action brought by the plaintiff to recover damages for injuries received by being disabled by a train on defendant's track. The plaintiff was at work, as a servant or employee of the road, at a place near the foot of Jefferson street, in the City of Jefferson, where the railroad track crosses a traveled public road and street. It is alleged that the engineer and conductor of a train of cars belonging to the defendant, without ringing the locomotive bell or sounding the whistle or in any manner giving notice, carelessly and negligently ran or backed said locomotive and train of cars up to said crossing, and on and over said plaintiff who was at the time at work, with his face from the train and, in consequence of such failure to ring the bell, did not observe its approach in time to escape. The evidence seems to sustain the allegations, and, assuming them to be true, the question is whether the action is maintainable.

Upon a trial in the Circuit Court the plaintiff had judgment, which was reversed in the District Court on appeal. The case has been argued in this court for the plaintiff upon two grounds: First, that the action was authorized at common law. Second, that the statute regulating railroad companies expressly warrents it.

As to the first ground, it may be said that the prior decisions of this court are in direct opposition to it. In McDermott *vs.* Pacific Railroad Company (30 Mo. 115,) the point was sharply presented, and it was held that a servant who was injured by the negligence or misconduct of his fellow servant can maintain no action against the master for such injury, unless the servant by whose negligence the injury is occasioned, is not possessed of ordinary skill and capacity in the business intrusted to him, and the employment of such incompetent servant is attributable to the want of ordinary care on the part of the master. This rule of exemption was first established by Ld, Ch. Baron Abinger, in the Court of Exchequer, in Priestly *vs.* Fowler (3 Mees and W. 1,) decided in 1837. The English authorities are universal and harmonious in its support. Shortly after the case of Priestly *vs.* Fowler, the point was decided in the same way in Murray *vs.* The South Carolina Railway Company (1 McMullen, 385); and in 1842 the question came up in the Supreme Court of Massachusetts, in Farrell *vs.* The Boston and Worcester Railroad corporation (4 Met. 49,) and the doctrine was reasserted and enforced by the late Chief Justice Shaw, in one of the ablest and most powerful opinions ever delivered from the bench. This latter case has ever since been regarded as the leading decision on the subject.

The weight of American authority is overwhelmingly and decisively on the same side. There are a few cases which have held otherwise but they are exceptional. In a late case in the Court of Appeals in Kentucky, the rule was denied and damages were awarded against a corporation. In Ohio, formerly, the principle was repudiated, or, to speak more correctly, greatly qualified; but in the most recent case that we have seen from that State, involving the identical point presented by the case now under consideration, it was held that where one of the track men was injured by the neglect of the fireman on one of the trains, an action would not lie. (Whalen *vs.* M. R. & S. E. R. R. 8 Ohio St. 249.)

Where the question *res nova* I should hesitate long before I would give to the rule an unqualified approbation. In many cases it produces the grossest injustice, and grants an immunity or exemption which shocks the moral feelings. But in view of the law being settled for many years in this State, and the great weight, respectability, and I might add, the uniformity of the authorities in the same way, I consider we are bound to yield an assent, or at least acquiesce in the doctrine, however reluctant we may be to adopt it. The next question to be determined is, can the action be sustained by reason of any statutory provision? The case of Schultz *vs.* Pacific Railroad (36 Mo. 18) is not an authority here. That case was brought, by the widow of a deceased husband, under the second section of the act for the better security of life and property. (R. C. 1855, p. 647; Gen. Stat. 1865, ch. 147, § 2.) There the statute gives the action in plain and unmistakable terms, and abrogates and modifies the common law. If the present be sustainable at all, it must derive its support from the thirty-eight section of the statute in relation to railroad companies. (Gen. Stat. 1865, Ch. 63.) That section makes it incumbent on all railroad companies to have a bell placed on each locomotive engine, to be rung at a distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street. The last clause of the section declares: "And said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect."

The whole question is, whether servants or employees of the company are to be included within the designation "any person," according to the true sense and meaning of the act.

The section is a transcript of the New York statute, and it is there decided that the omission by a railroad company to give the signals required on the approach of a locomotive within eighty rods of a highway crossing is a breach of duty to the passengers whose safety it imperils; and to the wayfarer, whom it exposes to mutilation and death. (Ernest *vs.* The Hudson River R. R. Co., 35 N. Y. 9.)

After a somewhat careful examination, I have been unable to find any case where it was sought to bring a servant within its provision. It is obvious that the enactment of the law was intended primarily for the protection of the traveling public and passengers. At a public crossing or street, frequented by travelers and persons engaged in business, the danger of collision and accident is constant and recurring, without a signal warning them of the approach of the train.

Not only is danger to be apprehended to those who may happen to be on the track, but the lives of the passengers are also jeopardized. The law, in a previous part of the section, subjects the company to a penalty for omission of duty in ringing the bell; but, lest that might be deemed exclusive, it also makes it responsible in damages at the suit of any person injured. There is a strong and peculiar reason why this precaution of giving a signal should be observed, as regards passengers and the traveling public, but it is not apparent when it comes to be applied to the servants of the road. There is nothing to show that from their business and occupation they are in greater hazard at a public crossing than at a private crossing or anywhere else on the track. That the draftsman of the law used the "person" in the sense that it should apply to the classes above referred to, and without any intention of changing the common law construction, can scarcely be questioned. In this view of the law we are strengthened by the different phraseology used in the second section of the act relating to damages, and on which Schultz's case was based. That section provides that "Whenever any person shall die from any injury resulting from or occasioned by the negligence, unskilfulness or criminal intent of any officer, agent, servant, or employee, whilst running, conducting or managing any locomotive, car, or train of cars, etc., it shall be responsible to the representatives of the deceased." Both acts were passed by the same legislature. They show clearly that the law as it existed was understood by that body; that in one case a modification was intended to be made, and in the other not. If it had been intended that the thirty eighth section should change the law, so as to allow persons to sue who had been previously barred, words of similar import to those used in the damage act would have been employed. I am satisfied that this is a case of great hardship, but sympathy cannot be permitted to unsettle the law.

There was a question made in regard to a change of venue, but, from the disposition that will be made of the cause, it is unnecessary to notice it.

Judgment affirmed.

From the Pittsburg Commercial, May 26.

Miller's Platforms, Buffers and Couplers.—Telescoping of Cars Prevented.

From a gentleman who was there to see, we have the following description of what might, under ordinary circumstances, have brought mourning to many homes. The travelling public will appreciate the narrow escape of those on the train, and the foresight of the officers of the Valley road in providing cars with the best means of preventing the slaughters now so common on the railroads of the country. Our informant says:

The day express train of the Allegheny Valley road, which left Oil City yesterday (Tuesday) morning, met with a threatening accident at a point about four miles this side of Franklin station. The officers of the train knew that there had been a heavy land slide at this point, and that a gang of workmen were employed there to clear the track. Soon after leaving Franklin the engineer met the gang of workmen with shovels "at shoulder" walking toward Franklin. Thereupon assuming that the work of removing the obstructions from the track was completed, the engineer, being behind time, gave his engine full steam, and soon the train was running so rapidly that the passengers remarked it, and experienced railroad men among them called it "forty miles per hour." The point first above mentioned, and at which the accident occurred, is situated on a short bend of the road where it could not be seen by the engineer at a distance of over two hundred and fifty feet. At this point, where but a few moments before the track had been perfectly cleared, and for which the gang of laborers had but just departed, and been met as already stated, another, and a very heavy slide of earth, immense

rocks and large trees, occurred, burying the track to the depth of about ten feet for a distance of nearly three rods. Into this bank of trees and rocks the engine plunged at the terrible speed mentioned. Now, reader think of the accident on the Western Pacific of California on the 14th of November last, in which the cars *telescoped*, killing Judge Baldwin and sixteen others, and maiming for life whole car loads of passengers; and of the recent accident on the Missouri Pacific, in which the car *telescoped*, killing nineteen and maiming twice as many more; and of the accident reported in our issue of yesterday morning, at Seamen Place on the Pennsylvania railroad, on the 24th instant all running at slow speed compared with that of the Allegheny Valley Railroad, which we are describing, and you will be prepared to hear in this case a report of at least twenty or thirty killed and as many more wounded. But we have no bloody results to record. The accident is almost without interest to the reader, because of this fact. Not a child (there were many of them among the passengers in the well filled cars), woman or man, nor even an "employee" on that train was in the least injured; but still there is something interesting to you and to all in this case. It will be remembered by your readers that about six or eight weeks ago the Allegheny Valley Railroad Company took an excursion party over their road, returning next day, and that the train used by them on that occasion was made up of new cars just received from the shops of Messrs. JACKSON & SHARP, of Wilmington, Delaware, and that you gave an extended notice of the strength, beauty and peculiarities of those cars, and that the most important of them was an improvement which *entirely prevented* "TELESCOPING" of cars, even in the severest collision. It was this same train and this peculiar improvement that saved the lives of all on that train! But think of it! The speed of the train is at its highest rate;—the impenetrable obstruction on the track is not seen until so near that no effort can be made to check the momentum of the train, and the advance of that train is stopped *instantly*—not in one hundred feet or fifty feet, but *instantaneously*. Could any severer test than this be given to these improvements? Now what are these improvements? They are what are known among railroad men as "MILLER'S PLATFORMS, BUFFERS AND COUPLERS." I have noticed these improvements in use on railroads for nearly or quite five years; yet they are not universally used on our railroads. Why is this? Is not the saving of lives of passengers and of costly cars, in accidents, a matter of importance and of profit to railroad companies? It certainly is to the public.

Railroads in New Jersey.

Editor Railroad Journal:

Your issue of May 28th has an article with the above caption, making several incorrect statements, which please allow me to correct, by giving a list of the roads now building and in contemplation in the eastern and southern counties.

The New Jersey Southern R. R. Co., a corporation founded on the ruins of the old "Raritan and Delaware Bay," owns also the Long Branch and Sea Shore Railroad. They are extending the latter road northerly on Sandy Hook to a splendid harbor at the "Horse Shoe," where they are constructing wharves with over 20 feet water at low tide. This will be their main northern terminus, and having recently made a permanent contract with the Narragansett Steam Ship Co. (Jas. Fisk, Jr., President), the staunch and elegant sound steamers "Plymouth Rock" and "Empire State" will run between that point and New York. The favorite route for Philadelphia travel in summer will then be over this route, passing through Long Branch, Bricksburg and Manchester to Whitings Mills, which point is 65 miles from New York, thence to Pemberton over a new branch which is now nearly completed, and thence through Mount Holly to Philadelphia over the Camden and Burlington county Railroad. This makes the whole distance to Philadelphia about 100 miles (somewhat longer than the Camden and Amboy), but very attractive, owing to the fact of its running through Long Branch.

The New Jersey Southern R. R. Co. are also putting their road in order south of Whitings to Atco on the Camden and Atlantic Railroad. At Atsion it will connect with the Vineland Railroad, now being pushed rapidly to completion.

At Toms River, which is reached by a spur of 7 miles from the main line at Manchester, the railroad fever is raging, and a branch line is about being started to run to Barnegat, 16 miles.

A road is also projected and the capital mostly raised for a road from Whitings, through Barnegat, to Tuckerton.

The Williamstown Railroad is also being built as a spur of 6 miles to the West Jersey Railroad at Glassboro.

A road is also earnestly talked of from Hightstown to Monmouth Junction on the Camden and Amboy Railroad, and not to Port Monmouth, as your article had it.

Yours truly,

S.

The Connecticut River Bridge at Middletown.

The Directors of the New Haven, Middletown and Willimantic Railroad (Air Line) have requested Gen'l Serrell, Chief Engineer, to report upon the practicability of so raising the grade of their railroad through Middletown and Portland, as to use the top chord of the truss, for the railroad. The object of the proposed modification is to enable the New Haven, Middletown and Willimantic Railroad Company to take their track over the *Connecticut Valley Railroad* instead of crossing it at grade, and to make use of the lower chord of the Bridge for *Highway purposes* between Middletown and Portland, and to increase the depot facilities.

It is understood the modification is admissible and the Board of Engineers appointed under the Act of Congress, will assemble this week, to consider the change proposed. The West abutment, four of the foundations and four of the Caissons have been completed. The Iron Superstructure, now nearly done at Pittsburg, will have to be modified if the alteration of the plan is made.

It is proposed to finish the Bridge during the present season.

Northern (N. H.) Railroad.

At the recent annual meeting of the stockholders of this company, the following resolution, introduced by Mr. Joseph B. Walker of Concord, with appropriate remarks, was unanimously adopted:

"*Resolved*, That we approve of the action of the directors in making the contract of April 29, 1870, in behalf of this corporation with the Concord Railroad corporation, referred to in the annual report of the directors.

The old board of directors was unanimously re-elected as follows:—Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Josiah Minot of Concord, Joseph W. Clark of Boston, and Otis Daniell of Boston.

Peteler Portable Railroad Co.

We invite attention to the Advertisement of this company in another column. Having purchased the entire control of the Peteler patents for the States of New York, New Jersey, the Dt. of Columbia, and all the southern and western states and territories, with few exceptions, they are now prepared to contract for excavating, grading and filling; for transporting merchandise and materials from one place to another; for leasing and seiling cars and tracks for any of the above purposes; and for the sale of state and territorial rights. With this portable railroad, work can be done cheaper and in a shorter time than without it. It can be constructed rapidly, with comparatively little expense. It is light, strong and durable; and so arranged that it can be operated without requiring particular skill, with little power and expense, and can be used everywhere and in all seasons. Pamphlets, giving a full description of the road, its cost, uses, and practical working in the construction of railroads, common roads, and for parks, cemeteries, promenades, mines, quarries, potteries, brickyards, etc., etc., together with numerous testimonials from reliable parties who have used it for the above purposes, will be sent free by mail on application to the company, No. 42 Broadway, N. Y.

Wharton's Safety Railroad Switch.—It Cannot be Misplaced.

It is by the mercy of Providence that twenty lives were not lost instead of two, by the accident near Leaman Place, on the Pennsylvania Railroad on Tuesday morning. Through the *misplacing of a switch* the Philadelphia Express, coming east, ran into an Emigrant train standing on another track. The brakesman killed (Thomas Swayne, of this city,) was at his post and faithfully doing his duty. Whether the switch was left misplaced by negligence or by design is not clear, but in either case the occurrence affords another illustration of the necessity of using the style of switch that *cannot be misplaced* by either negligence, stupidity or malice, but which, under all circumstances, keeps the *main track unbroken*. It has been demonstrated beyond all doubt that the WHARTON SAFETY SWITCH does this. It is approved by the most experienced railway mechanics. We can imagine no reason why it is not generally adopted, unless it may be on account of some difference about expense—and that ought not to be weighed when the question is safety to human life.—*Phila. Ledger, May* 26.

☞ The ordinance passed by the Baltimore City council to guarantee the bonds of the Lynchburg and Danville railroad to the amount of $750,000, was not ratified by a vote of the citizens of Baltimore.

☞ During the month of April, 30,000 tons of iron ore, were shipped from the Iron Mountain and Pilot Knob to the Mississippi, and but for the scarcity of rolling stock the shipments could have been doubled.

☞ The work on the first section of the Arkansas branch (contracted on the 4th inst.) is being rapidly pushed forward. It is expected the line will be completed, between Cape Girardeau and this road, early next month.

☞ The Northern Pacific Railroad Bill has passed both houses of Congress, and received the signature of the President.

Schuylkill Navigation Co.

A notice has been published by this company calling a special meeting of its stockholders for the 20th of June, to consider the "proposition to lease the works, franchises, and property of the Schuylkill Navigation Company to the Philadelphia and Reading Railroad Company." The terms proposed are said to be as follows: the railroad company to assume the interest on the debt of the canal company, pay 3 per cent. per annum on the preferred stock and 1½ per cent. on the common stock.

☞ The Union Railroad ordinance has passed both branches of the Baltimore City Council. On the completion of this road all the railroads leading to Baltimore will connect with tide water at Canton.

SISTARE,

No. 24 NASSAU STREET,

Offers New York Sevens [7], about 20 Years to Run,

In Exchange for U. S. Government 6s,

Thereby adding ten per cent. (10), to the principal of the party making such Exchange.

3t23

ST. LOUIS, ALTON AND TERRE HAUTE R. R. Co., No. 12 Wall st., N. Y., May 26, 1870.

THIS COMPANY INVITES BIDS UNTIL June 8th, at 12 o'clock noon, for $150,000 of Ten Per Cent. Equipment Bonds of $1,000 each, interest payable 1st of March and the 1st of September; the principal in ten years, secured by lien on the equipment purchased and to be purchased with the proceeds. Bids to be addressed to the President, No. 12 Wall st., (marked "Bids for Bonds,") where circulars may be obtained containing particulars, or will be forwarded on application. The proceeds of these bonds are required to furnish ample equipment for the Belleville Branch, and the new road from Belleville to Duquoin, (56 miles,) which will be finished by October next, and which is to be equipped and operated under lease of this Company.

C. BUTLER, President.

OFFICE CHIEF QUARTERMASTER MILITARY DIVISION OF THE SOUTH, *Louisville, Ky., May* 23d, 1870.

WILL BE SOLD AT PUBLIC AUCTION, under the direction of Brevt. Lieut. Col. E. J. Strong, Asst. Quartermaster United States Army, at the Depot of the Mobile and Ohio Railroad Company, at Mobile, Alabama, on the 8th day of June, 1870, the following Rolling Stock lately run on the Mississippi, Gainesville and Tuscaloosa Railroad, as follows:

One (1) Locomotive and Tender.
Four (4) Box Cars.
Five (5) Flat Cars.

And a lot of miscellaneous tools, iron, and car wheels and axles.

At the same time and place—

One (1) Locomotive and Tender.
One (1) Flat Car,
now lying at Gainesville, Alabama.

Terms—Cash in Government Funds.

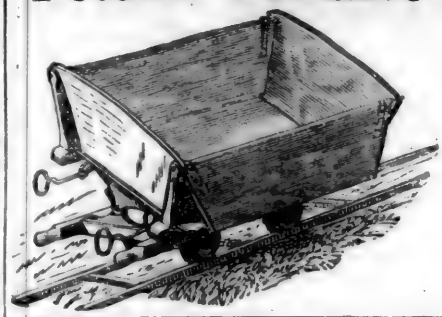
By order of the Quartermaster General,
J. C. McFERRAN,
Brevt. Brig. Gen'l. Dept'y Q. M. Gen'l.
Chief Quartermaster Mil. Div'n of the S nth.

OFFICE OF TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, May 24, 1870.

THE COUPONS DUE 1ST JUNE ON THE FIRST mortgage bonds of the Toledo, Peoria and Warsaw Railway Company (Eastern Division) will be paid on and after that date at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, less Government tax.

2t22 ZENO SECOR, President.

Peteler Portable Railroad Company.



Contractors,

For Excavating and Moving Materials of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

RAILROAD CONTRACTORS & RAILROAD COMPANIES.

OFFICE 42 BROADWAY, N. Y.

Illustrated Circulars sent free on Application.

CHIEF ENGINEER AND GENERAL SUPT'S OFFICE, MOBILE AND MONTGOMERY RAILROAD, MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—

G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

☞ The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 15th. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 15th inst.

G. JORDAN,
Chief Engineer.

Montgomery, Ala., May 10, 1870.

Proposals for $250,000

of Dock Bonds

OF THE CITY OF NEW YORK.

SEALED PROPOSALS WILL BE RECEIVED at the Comptroller's Office until TUESDAY, JUNE 7, 1870, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of two hundred and fifty thousand dollars of "Dock Bonds of the City of New York," authorized by Sec. 42 of the Act Chap. 383, Laws of 1870, and by a resolution of the Commissioners of the Sinking Fund, passed May 13, 1870.

Said stock will bear interest at seven per cent per annum, payable on the first day of May and November in each year, and the principal will be redeemed on the first of November, 1901.

The proposals will state the amount of Bonds desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them bearing interest from the dates of payment.

Each proposal should be sealed and indorsed "Proposals for Dock Bonds of the City of New York," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved on the part of the Comptroller to reject any or all of the bids if in his judgment the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 26, 1870.

ROPER CALORIC ENGINE CO.,
No. 46 Cortlandt st., N. Y.
New style Hot Air Engines. Send for Circular

TOOLS AND MACHINERY
FOR SALE.

THE NOVELTY IRON WORKS,
(foot of East Twelfth-st., New York)

have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

Glynn's Anti-Incrustator for Steam Boilers.

THE only reliable article for removing and preventing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.

C. D. FREDRICK'S,
587 Broadway, N. Y.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, *New York.*
Orders by mail promptly answered.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street.
49tf **New York.**

CHANGEABLE GAUGE
FREIGHT CAR TRUCKS.

A line of upwards of 200 Freight Cars, with ***Changeable Gauge Trucks***, are in successful operation

BETWEEN BOSTON, CHICAGO AND ST. LOUIS,

Running over Different Gauges of Tracks.

These Trucks are adaptable
To any and all Gauges of Track.

The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.

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134 Washington St., Boston, Mass.



I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,
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Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS,
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English Patent for Sale,
Covering several valuable Steel
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some of which are in successful use in this country. Also, Rights in other foreign countries. Apply to

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SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron. Send for Circulars to

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A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

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70 and 71 West St., New York,
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IRON AND STEEL,
Also Agents for
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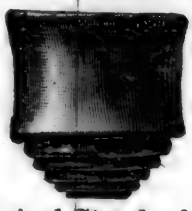
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1/2 COST LEAD
100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

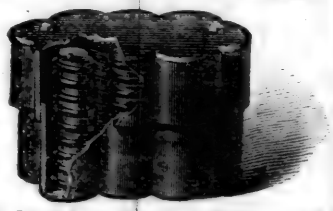
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SOLE AGENT FOR
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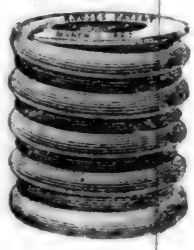
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.



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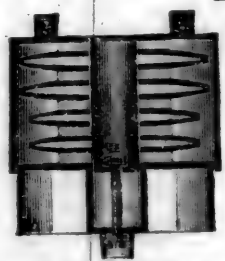
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



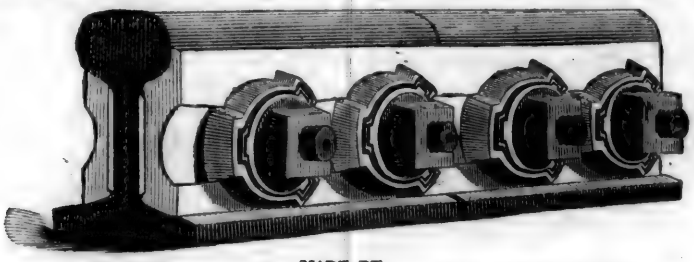
Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 4, ALASKA, Capt. Gray, connecting with the CONSTITUTION Capt. Cavarly.

Steamer JAPAN, will leave San Francisco July 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, June 2. Freight for Central American and South Pacific ports will be received until 4 P. M. THURSDAY, June 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. P. R. BABY, Agent.

ENVELOPES.
SAMUEL RAYNOR & CO.,
115 & 117 William street,
New York.

Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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GLASS STAINER, EMBOSSER AND ENAMELER FOR
Car Builders and Railroad Companies,
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EDWARD W. SERRELL,
CIVIL ENGINEER,
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NEW YORK CITY.
Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 24.] SATURDAY, JUNE 11, 1870. [WHOLE No. 1,782, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 11, 1870.

Chesapeake and Ohio Canal.

At a meeting of the stockholders of this company at Annapolis, Md., on the 6th inst., the following gentlemen who had been previously nominated by the Board of Public Works, were elected directors for the ensuing year: James C. Clarke, of Baltimore County, President; George S. Brown, of Baltimore city; Gilmor Meredith, of Baltimore city; Jas. G. Berrett, of Washington, D. C.; Isaac Young, of Montgomery county; Wm. S. McPherson, of Frederick county, and William Dodge, of Washington county.

Mr. Merryman offered the following resolution, which was unanimously adopted:

Resolved, That the salary of the President for the year ensuing be fixed at ten thousand dollars, and that a contract be entered into between the Board of Directors of the Canal Company and the Hon. James C. Clarke, the President, by which he shall devote his time exclusively to the interests of the Canal as President and Superintendent.

Governor Bowie said that it was proposed to dispense with the Paymaster, Engineer, and a number of other superfluous officers, whose united salaries greatly exceeded the increased salary of the President.

On motion, the *per diem* of the Directors was abolished, and it was ordered that hereafter the pay of the Directors be limited to their actual expenses incurred in attending to their official duties.

It is understood that Mr. Clarke will reside at Hagerstown, and devote his whole time to the duties of the office.

New Railway Line to Baltimore.

Our readers are aware that, previous to 1861, a large and profitable direct trade had grown up between Chicago and Baltimore. The merchants of Baltimore supplied Virginia and most of the Southern seaboard States and cities with provisions, as well as merchandise, and drew upon our market for large quantities of hams, cut meats and other articles, and it was hoped that she would, ere long, rival New York as a customer for several of our most important staples. The war stopped the intercourse of Baltimore with the South, and broke the connection of that city with the West by rendering transit and travel on the Baltimore and Ohio railway unsafe, and most of the time impossible. For these reasons the commerce of Baltimore was virtually dead during the war. The last few years have given a wonderful stimulus to the commerce and prosperity of Baltimore. She has a regular line of iron steamers, built on the Clyde, to Bremen, which command full cargoes of freight and passengers. She has regular lines of steamers running to all the Southern ports, and several lines of railways, some of them rapidly approaching completion, do now or will very soon give her direct communication with all the most productive and populous districts of the Southern States.

To enable her merchants to supply her customers from the cheapest sources, the Baltimore and Ohio railroad has been securing branch lines to the leading centres of the Ohio and Mississippi Valleys. It now has control of lines to Sandusky, Columbus and Cincinnati, and it is proposed to open a new road direct to Chicago. The shortest line between the two cities—nearly a hundred and fifty miles less than between Chicago and New York—is by the Connellsville and Pittsburg road, soon to be finished to the latter city, and to complete the line the managers of the Baltimore and Ohio railway are now canvassing the project of a new road, with the best grades and the most direct line possible, between here and Pittsburg. Hon. John W. Garrett, President of that road, has been in the city two or three days conferring with our leading citizens on this important subject. At their invitation, he addressed the members of the board of trade on the 26th of May, in an able and highly effective speech. We sincerely trust our citizens will promote this important enterprise by every means in their power. The country west and northwest of Lake Michigan is developing so rapidly that the importance of this new and competing route to the Atlantic seaboard can scarcely be overestimated.—*Chicago Tribune.*

Massawippi Valley Railroad.

The construction of the Massawippi Valley Railroad is approaching completion, and the line will undoubtedly be ready to open on the first day of July, according to contract.

There are some points in connection with this line worthy of mention. This will make a direct and all rail route from New York to Quebec, 70 miles shorter than any other now open. As Quebec is nearer Liverpool by at least a day's sail than New York, it is altogether probable that the travel by the Quebec steamers to and from England will be much increased, the more speedy rate of travel by rail being an additional inducement to those whose time is valuable. It is also probable that a considerable trade may grow up between the ancient capital and the cities of New England and New York.

After the opening of this road, during the season of summer travel, through trains will be run connecting with all the important points in New England, and making only one or two changes of cars from Boston, or Springfield, or New York to Quebec or Montreal. Should first class Pullman cass be run for the summer travel season, this route would doubtless secure the best portion of the English and Canadian travel, additionally induced by the fine scenery of the Eastern Townships and the Connecticut Valley.

The new road (from the Line to Lenoxville), passes through a fine country, rich in scenery. The inland and scarcely known Massawippi Lake is skirted by the road its whole length, and is not inferior in beauty and variety of scenery to any similar body of water in New England or Canada. The road will make an outlet for the lumber region more direct to the best markets than the Grand Trunk. The Brompton and other mills now turning out from twenty to twenty-five millions of feet annually, will reach a part of their customers more directly by this route, and the contemplated line from Lenoxville or Sherbrooke eastward will open up a vast lumber region to the southern markets through this and the Grand Trunk routes.

Should the Stanstead, Shefford and Chambly eventually be extended to a connection, the business of another important section would be diverted to a more direct route to the New England markets.

While this section of the country has been very heavily taxed to obtain this railway connection

we have reason to believe that the interests of the country will be improved and quickened thereby, and the people there be measurably remunerated for their outlay.—*Stanstead Journal.*

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1869 and 1870, was as follows:

	1869.	1870.
From passengers	$1,634,884 39	$1,715,544 40
" freight	383,523 86	415,059 56
" mails and exp.	107,994 97	107,691 64
" other sources	33,708 39	23,671 21
" gain operating Canal road	3,813 73	
	$2,163,875 34	$2,261,966 81
Expenses, viz:		
Repairs of road	$306,871 23	$291,468 63
" bridges	47,699 24	34,049 54
" buildings	17,064 36	30,831 10
" engines	80,621 98	65,209 10
" cars	114,018 51	113,209 55
" tools, etc.	9,550 09	12,006 82
Fuel	105,054 19	127,487 93
Oil, tallow and waste	22,609 69	24,919 34
Haulage	73,562 75	81,701 30
Legal expenses	23,519 88	15,794 84
Damages	17,081 95	10,811 35
Station labor and expenses, including loading and unloading freight	88,652 67	100,955 34
General superintendence and office expenses		27,979 82
General expenses	40,430 63	53,744 30
Agents and clerks	48,776 87	53,023 54
Train men	120,610 91	129,888 47
Switch & signal men	13,892 77	15,798 02
Watchmen & porters	19,111 37	19,678 87
Insurance	8,156 57	4,888 08
Contingent expenses	4,058 39	5,861 41
	$1,162,344 05	$1,219,307 35
Balance	$1,001,531 29	$1,042,659 46
Deduct taxes, interest and loss operating Canal road		279,359 30
Leaving		$763,300 16

The resources for the past year and the disposition of the same have been as follows:

Resources.	
Cash on hand April 1, 1869	$114,676 91
Materials on hand April 1, 1869	258,735 00
First installment and additional capital (25 per cent.)	750,000 00
Increase in accounts payable	224,498 15
Transportation earnings	1,042,659 46
Total	$2,390,569 52
Payments.	
Dividends, July 1869, and January, 1870, 5 per cent. each	$675,000 00
Taxes	182,210 91
Interest	91,628 43
Loss operating Canal road	5,519 96
Additional real estate	23,953 63
On acc't new lands and shops, N. H.	268,681 31
Steel rails, (amount in excess of cost of new iron)	138,815 76
Balance of cost of Bridgeport bridge	3,262 69
Cost of new iron bridge at Cos Cob	76,037 69
On account of new bridge over Housatonic river, additional lands and new depots at New Rochelle, Port Chester, &c.	31,344 12
Purchases, on account loss by fire at shops, N. H	37,157 86
Balance Canal R. R. settlement acc't	85,723 92
Materials for coming season	211,607 02
Cash and due from agents and corporations April 1, 1870	564,626 22
Total, as above	$2,390,569 52

The following is an exhibit in condensed form of the business for the past year:

Receipts for transportation, &c.		$2,261,966 81
Transportation exp	$1,219,307 35	
Taxes	182,210 91	
Interest	91,628 43	
Loss Canal road	5,519 96	
Canal road settlement account	85,723 95	
		1,584,390 57
To profit and loss		$677,576 24

Expenditures on account of new Capital.	
Additional real estate	$244,583 92
Steel rails	346,575 31
New lands and shops, New Haven	386,399 70
Bridgeport bridge	46,499,21
Cos Cob bridge	76,037 69
New equipment	48,000 00
On account of new depots and depot grounds at New Rochelle and Port Chester, and new Housatonic river bridge	21,344 12
	$1,169,439 95

From the foregoing accounts it will be seen that the gross receipts from the transportation business of the company for the past year are about $98,000 in excess of the year preceding, while the net earnings after paying taxes, interest and loss on the Canal Railroad are somewhat less. The increase in the number and mileage of the trains, of about 80,000 miles, the additional amount paid for taxes, the extra interest growing out of the purchase of additional lands in the City of New York, and the large expenditures incurred in running gravel trains during eight months of the year, are the principal causes of the increase in operating expenses. After the close of the present fiscal year, it is reasonable to expect that the company will begin to reap the advantages, which will be gained from the improvements which have been and are being carried on, and which will be exhibited in diminished operating expenses.

The new repair shops at New Haven are now substantially completed and in successful operation. A first-class double track iron bridge has been erected at Cos Cob. About one-half of the road is laid with steel rails, and by mid-summer two-thirds of the entire track will be of steel. The equipment of the road has been considerably increased and the old cars materially improved, and with the facilities we now have, we see no difficulty in keeping up our roadway, cars, and engines, at less expense than heretofore. The item of taxes appears to be gradually but steadily increasing. During the past year the taxes have amounted to nearly 25 per cent. of the net earnings of the company. If the present taxes upon dividends and upon passenger receipts are continued, the probabilities are, that the expenses for taxes will continue to increase. The United States Internal Revenue Law affects this company more unfavorably than others, inasmuch as it levies a tax upon the passenger receipts of railroads, and while the greater part of the receipts of most railroads is derived from the transportation of freight, full four-fifths of the receipts of this company is obtained from passengers. As long as the present tax laws remain in force, the item of taxation may therefore be expected to increase.

On the 1st of July last the leases of the Canal Railroad expired, and that road has since been operated by the New Haven and Northampton Company. Upon delivering up possession of that road and its branches, many unsettled questions, which have been in dispute for many years, and several claims raised by the New Haven and Northampton Company in regard to the condition of the road, bridges and buildings, and which threatened to involve the two companies in vexatious and expensive litigation, were by mutual agreement submitted to Hon. Ginery Twitchell of the Boston and Albany Railroad, Gen'l Stark of the Boston and Lowell Railroad, and George W. Bentley of the New London Northern Railroad, for final decision. Under the award of these arbitrators, this company has paid to the New Haven and Northampton Company the sum of $85,723 92; this, however, includes the sum of $51,500, being the value of a quantity of iron, ties, chairs, and spikes, which were delivered to this company in 1855, and which, by contract, were to be returned in kind on the expiration of the leases of the Canal Railroad.

The contract with the Hartford and New Haven Railroad Company, which had been in force for about twenty years, also expired on the 1st of July last; business connections and joint running arrangements with them are, however, continued under a temporary agreement.

The company have 36 engines—28 in good order, 3 in running condition, and 5 in shop for repairs. During the year 2 old engines have been sold, and 1 new engine purchased of the Rogers Locomotive and Machine Works, Paterson, N. J.

The company have also 80 passenger, 18 mail and baggage and 418 freight cars, besides 74-234ths of 36 passenger, 10 baggage, 4 express freight, and 3 postal cars belonging to the New York and Boston Express Line, and 74-282nds of 4 passenger and 2 baggage cars belonging to the New York and Boston Shore Line. There were also building (to be delivered in May) for the New York and Boston Express Line, via Springfield, 10 passenger (four of which are drawing-room cars) and 2 baggage cars, making the number of passenger cars now in use, including those owned in common with the two lines to Boston, 130, all of which are, and have been, kept in good repair and safe condition during the year.

During the past year, there were placed on the track 56,088 cross-ties, and in the yard at the new shops 2,435 cross-ties. There were laid in main track about 2,750 tons steel rails, which completes the laying of about one-half the track with steel rails, with a heavy iron fish joint, called "Pratt's Patent Compensating Fish Joint." There has not a single rail, steel or iron, broken in the track during the year. Many of the cattle guards have been rebuilt in the most substantial manner. This work will be continued until all cattle guards are rebuilt the entire length of the road. The gravel train has removed from the track a large quantity of material, unfit to remain there, substituting, to the depth of about two feet, good gravel which has tended to much improve the road bed, making it, at present, in fine condition. To place the track, however, in such a condition as heretofore promised, a gravel train will be required for, at least, the two seasons ensuing. This, with the steel rails, already contracted for, and intended to be placed in the track, will make it one of the best in this country. After the repairs above mentioned are completed, the expense of maintaining the track and machinery will be comparatively quite small.

The temporary wooden bridge, about 600 feet in length, which was erected at Cos Cob, in place of that part of the former bridge, burned October 14th, 1865, has during the past winter been removed, and a permanent iron structure of the Post Patent substituted, without the least detention to any train passing over the same, while making this change. All the other bridges are believed to be in a good and safe condition.

Nearly all the depot buildings, &c., on the line of the road, have been painted during the past

year, and are now in a very satisfactory condition. The company commenced to occupy the new shops at New Haven during the month of February last, and are now ready for business there, all tools, machinery, &c., having been taken from the old shops and placed therein.

Number of miles run by passenger trains, 622,222; by freight trains, 174,668; by gravel trains, 31,096—total, 827,986, at a cost of 8 cents per mile for repairs, and 12½ cents per mile for fuel.

Number of passengers carried, 2,045,725; do. carried one mile, 73,185,372. Tons of freight moved, 144,765; do., moved one mile, 6,665,442. Average distance travelled by each passenger, 30.42 miles. Average amount received from each passenger, 77.75 cents; do. for each mile moved, 2.55 cents. Gross earnings of road from passengers per mile, $25,291,77.

There have passed over the road during the past year, 9,500 passenger trains, and 2,393 freight trains, also a gravel train has been run eight months, and during their passage, there has (with but one slight exception) neither locomotive, nor car of any kind, left the track from any cause. The number of passengers transported during the past year is 2,464,259, and during the past fourteen years, ending March 31st, 1870, 21,035,346 passengers have been transported over the New York and New Haven Railroad, without an accident to any train, while on that road, that caused the loss of a single life, or limb, to any passenger, so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c	$6,143,480	04
Equipment: engines, cars, &c	900,000	00
Real estate in New York and N. H.	107,745	66
Due from Wm. Bement	88,291	68
Permanent improvements and additions	1,169,439	95
Materials and supplies on hand	211,607	02
Cash in bank, due from agents, connecting roads, and corporations	564,626	22
	$9,185,190	57
Capital st'k: 60,000 shares full paid / 30,000 " 25p.c. p'd	$6,750,000	00
Bonds payable December 1st, 1866, past due	2,000	00
Bonds payable October 1st, 1875, six per cent., coupons due on 1st April and 1st October	1,059,500	00
Coupon int. and dividends unpaid	32,215	00
Accounts and bills payable: March pay roll and balances due connecting roads	455,371	69
Profit and loss	886,103	88
	$9,185,190	57

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; William W. Boardman, Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

☞ Work has been commenced on the line of the Sugar River railroad at Newport, Vt. Gov. Stearns has been appointed building agent, and Dexter Richards Treasurer.

Canada Southern Railway.

This railway is singularly interesting to Buffalo. It is to start from Fort Erie and unite with the Michigan Southern at Detroit through the construction of a loop line from Detroit to Jonesville, a station on the latter road. This will make a very short line between Buffalo and Chicago. The Canada Southern also branches off at St. Thomas, near London, and carries a line to the Michigan town of St. Clair on the St. Clair River, where it will unite with a new line from thence to East Saginaw, which line is to cross the Straits of Mackinaw and join the Northern Pacific at Superior City, and this Saginaw line will fetch the iron of the region beyond Mackinaw to Buffalo at a very low rate all the year round. The Canada Southern will also have close connection with the Peninsula Railway of Michigan, connecting at St. Clair and terminating in Chicago. That and the Jonesville routes will always be the two shortest between Buffalo and Chicago through all time. Can there be any doubt of the value, therefore, of the Canada Southern to the City of Buffalo?

That the projected line will be in operation and ready for traffic within two years is practically now, we believe, a matter of certainty. It can hardly be doubted when we state that Mr. William A. Thomson has succeeded in obtaining as his associates in this Canada Southern Company men of the very highest standing in railway influence and personal wealth, such as John F. Tracy, President of the Chicago and Rock Island; Sidney Dillon, of the Union Pacific; W. L. Scott and Milton Courtwright, of the Lake Shore and Erie and Pittsburg; and Daniel Drew, the veteran capitalist of Wall street. This is most excellent news for Buffalo, and should be a most potent incentive to the instant construction of our coal railway.

On Thursday last the provisional directors of the Canada Southern Company met at London and accepted subscriptions of stock amounting to $2,000,000. Ten per cent. in gold was paid thereon and transmitted to the Merchants Bank and the Ontario Bank in Toronto, and placed temporarily to the credit of the Treasurer of the Province in security of the good faith of the subscribers to carry out the construction of the line in its entirety.

On Friday the provisional directors and the subscribers met delegates from the seven counties through which the line is to be constructed, in convention at St. Thomas. The meeting, we learn, was a most enthusiastic one and pledged itself to get from the various municipalities by way of bonds or stock subscriptions about one and a half million of dollars towards the undertaking. In the evening a public dinner was given to the directors, subscribers and delegates in the Town Hall, where thrilling speeches, music and champagne testified the earnestness of the people who are enlisted in the Canada Southern project, and also their high appreciation of Mr. Thomson's success in finally floating the railway into life, particularly with such a powerful individual and railway combination as subscribed for the stock.

The first election of Directors for the Company will take place at the Clifton House, Niagara Falls, on the 16th proximo. Surveyors will set to work this week locating the line.—*Buffalo Express*, May 31.

☞ It is stated that the managers of the Chesapeake and Delaware Canal Company have unanimously decided to pay the semi-annual interest of the company, due on the 1st of July next, in gold, according to law.

☞ At the annual election of the Milwaukee and St. Paul Railway Company, held in Milwaukee June 4, 1870, Messrs. Levi P. Morton, James G. Garner, Isaac Sherman and Frederic De Billier were chosen directors for the three years ensuing.

Illinois Central Railroad.

The statement of this Company for the month of May, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,831.82 for	$26,206 67
Acres Int. Fund Lands sold	134.49 for	1,885 94
Acres Free Lands sold	39.50 for	712 62
Total sales during month of May, 1870	3,005.90 for	$28,805 23
To which add Town Lot Sales		110 00
Total of all	3,005.90 for	$18,915 23
Cash collected in May, 1870		$127,420 56

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258½ Miles.	Total. 965½ Miles.
Freight	$371,768 00	$79,966 00	$451,734 00
Passengers	127,165 06	32,978 95	160,144 01
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Tot'l May, '70	$579,308 06	$115,944 95	$695,253 01
Total actual earn'gs, May 1869	$529,026 78	$111,947 89	$640,974 67

Potomac Railroad.

This company was chartered by the Legislature of Virginia to build a railroad from Alexandria to Fredericksburg, connecting there with the lines to Richmond and other points south. At a meeting of the stockholders of this company in Baltimore on the 18th ult., the following named gentlemen were elected directors for the ensuing year: Isaac Hinckley, Henry D. Cooke, Jacob Tome, Wm. S. Huntington, John L. Marye, Jr., John Bull, Hallet Kilbourn, Wm. W. Dungan, George P. Fisher, Geo. A Parker, Sam'l M. Felton, P. V. Daniel, Jr., Enoch Pratt. At a subsequent meeting of the directors, the following officers were chosen, viz: For President, Henry D. Cooke; Vice President, Isaac Hinckley; Secretary, John Bull; Treasurer, Wm. S. Huntington. This organization secures, it is alleged, the immediate commencement and early completion of a road that must be regarded as one of the most important unbuilt links in the country.

☞ The Reading *Eagle* says: "On June 1st the works, franchises and properties of the Schuylkill Navigation Company passed informally into the hands of the Philadelphia and Reading Railroad Company. The boats along the whole line are being transferred, one by one, as rapidly as they can be pointed out to the agent appointed by the railroad company, and the clerks in the different departments are as busy as they possibly can be in putting the papers and books in proper shape to hand over to the new owners or lessees."

☞ The Cumberland *Times* says that the branch road from Somerset, Pa., to connect with the Pittsburg and Connellsville Road at Mineral Point is to be let to contractors at an early day. William Bear, Esq., of Somerset, is the President of the Somerset Branch, and under his supervision the affairs of the road cannot fail of being properly conducted.

☞ The Utica, Chenango and Susquehanna Valley Division of the Delaware, Lackawanna and Western Railroad was opened for business to Richfield Springs on the 30th ult., and trains commenced running between that place and Utica.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for five months from January 1st, were:

	1869.	1870.
Ashes, bbls.	4,080	3,672
Breadstuffs—		
Wheat flour, bbls.	898,387	1,201,498
Cornmeal, bbls.	139,609	131,793
Wheat, bush.	2,923,731	3,369,766
Rye, bush	104,504	152,450
Oats, bush.	1,528,976	1,385,799
Barley, bush.	288,111	862,600
Peas, bush	35,199	85,129
Corn, bush	2,739,191	1,047,084
Cotton, bales	310,894	346,726
Naval Stores—		
Crude turp., bbls.	8,916	3,742
Spirits turp., bbls	23,382	24,821
Rosin, bbls	237,376	236,279
Tar, bbls.	48,506	40,952
Pitch, bbls	1,469	1,792
Provisions—		
Pork, bbls.	62,787	68,273
Beef, pkgs	47,559	53,320
Cutmeats, pkgs	59,950	70,007
Butter, pkgs.	240,017	197,704
Cheese, pkgs	76,733	138,769
Lard, tcs. and bbls.	46,433	50,762
Do., kegs	2,638	12,967
Whiskey, bbls.	68,807	96,742

The Exports from New York to foreign ports of certain leading articles of domestic produce for five months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	1,923	1,667
Do., Pearls, bbls	69	22
Beeswax, lbs	67,398	130,421
Breadstuffs—		
Wheat flour, bbls.	392,623	676,910
Rye flour, bbls.	1,809	1,472
Cornmeal, bbls.	71,699	35,104
Wheat, bush.	3,291,855	4,972,850
Rye, bush	....	28,565
Oats, bush.	39,651	9,178
Barley, bush.	.....	.....
Peas, bush	44,561	76,877
Corn, bush	1,274,982	119,118
Candles, bxs.	23,765	19,047
Coal, tons	84,489	20,331
Cotton, bales	152,962	206,148
Hay, bales	12,608	24,076
Hops, bales.	27,690	18,541
Naval Stores—		
Crude turp., bbls	388	403
Spirits turp., bbls	7,108	6,667
Rosin, bbls	237,759	230,787
Tar, bbls	25,445	13,186
Pitch, bbls	1,872	2,189
Oils—whale, galls	2,209	36,671
Do., sperm, galls	257,710	214,820
Do., lard, galls	19,454	12,858
Do., linseed, galls	2,214	8,071
Provisions—		
Pork, bbls.	32,747	38,686
Beef, bbls.	11,890	11,258
Do., tcs	33,723	26,219
Cutmeats, lbs	26,198,892	18,253,947
Butter, lbs.	390,036	629,357
Cheese, lbs	5,043,508	7,850,165
Lard, lbs.	15,099,996	14,406,647
Rice, tcs	249	1,166
Do., bbls	1,707	8,587
Tallow, lbs	7,989,729	10,898,766
Tobacco, crude, pkgs.	37,728	25,164
Do., manf., lbs	2,193,142	2,474,038
Whalebone, lbs	147,079	208,618
Petroleum, galls	22,669,373	28,974,795

☞ The Railroad Commissioners of the State of Connecticut in their report to the Legislature, give the result of the use for four or five years of steel rails by the New York and New Haven, and the Hartford and New Haven roads, as most striking and satisfactory.

Vicksburg and Meridian Railroad.

OFFICE OF THE V. & M. RAILROAD CO.
VICKSBURG, MAY 2D, 1870.

To the Stockholders of the Vicksburg and Meridian Railroad Company:

GENTLEMEN—The annual communication of the President and Board of Managers giving a statement of the business of the company for the fiscal year ending the 28th February, 1870, together with its financial condition at that period, is respectfully submitted.

The details of the business and operations of the road, will be found in the tabular statements appended to this report, from the Secretary and Treasurer, the General Superintendent, and other officials.

The gross earnings were:

From freight	$254,627 46
" passengers	198,168 78
" mail	40,798 62
" United States for transportation of men and property	15,094 47
" Incidental receipts	5,847 32
	$483,536 65

The gross earnings of the previous year were $390,408 29, showing an increase of $93,408 27, or an advance of 23 11-13 per cent. over the previous year.

EXPENSES.

For conducting transportation	$77,309 37
For motive power	74,462 45
For maintenance of way	110,564 56
For maintenance of cars	17,539 11
For contingent expenses	2,044 84
For general salaries	9,974 92
For taxes	727 10
For new cars	11,520 89
For new rails	12,346 65
For right of way at Jackson	500 00
For Mulberry street railway	1,217 80
For building three station houses	2,850 00
	$321,057 69

If the five last items are deducted, (say $28,435 84 as extraordinary expenses,) it would reduce the amount of working expenses to $289,772 35, or 62 4-7 per cent. of the gross earnings. Showing an increase of working expenses over the previous year of $57,641 97, which is mainly attributable to the advance in the cost of labor—and against that excess, there are materials on hand purchased for the road and shops amounting to $15,721 93, which have been paid for, leaving in reality the amount of $41,920 04 in excess of the previous year's expenses. The principal items of increase in the earnings over the previous year are 13,315 bales of cotton, 482,793 feet lumber, 87,869 barrels flour and meal, 2,041,499 pounds bacon and lard, and increase of tonnage 25,827 tons.

The only item showing a material decrease as compared with the receipts of the previous year, is that of incidentals—showing a reduction of $30,167 25, principally caused by having old rails re-rolled and welded, and placed in the track, instead of selling them, as heretofore, as old iron. (The large amount included the sale of old axles, wheels, etc.) In view of the fact that we have not made any of the anticipated conections, since the date of our last annual report. We regard these indications of improvement as decidedly encouraging.

DEBT OF THE COMPANY.

The following amount of 7 per cent. coupon bonds, secured by the three million mortgage have been issued to date:

1st class, red endorsement	$683,500
2d class, blue endorsed	849,000
3d class, black endorsed	129,000
4th class, unendorsed	1,102,000
Payable 1st January, 1890	$2,763,500

BONDHOLDERS LOAN—(*a debt of honor.*)

The debt of next importance is one in the form of a loan generously made to the company in its time of trouble and gloom, by the Bondholders of the North and Europe, and subsequently increased, until it is now estimated at $250,000. The object of this loan was to aid the company in placing the road in a safe condition, and in the purchase of engines and cars. This debt bears 8 per cent. interest, payable semi annually in January and July. The installments payable in July '69 and January '70 were punctually paid—the time for paying the principal has not as yet been stipulated.

FLOATING DEBT.

The outstanding floating debt of the company, consisting of bills payable and other acknowledged claims, not included in the above statements of the debt of the company, amounted on the 28th of February, 1869, to $199,015 15; amount settled and cancelled in the past year $100,597 80; leaving amount due 1st of March, 1870, $98,417 35. $77,573 66 of the above amount is on account of bills payable, and $20,843 69, is due on miscellaneous accounts.

Until the company can pay the full interest on its mortgage debt, and can pay in full the principal and interest of its Loan debt, which is regarded strictly a debt of honor, it will not be in its power to pay off this floating debt, except upon terms of a reasonable compromise.

The net earnings of the past year amounting to $159,976 47 has been applied to the payment of interest on the 7 per cent. coupon bonds, in compliance with the terms proposed by the company in the latter part of 1868, to apply its entire net earnings to the payment of interest, both on its loan debt, and on the 7 per cent. coupon bonds secured by the three million mortgage, irrespective of class. The full 8 per cent. interest on the loan debt, to be paid in money.

In regard to the interest instalments on the 7 per cent. mortgage bonds, as the net receipts of the road would not justify the full payment of 7 per cent. in money, it was proposed by the company, and very generally agreed to, that the bondholders should receive 4-7 of each interest instalment in money, and 3-7 in preferred stock, with the understanding, that as fast as the increase of business would enable the company to increase the cash, and diminish the preferred stock per centage, it should be done.

Our bondholders, with rare exceptions, have shown a considerate and liberal spirit of forbearance towards the company in accepting this commutative proposition, and we are quite hopeful that their generous treatment will not have to be of long continuance, as with the increase of business and profits, it is our purpose to increase the cash per centage of interest as fast as we are able.

The prospect is now very encouraging for the opening of the line between Vicksburg and Montgomery, Ala., in time for the approaching fall business, affording an all rail route from Vicksburg to Savannah, Charleston and Brunswick. Col. Pollard, the President of the Montgomery and Selma Railroad Co., says in a late letter: "I hope without unprecedented high waters through the summer to give you a connection with the Atlantic by the 1st of September." The success of the company in enlarging its business and revenues principally depends upon completing the extension of its road directly to the bank of the Mississippi river, and there to have suitable structures, with the hoisting apparatus, &c., so that the railroad cars may be brought into close contiguity with steamboats, and loaded without delay, confusion or loss, for all points in the interior. With these inducements, Vicksburg would become the favorite route for the transportation of western produce to many important points east of Meridian. The expenses and difficulties of the old system, the complaints on account of the detention of freights, its unsatisfactory delivery, the injury and loss to which it is liable, leaves the company no alternative but to secure the most advantageous river connection and mode of transfer, that is attainable. We desire this connection that we may be able to give better satisfaction to the merchants of all the cities and towns on the

line of our road, and that by such an improvement, we may also secure our fair proportion of consignments of western produce for various important cities and towns in Alabama. The public interest, no less than the interest of the company demands such an improved transfer at Vicksburg, as we propose making, and so far from its injuring Vicksburg, we believe it will improve its trade, and increase its population. Between the railroad company and its patrons, especially within the State, there are mutual and reciprocal relations and interests, and any clog used to prevent the company from the discharge of its obligations to the public in its efforts to remove the embarrassments, and lessen the expense of the existing transfer arrangements at Vicksburg, should be regarded as a great wrong, alike unjust to the dublic, and the railroad company.

The river connection is of special importance to a full development of our lumber business. That is an article which will not bear the expense of much handling and drayage. With our contemplated river connection, when the lumber can be transferred from the cars to the bank of the river, and thence directly to the steamboats, a new impulse will be given to that trade, in developing its extent and commercial value. On this subject, there should be no antagonism between the authorities of Vicksburg or its citizens, and the railroad company. All should work together for the common good of both the city and the railroad company. The favorable position of Vicksburg, in connection with her great natural advantages, clearly indicate, that she occupies the site of a great and prosperous commercial city, and it will be a grave overnight and fatal error, if the citizens are successful in forcing the railroad company to the alternative of either accepting an impracticable line for the extension of its track to the river, or of not going to the river at all, when the only considerations should be to obtain a route with the easiest grade, at a reasonable cost, and with sufficient room for side-tracks, and for conducting a large lumber, cattle, and miscellaneous through freight business. The company consider the extension to the river by grades suitable for the use of locomotives, to be alike essential to its prosperity and usefulness to the welfare of the country along the line of the road, as well as to the promotion of the true interest of the city of Vicksburg. The line should therefore be adopted in reference to the engineering and financial considerations, and the company should be left untrameled to select the point best suited for its transfer business.

It is a matter of public notoriety that a new Southern Pacific Railroad Company is about being organized under a new charter, to run an independent line from some Southern sea port on the Atlantic coast to a Pacific sea port on the 82 parallel, say San Diego. The crossing point of the Mississippi will be left as an open question, dependent on the policy and interest of the company for its location.

Vicksburg will, no doubt, be the point preferred, unless it is rendered impracticable by the action of its citizens. Under such circumstances, calm deliberation and wisdom, should govern their actions.

The ferry crossing for passengers and freight, in connection with the railroad extension to the river, should not only be as free as possible from objections, but should be both practicable and attractive. This company should not be required to adopt an impracticable line for its river extension and terminus, such for instance as laying the track from the present depot through Mulberry street to the foot of Jackson street, on a grade of 250 feet to the mile, when it is admitted by the most experienced engineers and railroad officers, that no railroad should adopt a grade over one hundred feet to the mile, if it can be possibly avoided. Therefore, the question of allignment and grade should be left exclusively to the railroad company—it is strictly an engineering and financial question in regard to the selection of the route—and of suitability for business, in regard to the location of the terminus, of which the company should be the judge.

In December last the President of the company made a report to the Board of Directors on the subject of the insufficient facilities at Vicksburg for transferring railroad freight from the river to the depot, causing the detention of freight, for days and weeks, on the wharf boat and landing, on account of the mud in the streets, and the inability of the drays to haul to the depot. The accumulated cargoes of four boats were at one time lying at the landing, waiting to be transferred to the depot. These cargoes became mixed and confused, with city freight. Yazoo freight and railroad freight, all piled in promiscuous heaps, causing delay, trouble and expense; the draymen demanding an advance on drayage, and many of them refusing to haul at any price, and there was also an advance demanded by the transfer agents.

That condition of things led to the inquiry of the feasibility of using Mulberry street for a railway track, bnt only as a temporary expedient, for moving that large accumulation of freight, and to provide for present emergencies, until something better could be done. The company was then incurring an enormous risk by the collection and detention of such large quantities of freight on the wharf boat and landing, and the danger of burning or sinking of the wharfboat, or the injury of the perishable articles of freight that were exposed to the weather on the landing. The loss and damage claims against the company might possible involve a serious loss, and we urged the policy of making a track from the depot down Mulberry street to the landing, which the company had acquired the right to do, under a charter held by certain citizens of Vicksburg. The construction of the track was to be of a temporary character, only to meet the existing emergency. It was intended only for the use of light cars, holding two or three tons of freight, and to be drawn to the depot by horse power. The company made no proposition, nor had any intention, of running a locomotive on that track. The cost of the completion of the track to the landing and platform was estimated at about five thousand dollars, and it was considered good policy to incur that expense, if we only used that street railway for six months. But as soon as the company fairly commenced this work of constructing the track it was stopped by an injunction served on the 15th December, 1869.

During the spring of 1869 we had a destructive freshet in Big Black and Pearl rivers, submerging the track, sweeping away small bridges and em bankments, making it necessary to transfer passengers in boats across Big Black river, and causing a suspension of freight transportation for three weeks. The enbankments that were washed away have been substituted by piling, as a foundation for trestles, small bridges and openings, leaving all the spaces open for the happening of future floods. The cost of repairs on that account is estimated at from $7,000 to $8,000.

The track is reported by the General Superintendent to be generally in safe working condition and fair order, but with some few exceptions, where the road passes through the prairie soil, and for the want of suitable ballasting, there is much difficulty in keeping it in proper repair during the winter months, 3 7-10 miles of new rail and 5 1-10 miles of welded rail have been laid during the year, and so far, the welded rail has proved very satisfactory. One hundred tons of the light rail will be taken up and re-rolled without mixture, the same character of rail, previously re-rolled, seems to wear well.

Thirty-seven thousand two hundred and fifteen new ties have been put in the track during the past year, and 4,968 rolled chairs placed under the light rail. A steam pile driver has been procured, which will materially economize the expense of heavy repairs in bad soil. We have a soil on the line of the road called buck-shot soil, and have ballasted nine miles of track with it, and it seems to answer the purpose very well.

Liberal arrangements have been made by this company with the New Orleans, Jackson and Great Northern Railroad for side tracks, and for the location of a freight depot, on the right of way of that company, at Jackson. These improvements will prove mutually beneficial to the two companies in affording facilities for the more convenient and prompt interchange of freight and passengers between the two roads. Our arrangements with all other connecting roads are of the most friendly and agreeable character.

By the rapid extension of the Alabama and Chattanooga Railroad, with a strong probability that the entire line between Chattanooga and Meridian, will be completed early in 1871, we may with reasonable confidence anticipate an increase of business, and net earnings from that source.

The North Louisiana and Texas Railroad starting from the western bank of the Mississippi river, will be in operation as we are informed, as far west as Monroe, La., 74 miles from Vicksburg by the 1st July next, and must prove an advantageous connection to both roads.

We also learn that the Selma, Rome and Dalton Railroad, will be opened from Selma to Cleveland, Tennessee, by the 1st of June next, that will be a short line to the eastern cities, and with good connections, must improve our through travel.

New depot buildings have been erected during the past year at Clinton, Morton, and Newton stations. A suitable passenger house at the Vicksburg depot is very much needed, and it is the intention of the company to have one built as soon as its financial condition will justify the expense.

IMMIGRANTS.

The lands owned by the company should be made available as soon as possible, in the interest of Immigration. General Lieb, of Chicago, who has been actively engaged in promoting German Immigration, and securing for the immigrants homes in the West, has recently made a careful tour of inspection, of the lands lying on the line of the Vicksburg and Meridian Railroad, and regards them as being peculiarly suitable and attractive for that class of immigrants. He considers the advantages of climate, soil, timber and transportation facilities as equal to any lands or location he has seen anywhere, and is willing to enter into liberal arrangements to induce a large number of German immigrants to settle on the lands of the company.

The Board of Managers has authorized the President to consummate the necessary arrangements for the settlement of a limited number of families along the line of the road on the lands belonging to the compay, and a correspondence has been opened with Messrs. Leib & Gallagher on that subject, which may lead to important results.

Reference is made to the Report of the General Superintendent for interesting information and details.

The acknowledgements of the Board are tendered to the officers of the company for their efficient and faithful services.

M. EMANUEL, President.

Shawneetown and Madisonville Railroad.

The Shawneetown (Ills.) and Madisonville (Ky.) R. R. Co., was organized at Providence on the 11th of May by the election of a board of directors with Wm. L. Gordon as President. The Madisonville *Times* says that the distance from Shawneetown to Madisonville, making Claysville, Providence and Nebo points on the line, is forty-two miles, and it has been estimated by skilled engineers that it will cost only $150,000 to grade the road between the two points; the deepest cut on the line will not exceed eight or ten feet. Four hundred and twenty thousand dollars will iron the forty-two miles of the road, and $150,000 more (this estimate is liberal) will place all the necessary rolling stock upon it, making in all $720,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900		
Do. do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov.'69 5
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec. '69 3
Do. pref.....100	400,000	J & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin , Ham. & Dayton 100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....		J'n &J'ly	Jan.'68½2
" Street.....		J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passumpsic Rivers 100	139,000		
Do. do. : ref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		Jan. '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,980		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 5
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A N.	Aug.'68 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,263	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	758,538		
N.Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue..... 100	797,400		
Norfolk & Petersb'g guar..100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb, Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred. 100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,688		Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		...3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,406		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jan. '70 3
Warren.....100	1,517,650		...3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,623,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M.J&D.	Sept.'69 3
Union Navigation 100	4,000,000	M.J&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 1.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 7½
Pennsylvania Coal 50	2,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 2
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	566 080	532,057	511,864	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,740	409,569	361 701	4,508,643
1869	343,182	304,828	395,648	331,149	345,556	391,685	353,736	501,067	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,386	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,063	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,890	398,200	443,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,606	729.759	716,378	563.400	6,114,566
1865	641,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1.000,086	1.200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1.570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,082,514	1,321,139	1,414,231	1,144,029	867,880	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	238,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	825,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,561	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	86,447	84,851	81,161	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	95,535	106,594	114,716	121,217	142,823	132,387	125,383	1,278,713
1868	92,433	81,590	98,482	108,401	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,855	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,526	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,503*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,958	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	208,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,784	408,445	410,502	405.510	376,470	3,970,948
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,870	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,104
1870	337,992	329,128	380,430	412,030	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1.101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,565	7,250 [illegible]
1870	396,171	382,823	377,000	443,132	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	259,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	139,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 330 563
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,387	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	264,896	2,915,543
1870	196,787	218,234	253,065	270,934	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	528,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,963	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	206,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	104,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	551,758	333,490	3,809,353
1868	278,712	266,137	257,900	286,825	260,529	293,344	283,833	484,200	450,203	429,908	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,309	323,377	434,284	4,252,342
1870	.....	293,645	295,298	318,699	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,322	837,388	716,829	5,709,186
1870	528,529	500,189	539,236	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111½
(5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
(5-20s).....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110
(5-20s).....coupon		6	" "	1886	114
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	114½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
(5-20s).....coupon		6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
(10-40s) ....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	113
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	80
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1880.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) Oct.'61,(10 or 20yr) Nov., 1863 ..... My',64,(10 or 20yr) May 1, 1865, (free) (various) registered	7,513,692	6	Jan. & July.	'71-'81	101½
		6	" "	'72-'82	....
		6	" "	1883	99½
		6	April & Oct.	'74-'78	....
		6	" "	1885	....
	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95½
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,964	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,640	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'82-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	76
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	....
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	75½
" — " " (" 1868).....	3,000,000	8	" "	1908	91½
" — " " (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	98½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	96
" " 1827.....	24,000	5	" "	1880	....
" " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	103½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'60-'88	92½
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	97
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	101½
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " " "	650,000	6	" "	'72-'73	111
" — " " "	720,000	6	" "	'74-'75	106½
" — " " "	1,430,000	6	" "	1876	108½
" — " " 1862.....	600,000	5	" "	'77-'78	98½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'78-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'92-'90	94½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	94½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — "	5,726,800	6	" "	1873	108
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or J.&O.	'60-'91	49½
" — * " (new).....	3,059,045	6	" "	'92-'98	25
" — * " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,300	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,016	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		6	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
" — " " "	7,909,600	6	" "	1877	108
" — " " "	9,273,050	6	" "	1882	109½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	96
" —Funding Bonds	1,282,971	6	" "	'70-'90	82½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	63
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,960	6	" "	"	60½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,982	6	Jan. & July.	long.	69½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,301	6	" "	1870	68
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	32½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	88
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	89
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	98
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90½
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	97½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1896	....
Income	300,000	7	" "	" "	1895	43½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1886	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1886	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	103
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1900	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1894	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1894	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	82½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,900	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	93½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,833,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	93½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,892,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Invted.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1869	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1873	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	120,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1867	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'79	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	45,000	8	"	"	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	380,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1886	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York!	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,546,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	78
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	92½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	600,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1868	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1903	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,800,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87⅛
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	77⅛
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	87⅛
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	...
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (Sec Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	000,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Lands, &c.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	3.0	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	500,000	—	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	693,059	165,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.0	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	141
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	49.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	—	—	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)						7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	150½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,911	421,359	114.3	.....	7,340,040	3,471,366	486,675	150,949	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	490,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	135
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,001	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	144½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	—	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	—	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	—	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,099	Camden and Amboy..... New Jersey.	11,221,896	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,109,466	990,000	75,179	—	60.2	.....	.....	.....	325.041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased to West Jersey.)						6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)				54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)						—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)						—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	96,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,360,220	10	100	110½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	24½
Dec. 31, 1868	695.0	....	—	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)				30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	53.6	495,525	4,733,511	15 501,755	713,526	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)						—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,806	10	100	118
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)				631,782	631,782	10	100	125½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,299	17,290,400	317,065	1,914,655	1,756.0	.....	.....	.....	13,941,343	4,881,189	10	100	85½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,798	5,231,980	2,708,049	10	100	121½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lessees of San. & Cin.							Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.				.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)						—	100	....
Jan. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.				54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,964	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	300.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	81
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,480	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	110½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	....	....	11,620,000	17,764,000	....	....	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	20½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)		8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	....	....	1,500,000	....	....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	170
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,500	....	....	27.0	45,081	40,999	23,704	74,706	27,642	—	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	350,000	*	....	....	350,000	....	....	....	—	(L	eased to	Concord.)			7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,684,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	60.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	139½
Dec. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	....	....	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)			—	50	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	....	....	200,000	30,000	....	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	....	....	1,500,000	1,674,000	....	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	100,000	....	6,124	23.8	69,630	....	....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	....	....	....	....	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	....	....	3,000,000	2,000,000	....	....	—	(U	nder cons	truction.)			—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	....	....	....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	....	....	76,000	527,449	12,768	....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	....	....	309,276	758,000	....	—	42.0	....	....	....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	....	....	891,206	892,750	....	—	112.5	....	....	....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	....	....	14,106,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	111
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	....	....	....	....	1,820,000	2,892,000	....	—	168.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	....	....	2,547,350	6,925,045	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	....	....	480,000	....	....	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	....	4s	100	106½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	....	....	680,372	550,000	377	....	79.0	....	....	....	176,217	....	—	100	....
Sept 30, 1868	—	—	—	41.0	....	....	....	....	Dunkirk, Warren & Pittsburg	N. York.	365,000	....	....	....	280,000	....	....	....	—	(I	n progres	s.)			—	100	....
Sept. 30, 1868	10.0	—	—	65.0	....	....	....	....	Dutchess and Columbia Counties	N. Y.	....	....	....	....	500,000	1,000,000	....	....	—	....	....	....	(In progress.)		—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	....	....	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	....	....	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	122½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	....	....	280,000	570,000	....	—	—	(Leased	to Phila.,	Wil. & Bal	t.)	....	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	....	....	392,550	....	....	—	—	(Leased	to Phila.	& Readin	g.)	....	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	....	....	654,600	576,900	....	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	....	140.8	....	....	....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	....	....	....	....	....	....	....	....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	....	....	....	....	....	....	....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	....	....	500,000	....	....	—	—	(Leased	to Northe	rn Central	.)	....	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	....	....	1,000,000	1,020,000	....	—	—	(Leased	to Northe	rn Central	.)	....	165,000	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	....	....	962,900	2,459,132	62,103	....	90.6	400,545	147,041	434,065	636,916	246,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶	Maine.	....	....	....	....	....	....	....	....	—	....	....	....	....	....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	....	....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	....	....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	....	....	....	....	....	....	....	....	64.0	....	....	....	....	....	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	....	29,687	6,815	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	....	....	107,400	....	....	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	137
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	....	....	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)	....	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	....	*	....	....	1,098,600	1,520,500	....	....	90.0	....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	....	....	3,000,000	....	....	....	154.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	....	....	....	....	....	....	12.5	....	....	....	....	....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	....	....	....	....	....	....	....	....	60.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	—	—	....	96.0	....	....	....	....	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	....	....	....	....	1,000,000	1,500,000	....	....	—	(In pr	ogress.)	....	....	....	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*	....	....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	....	....	....	....	....	575,000	....	....	52.0	....	....	....	....	....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607	....	....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	....	....	475,000	167,000	....	....	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.	....	....	....	....	1,000,000	1,000,000	....	....	61.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	....	....	14,367,950	78,430,550	....	....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,980	....	608,825	334.5	2,344,814	732,416	....	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,215	*	80,495	....	1,510,374	1,757,500	200,000	....	164.3	122,712	39,149	....	320,138	128,055	—	100	....
Aug. 31, 1868	200.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	....	....	....	....	7,600,000	9,760,000	....	....	271.0	....	....	....	2,184,167	....	—	100	117½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	....	....	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	....	518	Hartford and New Haven	Connecticut.	3,407,285	*	....	....	3,300,000	927,000	....	....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,600	....	2,037,939	2,055,000	....	....	122.4	375,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	....	....	....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	....	....	2,000,000	2,600,000	140,000	....	135.0	....	....	....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria	Texas.	....	....	....	....	....	....	....	....	50.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	150	36	1,059	Hudson River	New York.	14,669 3 82	2,516,607	19,484	....	13,932,700	6,074,960	1,167	....	150.0	1,870,180	2,626,306	716,263	5,674,215	1,780,866	6	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	....	....	689,380	1,810,045	....	....	58.7	152,874	27,443	290,895	219,211	80,051	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140½
Dec. 31, 1868	—	—	—	72.0	....	....	....	....	Indianapolis and St. Louis	Indiana.	....	....	(Is no w operating Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	....	....	....	....	....	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	....	....	302.5	....	....	....	....	....	—	50	36
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	....	....	....	....	....	....	....	....	75.0	237,250	....	....	....	....	—	100	....
Dec. 31, 1868	—	—	—	225.0	....	....	....	....	Iowa & Missouri State Line	Iowa & Mo.	....	....	....	....	....	....	....	....	—	....	....	....	....	....	—	100	....
Jnn. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	....	....	132,411	35,000	26,399	—	13.0	23,000	31,778	....	....	....	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	....	400,000	150,000	....	—	11.0	....	....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,025	*	15,000	72,630	515,465	1,895,000	143,196	131,393	116.0	....	....	....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	....	....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	....	....	1,500,000	500,000	....	—	—	(Leased	to Chicag	o and Alt	on.)	....	152,927	7	100	91
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	....	....	360,000	800,000	....	—	—	(Leased	to Michig	an Centra	l.)	....	8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	....	....	180,250	800,000	....	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	....	....	....	....	....	1,159,000	....	....	99.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	....	....	250,000	500,000	....	....	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	....	....	....	....	....	....	....	....	16.0	....	....	....	....	....	—	100	....
Dec 31, 1868	31.6	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	....	....	....	....	....	....	....	....	31.0	....	....	....	....	....	—	100	....
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772	....	....	1,335,000	2,248,000	68,616	....	80.0	532,181	....	....	842,567	302,838	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	98½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	115½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington...Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	—	—
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester. ¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,102	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,166,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	87½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	109
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,860	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	9
May 31, 1869	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	946	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	94½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	80,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	192,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	286,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	....	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,468,904	1,087,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	144½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	155
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,883	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)																
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	—	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	1,015,394	388,240	5s	50	84
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	—	....
Dec. 31, 1868	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326	.....	.....	4,303,783	983,763	6	50	90
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	115
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	624,226	*	.....	.....	159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	—	....
Nov. 30, 1868	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106¾
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621	.....	3,345,141	253,994	.....	—	—	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417,500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	91
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,854,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	41¼
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	—	173,897	101.5	248,880	.....	.....	1,197,090	663,185	—	50	93¾
Nov. 31, 1868	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99¾
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	6,500,000	620,000	1,696,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....	.....	.....	.....	.....	111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	—	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	147
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)	—	—	—	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	—	—	(Leased	to Erie)	—	—	—	—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	—	—	(Leased	to Erie.)	—	—	26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	—	—	(Leased	to Camden	and Amboy.)	—	—	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	116
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	to Chic. R. I. and Pacific.)	—	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,560,337	*	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....	39.0	87,111	.....	.....	156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	60
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	162
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	107¼
Oct. 31, 1868	20.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,586	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	112¾
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	.....	.....	.....	.....	.....	27,450	6	100	85¼
Sept. 30, 1868	32.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)	.....	.....	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	115¼
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concord.)	—	—	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased	to Eastern.)	—	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138¼
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	—	92.3	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	—	—	159,744	.....	.....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,600,000	.....	.....	175.0	585,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—	—	(Not in operation.)	—	—	—	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under construction.)	.....	.....	.....	—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	25
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	—	—	(About $5,000 a month.)	—	—	—	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	—	(Leased to Ind. & St. Louis.)	—	517,941	—	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.6	.....	.....	.....	612,000	171,000	—	100	47½
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. & Alton.)	—	240,000	.....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	(Under construction.)					—	100	....
Dec. 31, 1868	68.0	—	....	—	95	.....	.....	.....	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West Jersey.)	—	—	16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590	243,305	226,900	353	91	.....	.....	.....	.....	.....	17,500	1¼	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	—	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.6	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	.....	.....	1,269,150	97,000	148,578	.....	54.0	152,360	.....	.....	167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased	to Phila. and Reading.)	—	—	—	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	280,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	—	—	28.0	178,705	.....	.....	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased	to Central of New Jersey.)	—	—	—	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	.....	1,026,406	5,819,275	3,800,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	.....	.....	(In progress.)	.....	.....	.....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,844	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1868	36.0	0.5	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	.....	.....	(Not in full operation.)	.....	.....	.....	—	100	....
Sept. 30, 1868	123.0	6.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)						—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250,000	.....	—	100	....
Dec. 31, 1868	91.0	—	....	236.0	.....	.....	.....	.....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,178	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	473,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	239,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,138,921	.....	.....	4,013,207	1,123,588	—	100	61½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)	.....	.....	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)	.....	.....	.....	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	44½
Dec. 31, 1868	406.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)	.....	.....	.....	.....	8	100	102
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	76,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La	c.&W'tn.)	.....	863,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23.0	(Opened Nov. 20, 1867.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	63.7	—	12.5	—	.....	.....	.....	....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not in operation.)	.....	.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 6	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	.....	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)	.....	.....	.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)	.....	.....	.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80½
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)	—	—	—	.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	123½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	686,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	—	8,739,800	14,004,387	—	—	108.0	—	—	—	603,067	397,785	—	50	71
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102 0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	—	—	178.0	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	18
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	560,020	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101⅞
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	—	—	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	39
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,600	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	15
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,000	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	23
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham...Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11⅔	50	30	45
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	—	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	67,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'6	4.06	44	—	Worcester .....Mass.	89,578	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc.			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage sinking fund	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O.& N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O.& N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,600	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	91½
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	91¾
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	...	118½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	68
Schuylkill Navigation, pref.	2,888,997	6	6	38
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 —	@ 37 —
Pig, American, No. 1		32 —	@ 34 —
Pig, American, No. 2		30 —	@ 31 —
Pig, American, Forge		29 —	@ 30 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		STORE PRICES.	
Bar, Swedes, ordinary sizes		110 —	@ — —
Bar, Refined		— —	@ 77 50
Bar, Common		72 50	@ — —
Scroll		87 50	@115 —
Ovals and Half-round		95 —	@110 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		85 —	@120 —
Hoop		105 —	@145 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 11½
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	59 —	@ 60 —
Rails, American, at Works in Penna.	c'y.	71 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 15	@ — 18
English Spring	(2d and 1st quality)	— 7	@ — 10
English Blister	(2d and 1st quality)	— 10	@ — 17
English Machinery		— 11½	@ — 14
English German	(2d and 1st quality)	— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— —	@ — 18
American, Spring,	do.	— 9	@ — 11
American Machinery	do.	— —	@ — 12
American German	do.	— 9	@ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb	4 25	@ ——
Clinch		— —	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23	@ —28
Copper		— 36	@ ——

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 43	@ — 43½
Straits	(gold).	— —	@ — 38
English	(gold).	— —	@ — 36

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ ——	10 — @ 10 50
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— —	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 19½
Refined, prime L. S. to W. (110 @115 test)		— 26	@ — —
Refined, Standard White (in ship'g order)		— 27	@ - 27½
Refined, prime White (in shipping order)		— 27½	@ — —
Refined, S. W. (in jobbing lots)		— 29	@ — 30
Refined, S. W. (in tin)		— 32	@ — 33
Naptha, Refined, (65 @ 73 gravity)		— 19½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	....	68½	69	....	67	
Central Pacific 6s	93	93½	93½	93½	93½	
Central of N. Jersey	109½	109½	110½	110½	110½	110½
Chicago & Alton	118	119½	118½	119	118	118½
" pref.	....	118½	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	97	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	83½	84½	83⅞	83½	83½
" pref.	90½	91½	91½	91	90½	90⅜
" 1st M.	95½	....	96	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	120½	121½	122½	121½	120½	120½
Chicago & R. I. 7s, 1870	103	....	103½	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	....	....	98½	98½	99
Clev., Col., C. and Ind.	80	80½	....	82	81½	81
Clev. and Pittsburg	109½	....	....	109½	109½	109½
" 2 M.	....	....	....	....	....	99
" 3 M.	....	....	....	....	....	....
" 4 M.	78½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	19½	19½	19½	19½	19½
" 1 M.	82½	82½	82½	82½	82½	82½
" 2 M.	63½	....	....	64	64	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	123½	....	....	....	....	....
Del. Lack. & Western	111½	....	111	....	....	....
" 1 M. 7s	98½	....	98½	....	....	....
" 2 M. 7s	....	....	....	....	....	97½
Dubuque & Sioux City	107	....	....	107	....	....
Erie Railway	23½	....	23½	....	....	23½
" pref.	....	46	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	84	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	80	....	....	....	80½
Hannibal & St. Joseph	118½	118½	120	118	117½	
" pref.	117	117½	....	118½	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	105½	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	139	139½	140½	140	140½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	98½	99½	99½	98½	98
Lake Shore Div. bonds.	94	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	8
Michigan Central	125½	125½	....	....	125	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	....	100	....	100
" 2 M.	....	94½	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	15½	15½	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	41
Milw. and St. Paul	66	65	66½	66½	66½	66
" pref.	81½	81½	82½	82½	81½	81½
" 1st mort.	95½	....	95	....	....	95½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	94
Missouri 6s	94½	....	....	94½	....	....
" H. & St. J. iss.	94	....	....	94½	....	....
Morris and Essex	....	94	94	94	94	
" 1st mort.	101	....	101	....	....	100½
" 2d mort.	....	....	99	....	....	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	102	....	
" 6s, S.F. 1883	....	....	....	93	93	
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101½	101½	102½	100½	100½	
" certificates.	95½	96½	96½	96½	95½	
N. York and Harlem	144	144½	....	144½	....	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	49½	....	....	....	....	....
" new	25	25½	....	24½	24½	
Ohio and Miss.	40½	41½	41½	41½	40½	40½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	44½	42½	42½	42½	43	
Panama	147	146	146	147	....	146½
Phila. and Reading	108½	109	109½	108½	107⅞	
Pitts., Ft. W. & Chi. gtd.	96½	96½	97	96½	96½	96
" 1 M.	105½	....	....	....	....	....
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	94½	....	
Quicksilver Mining Co.	8½	....	....	....	....	8
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	85	85	....	....	....	....
" Income bds.	78	....	....	....	....	....
Tennessee 6s	62	61½	62	62	61½	62½
" new	57½	58½	59½	57⅞	58½	59½
Tol., Wab. & Western	56½	56½	57	59½	59	59½
" pref.	....	....	....	....	75	75
" 1 M. ex.	93½	....	....	93½	....	
" 2 M.	....	....	....	85	85	
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	87	....	....	....	87½	....
Virginia 6s, ex-coupon	....	....	....	....	....	....
" new	....	68	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	108¾	....	108¾	109⅜	108⅝	108⅝
U. S. 5s, 10-40s, reg.	108	....	....	108⅜	108⅜	108⅜
U. S. 6s, 1881, reg.	114½	....	....	....	114⅝	....
U. S. 6s, 1881, coup.	118	117⅞	118¼	118⅜	118¼	....
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	111¾	111⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	112⅜	112⅜	112⅛	112½	112¼	112
U. S. 6s, 5-20s, reg. '64.	....	....	111⅜	....	111⅜	111½
U. S. 6s, 5-20s, c. 1864.	111½	111½	111⅜	....	....	111⅛
U. S. 6s, 5-20s, reg. '65.	....	111¼	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111⅞	111⅜	....	112	....	111½
U. S. 6s, 5-20s, r. n. '65.	....	....	113⅜	....	....	110
U. S. 6s, 5-20s, c. n. '65.	113⅞	113⅝	114½	113⅜	113⅛	113⅜
U. S. 6s, 5-20s, reg. '67.	110½	....	....	110⅜	....	110⅜
U. S. 6s, 5-20s, c. 1867.	114⅜	114	114⅜	114	113⅞	113⅝
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	114	....	114½	113⅝	....	....
U. S. 6s, Pac.R.R.Issue	113½	113⅜	113⅜	....	114⅛	114⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
.. preferred ..	38½	38⅜	38⅝	39½	....	39
Camden and Amboy	119⅝	120	120	120	121	120½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92¾	....	93	....	....	....
.. 6s, 1889	....	....	....	89x	....	....
.. mort. 6s, '89	94½	....	95	94½	94½	94½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.	....	....	....	....	....	....
Lehigh Navigation	34⅝	35½	35½	35⅝	36½	35½
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	....	93½	....	93	92½	92¾
.. R. R. L.	91¾	91¾	....	....	....	....
Lehigh Valley R. R.	58	58	58½	58	58	58
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	43	43	43	43	43	43
.. 7s.	....	....	....	....	....	....
Minehill	....	54⅝	....	54¼	....	54½
Morris Canal	....	....	....	....	....	....
.. pref.	....	68	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	41	....	....	42	....	....
.. 6s, 1880	96	....	....	....	96	....
.. 7s.	90¾	90½	....	....	90¼	....
.. 10s, 1887	....	....	109	....	....	109½
Northern Central	....	....	45	....	....	....
Pennsylvania R. R.	57¾	57¾	57½	59	59	58½
.. 1st M.	....	....	....	....	....	....
.. 2d M.	98	....	....	....	....	....
Penn. State, 6s, 1st series	105	....	....	....	....	....
.. 6s, 2d series.	108	....	....	....	....	....
.. 6s, 3d series.	....	....	....	109¼	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s.	....	....	....	....	....	....
.. new	100	100	100	100	100	100½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	53¾	54¼	54¼	54¼	54¼	54¼
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	30¼	30¾	30¾	30¾	30¼	30
.. 6s.	....	92½	....	92	92½	....
.. 7s.	93	92½	92½	92½	....	92½
Schuylkill Navigation	....	....	....	....	8¼	9
.. pref.	18¾	18¾	18¼	18¼	18¾	19
.. 6s, 1882	74	75	75	75	76	76¼
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	85
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	45
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878.	....	....	....	....	....	....
Hestonville, (Horse)	14¾	....	14½	....	14¾	14¼
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	45	....	....	45
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	22¼	....	21¼	20

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875.	94¾	94¾	94¾	....	95	....
.. 1886	95¼	....	....	....	....	....
.. 1890	....	95½	95½	....	96	96
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	141	....	....	....
.. bonds, 1875.	....	....	....	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	....	94½	94½	....	....
Marietta & Cin. 1st M.	93½	93½	....	....	....	93½
.. 2d M.	....	....	....	....	74¾	74¾
Northern Central	43⅝	44	44¼	....	....	45
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	87	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	150½	150	150	150	....	150½
Boston and Lowell	135	....	135½	....	....	....
Boston and Maine	....	....	150½	....	....	150½
Boston and Providence	....	....	144	....	....	144½
Boston, Hartford & Erie	4½	5⅜	5⅜	5½	5⅜	5⅜
.. 7s, new	31⅜	33	34	34½	34⅜	34⅜
Cheshire, pref.	....	....	....	....	91½	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	139½
Eastern	122½	....	122½	....	....	122½
Fitchburg	....	....	137	....	....	137
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	125	....	125½	....	125½	125½
Northern, N. H.	....	115½	....	....	....	115
Ogdens. & Lake Champ	89	89	89½	90½	90	91
.. pref.	....	....	....	108	....	....
Old Colony & Newport.	100	100	100	....	....	99⅝
Ph., Wil. & Baltimore	56	....	56	56	56	56½
Portl'd, Saco & P'orts.	112	112	112½	....	....	115½
Union Pacific	45	44⅜	....	....	....	....
" 6s	84⅜	....	....	84⅜	85	85
" Land Grant 7s	77	....	77⅜	....	77½	77⅜
" Income 10s	....	....	87½	87⅜	87⅜	87⅜
Vermont & Canada	102	....	....	....	102	102
Vermont & Mass.	....	....	....	65	65	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	101	....	....	100	....	101⅜
Metropolitan ..	69½	....	69½	....	....	69½
Middlesex ..	....	....	....	....	....	75
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	1¼	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	18¼	....	....	....	17½	....

London Stock Exchange.

	Closing Prices. May 20.	May 27.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880.	63 — 68	65 — 70
Do. do., 2d mort., 1881.	60 — 65	60 — 65
Do. Penn., 1st mort., 1877.	63 — 68	65 — 70
Do. do., 2d mort., 1882.	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890.	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s.	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	18 — 18½	18½ — 19
Do. sterig. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875.	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	100 —102
Do. 7 per cent., 1875.	88 — 92	88 — 92
Do. 100 dol. shares, all paid	111 —112	110½—111½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares.	— —	— —
Panama General mort. 7s, 1897.	102 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	98 — 100	97 — 99
Do. General mort. 6 p. c. 1910.	93 — 94	92 — 93
Do. $50 shares.	46 — 48	46 — 48
Philadelphia and Erie 1st mort. 1881.	93 — 95	92 — 94
Do. with option to be paid in Phila.	93 — 95	92 — 94

American Railroad Journal.

Saturday, June 11, 1870.

Stock Exchange and Money Market.

Money has been offered freely to responsible borrowers, since our last, at from 3@5, generally 4 per cent. on call, and 6@8 per cent. per annum, in the discount form. The demand for accommodation, though fairly active, has been promptly met by lenders, especially through private channels, at the going rates. The main inquiry has been from street houses, dealing in Gold, Stocks, and Bonds, but it has been, by no means, urgent. The Government firms have had their wants adequately provided for at the minimum figures. The city banks, in their last weekiy exhibit, showed a further decrease of about 1¾ millions in their specie hoard, with a loss of nearly 1⅞ millions of deposits, and $328,866 of the legal tender reserve. They reduced their loan and discount averages, $65,000; and added $35,265 to their circulation. The U. S. Sub-Treasury at this port reported an increase of nearly three millions in its currency balances during the week, making the aggregate at the close $8,917,760, against $5,971,495 the preceding week. Its specie reserve was diminished about half a million. The Treasury Department held under its control on Monday $108,126,523 of gold (including $235,451,300 on deposit on private account), and $20,471,337 of currency.

The specie reserve of the city banks according to the latest return is $30,949,490, against $19,051,133 same time last year. The city bank deposits are now $226,191,797, against $199,124,012 week ending June 5, 1869. The legal tender reserve amounts to $61,290,310, against $53,289,429 same time last year. The circulation now stands at $23,285,083, against $23,982,995 same time last year. The loans are now $279,485,734, against $275,919,609 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $85,575,445 a day, against a daily average of $96,104,000 the preceding week, and $104,279,720 the week ending with May 21, 1870. The current week's exchanges average about 109 millions a day. The city banks, last week, reported a loss of $1,778,545 of specie, $1,847,548 of deposits, and $328,366 of legal tender notes. They reduced their loans, $65,009; and increased their circulation, $35,265.

The city bank exchanges on Wednesday were about 72½ millions.

National Bank notes to the amount of $279,010 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $324,811,396, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $25,306,354, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,505,042. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,227,750; and for the public deposits, $16,284,000—making a total of $358,511,750. The Treasury Department last week redeemed and destroyed $448,800 of worn and mutilated fractional currency, and issued $657,760 of new.

The U. S. Sub-Treasury receipts, week ending with June 4, were $3,053,273 in coin, (including $2,492,000 from customs duties,) and $6,590,526 in currency; payments, $3,490,594 in coin, (including $1,017,898 of coin interest,) and $3,644,263 in currency; balance at the close of the week, $87,634,564 (including $75,328,267, of coin, and $8,917,760 of currency,) against $82,937,046 at the close of the preceding week, showing an increase of $4,697,518. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $654,644 in coin, (including $403,416 from customs,) and $549,072 in currency; payments, $203,497 in coin, (including $173,500 of coin interest,) and $328,943 in currency. On Tuesday, receipts, $565,698 in coin (including $476,058 from customs), and $699,747 in currency; payments, $85,563 in coin (including $79,000 of coin interest) and $250,375 of currency. The balance at the close of business on Tuesday stood at $88,166,814, (including $9,587,262 of currency, and $76,259,548 of coin,) against $84,540,121 a week previous; and $82,990,329 on May 21, 1870. The aggregate receipts of the office in May were $63,496,248,

including $11,985,468 from customs; aggregate payments, $67,207,341 including $16,919,624 of coin interest; balance at the close of the month, $84,520,151, against $88,231,250 at the close of April.

The U. S. Sub-Treasurer issued in May $5,409,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,241,141 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $86,759,126.

Government revenues have been yielding quite satisfactorily since our last. The excises, during the week yielded $4,163,323; customs at the port of New York, $2,417,141 and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,863,035 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $164,481,941.

The Gold speculation has shown less spirit and less buoyancy, since our last. The investment demand has been less confident, while the customs and export inquiry has been on a moderate scale. The variable reports received of the prospects of the financial measures before Congress have tended to check speculative dealings. The coin deposit feature of the new funding bill has not met with much favor in financial circles in this city. The range of the price through the week has been from 113⅛@114¾, and the closing quotation on Wednesday was 113⅛. The specie exports, last week, were $1,199,700. On Tuesday of the current week, the shipments were about three eighths of a million. On Wednesday, Government disposed of a million of Gold at from 113 27@113 30. The aggregate of the bids was $3,080,000. No specio was exported on that day.

The coin balance of the Treasury Department on Monday was $108,126,523, including $20,471,337 on private deposit; currency balance, $20,471,337.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $76,527,894.

The customs demand for Gold last week, averaged $402,857 a day; thus far, this week, it has averaged $439,737 a day, or equal to a weekly aggregate of $2,638,422. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $44,845; and since Jan. 1, 1870, $6,987,090, against $8,807,886 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $126,029,565 against $117,598,205, in 1868-'69.

The customs revenue of the port on Wednesday was $278,000.

The customs revenue at the port of San Francisco, from Jan. 1 to May 13th, was $2,811,175, against $2,713,946 same time last year.

The exports of specie, from this port, last week, were $1,199,700 against $527,242 same week last year; total, since July 1, 1869, $30,109,236, against $35,589,691 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,017,898, and since July 1, 1869, $85,190,388, against $85,819,029 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to May 13, were $14,232,729, against $14,594,380 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $27,733.

Foreign Exchange has been in better supply and less firm in price, on a less active market. Bankers' prime sixty day bills on London closed on Wednesday at 109⅝@109¾, and on Paris to 5.18¾@5.13¾; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¼@5.11¼. The offerings of produce bills have been more liberal, since our last. The week's exports of domestic produce have been to the currency value of $4,343,752, making the total since July 1, 1869, $187,393,677, against $155,047,911 same time preceding fiscal year.

Government securities have been offered rather more freely and quoted lower in price, on a moderate demand, mainly on investment account. There has been a very limited inquiry from the street dealers, who usually purchase on speculation. The Washington telegrams, as to the funding bill provisions and prospects, have operated against an active business. At the close, a stronger feeling was noticeable, with a better inquiry for the 1881 sixes, and the later issues of the Five-Twenties, particularly the 1867 coupon bonds, as also for the currency sixes. On Thusday, Government bought in a million of Five-Twenties at about the current market rates.

U. S. sixes of 1881 closed here at 118⅛@118⅜; U. S. Five-twenties of 1862, 112@112¼; U. S. Five-twenties of 1864 at 111⅛@111⅜; U. S. Five-twenties of 1865 at 111¼@111½; U.S. Five-twenties of 1865 consolidated, 113⅝@113¾; U. S. Five-twenties of 1867, 114@114⅛; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108⅛@108⅜; U. S. Six per cent. currency bonds, 114¾@115.

On Tuesday afternoon the City Comptroller opened proposals for $250,000 7 per cent. Dock Bonds of the City of New York, authorized by the act of 1870, interest payable May and December 1, and the principal to be redeemable November 1, 1901. There were in all 29 bids, amounting in the aggregate to $2,773,500, at prices ranging from 99 to 110. The award was made to Mr. Geo. K. Sistare—$1,000 at 110, $1,000 at 109 $1,000 at 108, $1,000 at 107, $1,000 at 106, and $245,000 at 104.75, being the highest bids.

State bonds have been in more general demand at the ruling prices.

Railway bonds have been in fair demand at stronger prices. Central Pacific Sixes closed at 93⅛@93⅜. Union Pacific Sixes at 87⅜@87⅝; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

The State Controller at Albany has advertised to reimburse the principal of the State Canal Loan of 1858, due 1st of July, 1870, in gold coin, at the Manhattan Company in this City, on 1st proximo. The amount is $700,000. The July interest on all the other canal 5 per cents and 6 per cents will be paid at the same time and place, in gold.

Railway and miscellaneous share property has been more active, but unsettled in price closing with rather more steadiness.

At Frankfort on Wednesday U. S. Five Twenties closed at 95½, and Central Pacific Sixes, at 77¾

The latest quotations at the London Stock Exchange compare as follows with former returns;

	May 25.	May 26.	June 8.
Consols	94⅜	*93⅛	92¾
U.S. 5-20's of 1862	89	89⅜	89½
U. S. 5-20s, 1865	88½	88⅝	88⅞
" 1867	90¾	90⅞	91
" 10-40s	86	86¼	86½
Erie	18½	18¾	18½
Ill. Central	110½	110	111½
At. and Gt. West	28	29	30

* Ex dividend.

General business has been fairly active in the Breadstuff and Provision lines at firmer rates, but without notable animation in most other kinds of domestic produce. Middling upland cotton closed heavily on Wednesday at 22 cts. per lb. The stock of cotton now here is given at about 50,000 bales. The receipts at the port this week, have averaged about 2,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,734,400 bales, against 1,991,500 bales in 1868-'9; exports, same time 1,987,000 bales, against 1,367,150 bales same time in 1868-'9; stock on hand at latest dates, 263,250 bales, against 136,650 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 6,870 pkgs., against 11,481 pkgs., same time in 1869. From Boston, 1,542 pkgs. in 1870, against 4,002 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in more demand at from 13@17½c. per lb.; week's receipts, 6,123. Milch cows continue quiet, at $40@$100 each, receipts, 73. Veal calves have been in better request at from 6@10c. per lb.; receipts, 3,815. Sheep have been moderately inquired for, at from 5@8½c.; lambs at 12@15c. per lb.; receipts, 14,922. Swine dull at 9½@9⅞c. per lb., all live weight; receipts, 20,745.

A fair call has been reported for the leading kinds of foreign goods at steady rates, as a rule. The week's imports of foreign dry goods were to the specie value of $1,426,375; and of foreign merchandise, $5,596,586, making a total of $7,022,961, against $5,432,230, same week last year.

Ocean freights have been more active, and quoted firmer, in most instances. The main demand has been for Grain, Flour, Cotton, Tobacco, Petroleum, and Naval store room. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 5@5½d. by sail, and 5¾d. by steamer, per bushel; cotton at ⅛d.@3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 459.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 7, and since the beginning of the year:

	1869.	1870.
For the week	$3,587,763	$4,343,752
Previously reported	71,594,177	71,944,349
Since Jan. 1	$75,181,940	$76,288,101

The imports for the week ending June 4, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,262,580	$1,426,375
Gen. merchandise	4,169,790	2,596,586
Total for the week	$5,432,230	$7,022,961
Previously reported	134,905,774	123,379,582
Since January 1	$140,338,004	$130,402,543

The balance in the Sub-Treasury on Wednesday was $86,759,126.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 82⅜; N. Y. State 6s, 1873, 108; Rhode Island 6s, 102½; Alabama 8s, 102; do., 5s, 80; Georgia 7s, 95¼; Ohio 6s, 1886, 105; Louisiana 6s, 76; do., 6s, Levee bonds, 75½; Brooklyn 6s, W. L., 95; N. Y. City 6s, 1887, 97; Jersey City W. L., 96; Great Western 1st mort., 1888, 90; Morris and Essex const. bonds, 90; Cleveland Painesville and Ash. new bonds, 91; Ohio and Mississippi consol. bonds, 90¼; St. Louis, Jacksonville and Chicago 1st mort, 92½; Galena and Chicago 1st mort., 100; Rome Watertown and Ogdensburg R. R., 120; Chicago and North Western Interest bonds, 90¼; New Jersey Central new bonds, 102; Chicago and Gt. Eastern Income bonds, 43⅞; Albany and Susq. 2d mort., 95; North Missouri 1st mort., 88¾; Toledo, Wabash and Western consol. bonds, 81; St. Louis and Iron Mt. R. R., 47¼; do., 1st mort., 89; New Jersey R. R., 119; Chicago and Alton Scrip, 113¼; New York and New Haven R. R.,159; do., Scrip, 152½; Western Union Telegraph, 83⅛; Atlantic Mail S. S. Co., 34¼; Adams Exp. Co., 63¾; Wells-Fargo Exp., 157⅛; Am. Mer. Union Exp., 44½; U. S. Exp., 45¾; Consol. Coal Co. of Md., 28¼; Black Hawk gold, 0.29; Con. Colorado, 0.06; Consol. Gregory gold, 1.45; Casco gold, 0.98; Central gold, 0.22; Grass Valley gold, 0.22; La Crosse gold, 0.10; Smith and Parmalee gold, 1.00.

Philadelphia.—Perkiomen R.R. bonds, 78; West Pennsylvania R. R. bonds, 81; Elmira and Williamsport 5s, 60; Penn. and N. Y. Canal 7s, 91½; Lehigh Nav. Conv. Loan, 79; Schuylkill Nav. Imp. loan, 72; West Jersey 6s, 92½; do., 7s, 97; Warren and Franklin 1st mort. 7s, 86⅝; Sunbury and Erie 7s, 100; Oil Creek and Allegheny River R. R., 46¾; do., bonds, 82½; Delaware Division Canal, 47; Chesapeake and Delaware Canal, 40¼; Fifth and Sixth streets R. R., 38; City 5s, 1871, 98; Pittsburg comp. 5s, 75; State coupon 5s, 103; Feeder Dam oil, ⅜; McClintock oil, 0.81; Dalzell oil, 0.44; Shamokin Coal, 5. The latest quotations are: City 6s, 98@99; do., free of tax, 100¼@100⅝; State 5s, coupon, 103@—; do., 6s, W. L., 104@104; do. 1st series, 105@105¼; do., 2d series, 108@108; do., 3d series, 110½@112; Reading, 53⅞@53⅞; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 93½@—; Camden and Amboy, 119¾@120; do., mort. 6s, 1889, 94@95; do.. 1883, 92@93; do., 1889, 89¼@—; Penn. R. R., 57⅞@58; do., 1st mort., 102@105; do., 2d mort., 98@98½; Little Schuylkill R. R., 43@43½; Morris Canal, 20@30; do., pref., 68@70; do., 6s, 80@83; do., scrip 7s, 68@70; Susquehanna Canal, 6@6; do., 6s, 45@48; Schuylkill Nav., 8¾@9; do., pref., 18¾@19; do. 6s, 1882, 76½@77; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 94@95; do., 5s, 59@60½; Lehigh Coal and Navigation, 35@35½; do., 6s, 1884, 86½@87½; do., R. R. Loan, 90¾@91; do. Gold Loan, 92¾@93; North Pennsylvania, 41@42; do., 6s, 96@98; do., 7s, 90@91; do., Chattle 10s, 109@—; Philadelphia and Erie, 80@30; do., 6s, 91@92; Minehill, 54½@54¾; Catawissa, 14½@17; do. pref., 38¾@38½; Lehigh Valley, 58@58; do. 6s, 98@100; do., 6s, reg., 95@96; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 45½@46; Thirteenth and Fifteenth, 20⅛@20½; Spruce and Pine, 23½@25; Green and Coates, 38¾@39; Chestnut and Walnut, 44½@45; Hestonville, 14@14½; Union, 42@—.

Boston.—Rutland R. R. 7s, 1880, new, 78; Vermont Central 1st mort., 86¼; do., 2d mort., 44; Stanstead, Shefford and Chambly 7s, 81¾; Cedar Rapids and Missouri 7s, 1916, 87½; Eastern 6s, 1874, 99¾; do. 1885, 93¾; Maine Central 1st mort. 7s, 1900, 99½; Connecticut and Passumpsic Rivers pref., 91; do., 7s, 1876, 100; Burlington and Missouri River R. R., 87⅛; do. 7s, 89½; do. 8s (in Nebraska), 96¾; do. 7s, Land Grant, 88¾; Vermont Central and Vermont and Canada 8s, 103; Cincinnati, Sandusky and Cleveland, R.R., 31; do. pref., 36½; do. 7s, 82½; Rutland R. R., 25; do. pref., 76; Summit Branch, 41; Eastern (N. H.) R. R., 117; Norwich and Worcester R. R., 106⅜; Chelsea Horse R. R., 88½; Boston Water Power Co., 17; Cary Imp., 6½; Short Mt. Coal, 13¾; Maine 6s, 1883@1889, 98¼; Massachusetts 6s, 1876, gold, 108½; do. 5s, 1874, gold, reg., 103¾; do. 5s, 1893, gold, reg., 97; do. 5-20s, 6s, currency, 100¾; Boston 6s, currency, 101; do. 5s, 1884, 98; do. 1883, 98¾; Bath 6s, 1882@1891, 90¼; Chicago 7s, River Imp., 98¾ do. sewerage, 99¼; do. Water Loan, 99⅜; St. Louis 6s, 1874, 94½; do. 1880, 90¾; Cook Co., Ills., 7s, 98½; Charlestown 5s,1874, 91½; Covington 7 3-10s, 100; Portland 6s, 1887, 95⅛; Hancock Mining Co., 1.

Baltimore.—Virginia 6s, old, reg., 54⅝; do. 1866, 64; do. 1867, 59; Maryland Defense Loan, 1883, 103¾; Memphis City 6s, ex coupon, 48; Western Maryland R. R., 1st mort., 80; do., 2d mort., pref., 65¾; do. guar. by Washington Co., 85; Pittsburg and Connellsville bonds, 92¼; Orange, Alex. and Manassas bonds, 79⅜; Central Ohio 1st mort., 84½; Orange and Alexandria 4th mort. 8s,74; do. 2d mort. 6s, 74½; George's Creek Coal, 63; Bare Hill Mining, 0.26. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¾@93; Baltimore and Ohio, 139@143; do., 6s, 1875, 95½@96¼; do., 1880, 95@96; do., 1885, 94@94½; Northern Central 45@46; do., 6s, 1885, 92@92½; do., 1900, 87@87¼; do., 6s, 1900, gold, 98@100; Parkersburg Branch, 23½@25; N. W. Va. 1st mort., 96@—; do. 2d mort., 95½@97; do., 8d mort. 1885, 90@95; Marietta and Cincinnati 7s, 1892, 93½@94; do., 2d mort., 74½@74⅝; Central Ohio, 23½@26; do., 1st mort., 84@84½; Western Md. 6s, 1890, 79@80; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 65@67; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 76½@77; Orange and Alexandria 1st mort., 6s, 79@79⅛; do., 2d mort., 6s, 78½@80; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74½@75; Orange, Alexandria and Manassas 7s, 79@79⅜; Virginia and Tennessee 8s, 84½@84½; do., 6s, 1st mort., 79½@—; do., 6s, 2d mort., 74¾@76; Baltimore 6s, 1875 94¼@95¼; do., 1884, 95@96; do., 1886, 95½@95¾; do., 1890, 96@96¼; do., 1893, 92@94; do., 5s, 1888–'70, 76@78; Memphis City 6s, 53¾@54½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R. 21@23; George's Creek Coal, 63@64; Atlantic Coal, 2.00@2.50; Bare Hill, 0.25@0.30.

Alexandria and Fredericksburg Railroad.

A letter to the Baltimore *Sun* dated Richmond, June 4, says: "The Alexandria and Fredericksburg Railroad Company achieved a signal triumph yesterday over the Potomac Railroad Company. Its bill continuing its charter, &c., which had already passed the Senate, was passed almost unanimously by the House. The Alexandria and Fredericksburg Railroad Company was chartered by the Alexandria Legislature during the war, but after some progress in the work, suspended operations. In 1867 the Legislature chartered the Potomac Railroad Company to take the place of the Alexandria and Fredericksburg and build the road. By the bill just passed the Alexandria and Fredericksburg Railroad Company is restored to its rights, and the State's claim to a forfeiture of charter is waived. It is said that the road will now be built.

William Butcher Steel Works.

We direct the attention of the Railroad community, and general consumers of Steel, to the advertisement of the "William Butcher Steel Works," who have recently opened an office in this city at 59 John Street. This company have increased their business so rapidly that it has been found necessary to place their Sales Department under one head. The officer in charge of this department, it will be observed, is Mr. William Toothe, who for many years has been identified with another prominent establishment, and who is so well known to the railroad world. We wish this gentleman, and the powerful company he represents, every success in the important enterprise in which they are engaged.

Arkansas Western Railway.

Articles of incorporation have been filed for the Arkansas Western Railway Company, to construct a railroad from some point on the line of the Little Rock and Fort Smith Railroad, near Van Buren, in a northerly direction, through the counties of "Crawford, Washington and Benton, passing through or near Cane Hill, Fayetteville and Bentonville, and intersecting the northern boundary of the state." As soon as the engineers on the Little Rock and Fort Smith Railroad reach Van Buren, they will proceed at once to survey this road. The directors are W. P. Denckla, C. G. Scott, J. H. Haney, A. P. Robinson, Edward Wheeler.

☞ At the annual meeting of the stockholders of the Illinois Central R. R. Co., held at Chicago on the 25th ult., Wilson G. Hunt, Thomas E. Walker, and Jonathan Sturgis were re-elected directors for terms of three years.

☞ The St. Louis, Vandalia, Terre Haute and Indianapolis railroad has been completed, and regular trains will commence running on the 13th inst.

☞ Stephen Kenrick of Franklin, N. H., has been chosen President, and Wm. M. Leonard, of Belmont, N. H., clerk of the Franklin and Portland R. R. Co.

☞ The directors of the Boston and Maine Railroad Company have decided to build at once a double track from Andover to Haverhill.

☞ John H. Tegmeyer, Esq., has been elected Chief Engineer, and Mr. John T. Rigney General Superintendent of the Western Maryland railroad.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$1,050,661	$1,162,012
" cotton	982,937	1,095,979
" silk	1,519,664	2,030,264
" flax	766,460	811,672
Miscellaneous dry goods	435,411	720,013
Total entered for consump.	$4,755,133	$5,819,940

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$695,320	$857,462
" cotton	300,363	576,094
" silk	310,490	386,247
" flax	309,239	440,694
Miscellaneous dry goods	132,489	183,542
Total withdrawn from warehouse	$1,747,901	$2,444,039
Add entered for consump.	4,755,133	5,819,940
Tot. thrown on the market	$6,503,034	$8,263,979

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$837,829	$497,695
" cotton	418,563	232,550
" silk	337,864	265,948
" flax	506,608	301,916
Miscellaneous dry goods	137,710	103,349
Total entered for wareh'g.	$2,238,574	$1,401,458
Total entered for consump.	4,755,133	5,819,940
Total entered at the port	$6,933,707	$7,221,398

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$7,483,805	$7,676,400
" cotton	7,610,147	7,751,375
" silk	9,309,858	9,665,899
" flax	4,933,707	4,458,565
Miscellaneous dry goods.	3,211,488	4,231,789
Tot. entered for consump.	$32,549,005	$33,784,028

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$4,682,430	$4,967,143
" cotton	2,226,639	3,335,465
" silk	1,966,771	2,546,192
" flax	2,428,365	2,995,924
Miscellaneous dry goods.	713,720	794,832
Total withdrawn from warehouse	$12,017,916	$14,639,556
Add entered for consump.	32,549,005	33,784,028
Total thrown on the market	$44,566,921	$48,423,584

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$4,922,136	$4,484,134
" cotton	2,321,239	3,090,419
" silk	2,145,249	2,187,483
" flax	2,587,914	2,248,689
Miscellaneous dry goods.	590,105	818,392
Total entered warehouse.	$12,566,363	$12,829,117
Add entered for consump.	32,549,005	33,784,028
Total entered at the port	$45,115,648	$46,613,145

The imports of foreign dry goods at New York for eleven months from July 1, were:

1864	$78,433,263
1865	44,411,471
1866	130,280,590
1867	99,161,965
1868	73,072,563
1869	88,131,658
1870	91,855,730

The Public Debt Statement.

The following is a recapitulation of the public debt statement May 31, 1870:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886,353,900 00
Total	$2,107,943,200 00
Accrued interest	42,001,451 14

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$45,540,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,540,000 00
Interest	426,193 71
Debt on which interest has ceased since maturity	$3,721,317 35
Interest	$481,030 68

DEBT BEARING NO INTEREST.

Demand and legal tender notes.	$356,107,221 00
Fractional currency	39,508,057 39
Gold certificates of deposit	35,395,800 00
Total	$431,011,078 39
Total amount outstanding	$2,602,215,595 74
Total interest	42,908,675 53
Total debt, principal and interest, to date, including coupons due, and not presented for payment	$2,645,124,271 27

AMOUNT IN TREASURY.

Coin	$106,789,731 85
Currency	14,243,816 87
Sinking fund in United States coin interest bonds, and accrued interest thereon	35,463,228 50
Other United States coin interest bonds purchased, and accrued interest thereon	82,065,122 27
Total	$238,561,899 49
Debt less amount in Treasury	$2,406,562,371 78
Debt less amount in Treasury May 1, 1870	2,420,864,334 35
Decrease of debt during the past month	$14,301,962 57
Decrease of debt since March 1st, 1869	$118,900,888 23

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$676,875 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	157,575 00
Sioux City and Pacific	1,628,320	40,708 00
Central Pacific	25,881,000	641,200 78
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	40,000 00
Western Pacific	1,970,000	48,116 40
Totals	$64,457,320	$1,604,475 18
Interest paid by United States		$6,879,832 51
Interest repaid by transportation of mails, etc.		2,094,783 04
Balance of interest paid by United States		4,785,099 47

☞ George S. Richardson has been elected President, and Thomas D. Purnell Secretary and Treasurer of the Worcester (Md.) Railroad Company.

☞ It is expected that work will be commenced at early day on the Little Rock and Helena Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—SALE OF LAND—WHEN GROSS INADEQUACY OF CONSIDERATION VITIATES CONTRACT.

The facts in the recent case of the Hannibal and St. Joseph Railroad Company *vs.* Brown and Lander (43 Mo. 294) are fully and clearly stated in the following opinion by

WAGNER, J.—It is deemed unnecessary to notice all the questions that have been raised by counsel, as the determination of one point is decisive of the case. Among other things, the petition alleges that at the October term, 1863, of the Linn County Circuit Court, the defendant Brown recovered judgment against the plaintiff for the sum of $105 for his debt and damages, and $39 15 for his costs; and that the plaintiff here, defendant in said suit, took an appeal from the judgment of the Circuit Court to the Supreme Court; and that the Supreme Court, at the February term thereof, 1866, reversed said judgment and declared the same null and void; that the defendant Brown employed and retained defendant Lander as his attorney and counsellor to aid and assist him in the conduct and management of the said cause, and the issuing of execution on said judgment; that on the 14th day of February, 1865, the defendant Lander, in his capacity of attorney and counseller for the defendant Brown, had an execution issued on said judgment by the clerk of the Circuit Court of Linn County, returnable to the April term, 1865, of the Circuit Court; that the execution was on the same day delivered to the Sheriff, and that, on the same day the Sheriff, under the authority and by direction of Lander, pretended to levy execution on eleven thousand four hundred and eighty acres of land belonging to plaintiff, lying in the said county of Linn, which land was of the value of $114,800, and had the same advertised and sold on the 10th day of April, 1865, at which sale Lander became the purchaser of all of said lands for the sum of $35 60, and received a sheriff's deed therefor.

The petition avers a readiness on the part of the plaintiff to pay Lander all the money he expended for said lands, together with costs, and asks that the deed may be set aside and for naught held and esteemed.

There was a general demurrer to the petition, which was sustained in the Circuit Court, and this action was approved in the District Court.

It will not be necessary to decide, in this case, whether the gross inadequacy exhibited by the facts set forth in the petition would, if disconnected and alone, be sufficient to entitle the plaintiff to relief. It may be stated, as a general proposition, that inadequacy of consideration is not of itself a distinct principle of relief in equity. Nevertheless, where the transaction discloses such unconscionableness as shocks the moral sense and outrages the conscience, courts will interfere to promote the ends of justice and defeat the machinations of fraud.

The very fact that upwards of eleven thousand acres of valuable land in one of the best counties in the State was levied on to satisfy an execution of less than one hundred and fifty dollars, is suggestive of the most flagrant abuse of legal process.

But when the judgment in the case of Brown *vs.* The Hannibal and St. Joseph R. R. Co. (37

Mo. 298) was reversed in this Court, all of the proceedings had in pursuance of that judgment were vacated, and the defendant was entitled to be restored to the condition in which it stood previous to the judgment, and to restitution of everything that it had lost and which remained in the hands of the adverse party, his agents, attorneys, or privies. (Gott *vs.* Powell, 41 Mo. 416) Lander was the attorney who gave direction to the whole matter; he was cognizant of all the facts, and is therefore chargeable in the same manner as Brown himself.

The judgment must therefore be reversed and the cause remanded.

ORDINANCES OF THE CENTRAL PARK.

The Board of the Department of Public Parks do ordain as follows:

All persons are forbidden

SECTION 1. To enter or leave the Park except by the gateways.

SEC. 2. To climb or walk upon the wall.

SEC. 3. To turn cattle, horses, goats or swine into the Park.

SEC. 4. To carry firearms, or to throw stones or other missiles within it.

SEC. 5. To cut, break or in any way injure or deface the trees, shrubs, plants, turf or any of the buildings, fences, bridges or other constructions upon the Park.

SEC. 6. Or to converse with, or in any way hinder these engaged in its construction.

SEC. 7. Two pounds are hereby established within the Central Park, for the impounding of horses, cattle, sheep, goats, dogs, swine and geese, and other animals found trespassing upon said Park. All such animals found at large upon the Park may be taken by any person or persons, and driven or carried to one of the said pounds, and may be kept inclosed therein during five days, at the end of which time, if not previously claimed, they may be sold at public auction; provided that two days' previous notice of the sale thereof shall have been conspicuously posted at the pound.

The owner of any animal so impounded by virtue of the ordinances of the Central Park, may redeem the same before the day of sale, by the payment to the Treasurer of the Board as follows:

For each animal other than goats and geese, two dollars, and the expense of keeping.

For each goat, four dollars, and the expense of keeping.

For geese, twenty-five cents each, and the expense of keeping.

The expense of keeping shall be reckoned as follows:

For each horse, dog or head of neat stock, fifty cents per day.

For each goat, swine or sheep, twenty cents per day.

For each goose, five cents per day.

If, within one month after the sale of any impounded animal, their former owner shall appear and claim the same, the Treasurer shall, after deducting the full amount of the charges provided for, pay over to him the proceeds of their sale.

SEC. 8. No animal shall travel on any part of the Central Park, except upon the "ride," or equestrian road, at a rate exceeding seven miles per hour. Persons on horseback shall not travel on the "ride," or equestrian road, at a rate exceeding ten miles per hour.

SEC. 9. No vehicle shall be permitted on the "ride," or equestrian road, the same being devoted exclusively to equestrians; nor shall any vehicle, horse or animal of burden go upon any part of the Central Park except upon the "drive" and other carriage and transverse roads, and upon such places as are appropriated for carriages at rest.

SEC. 10. No animal or vehicle shall be permitted to stand upon the "drive" or carriage roads of the Central Park, or any part thereof, to the obstruction of the way, or to the inconvenience of travel, nor shall any person upon the Central Park solicit or invite passengers.

SEC. 11. No hackney-coach, carriage or other vehicle for hire shall stand upon any part of the Central Park for the purpose of taking in any other passengers or persons than those carried to the Park by said coach, carriage or vehicle.

SEC. 12. No person shall expose any article or thing for sale upon the Central Park, except previously licensed by the Board of the Department of Public Parks, nor shall any hawking or peddling be allowed on the Central Park.

SEC. 13. No omnibus or express wagon, with or without passengers, or any cart, dray, wagon, truck or other vehicle carrying goods, merchandise, manure, soil, or other article, or solely used for the carriage of goods, merchandise, manure, or other articles, shall be allowed to enter any part of the Central Park except upon the transverse roads.

SEC. 14. No threatening, abusive, insulting or indecent language, shall be allowed on the Central Park, whereby a breach of the peace may be occasioned.

SEC. 15. No person shall be allowed to tell fortunes or play at any game of chance at or with any table or instrument of gaming, nor to do any obscene or indecent act whatever on the Central Park.

SEC. 16. In case of an emergency, where life or property are endangered, all persons, if required so to do by the Superintendent or any of his assistants, shall remove from the portion of the Central Park specified by the Superintendent or his assistants, and remain off the same till permission is given to return.

SEC. 17. The Central Park shall be open daily to the public during the months of December, January and February, from 7 o'clock in the morning until 8 o'clock in the evening; during the months of March, April, May, October and November, from 6 o'clock in the morning until 9 o'clock in the evening; and during the months of June, July, August and September, from 5 o'clock in the morning until 11 o'clock in the evening.

SEC. 18. The Superintendent may direct that any of the entrances to the Park be closed at any time, and may, on special occasions, also direct that the Park, or any portion thereof, remain open at other times than those above specified.

SEC. 19. No person other than employes of the Board of the Department of the Public Parks shall enter or remain in the Central Park, except when it is open as above provided.

SEC. 20. No dog shall be allowed upon any portion of the Central Park, unless led by a chain or proper dog-string, not exceeding five feet in length, nor shall any person be allowed to lead any quadruped (except dogs) in the Central Park.

SEC. 21. No person, except in the employ of the Board of the Department of Public Works, shall bring upon the Central Park any tree, shrub, plant or flower, nor any newly plucked branch, or portion of a tree, shrub, plant or flower.

SEC. 22. No person shall bathe, or fish in, or go, or send any animal into any of the waters of the Park, nor disturb any of the fish, water-fowl, or other birds in the Park, nor throw, or place any article or thing in said waters.

SEC. 23. No person shall fire, discharge or set off in the Central Park, any rocket, cracker, torpedo, squib, balloon, snake, chaser, or double header, nor any fire-works or thing under any other name composed of the same or similar material, or of the same or similar character, as the fire-works above specified.

SEC. 24. No person shall place or propel any invalid-chairs or perambulators up any portion of the Central Park, except upon the walks.

SEC. 25. No person shall post or otherwise affix any bill, notice, or other paper, upon any structure or thing within the Central Park, nor upon any of the gates or inclosures thereof.

SEC. 26. No person shall, without the consent of the President of the Board of the Department of Public Parks, play upon any musical instrument within the Central Park, nor shall any person take into or carry or display in the Central Park, any flag, banner, target or transparency.

SEC. 27. No military or target company, or civic or other procession shall be permitted to parade, drill, or perform upon the Central Park, any military or other evolutions or movements.

SEC. 28. No fire-engine, hook and-ladder, cart, hose, truck or other machine on wheels, commonly used for the extinguishing of fire, shall be allowed on any part of the Central Park, except the transverse roads, without the previous consent of the President of the Board of the Department of Public Parks.

SEC. 29. No funeral procession or hearse, or other vehicle or person carrying the body of a deceased person, shall be allowed on any part of the Central Park except upon the transverse roads.

SEC. 30. No person, except in the employ of the Board of the Department of Public Parks, shall light, make, or use any fire upon the Central Park.

SEC. 31. No person on foot shall go upon the grass, lawn, or turf of the Central Park, except when and where the word "common" is posted, indicating that persons are at liberty at that time and place to go on the grass.

SEC. 32. No person arrested in the Central Park for violating any ordinance or any regulation of the Board of the Department of Public Parks shall be conveyed before any Magistrate, nor shall any complaint be entered against any person until they shall have been brought before the Captain of the Central Park Police, or the chief officer in charge, and his approval of making such complaint first obtained by the officer making the arrest.

By order of the Department of Public Parks.

PETER B. SWEENY,
President of the Department of Public Parks.

Dated NEW YORK, May 26, 1870.

Contractor's Notice.

WESTERN MARYLAND RAILROAD CO.,
NO. 160 NORTH CALVERT STREET,
Baltimore, Maryland.

SEALED PROPOSALS, addressed to the President, will be received at this office on or before 12 o'clock M. the 21st day of June, 1870, at which time they will be opened in the presence of the Board of Directors and such persons who may desire to attend.

1st. For the Grading, Bridging, Masonry, &c., on that part of the road between the city of Baltimore and Owings's Mills, ten miles long, for each section separately.

2d. For the Grading, Bridging, Masonry, &c., on that part of the road between Hagerstown and Williamsport, seven miles long, for each section separately.

3d. For the Graduation, Masonry and Bridges, Superstructure of Bridges, Iron Rails, Spikes, Fastenings, Cross-Ties and Tracklaying to fully complete the road and track on each of the above divisions.

4th. For the Graduation, Masonry and Bridges, Superstructure of Bridges, Iron Rails, Spikes, Fastenings, Cross Ties and Tracklaying to fully complete the road and track between Double Pipe Creek and Hagerstown.

5th. For all the work, including Iron Rails, Tracklaying, Cross Ties, &c., required to fully complete the entire line from Baltimore to Williamsport as embraced in the three foregoing divisions.

6th. For Iron Rails per ton of 56 pounds per yard, and Spikes per pound delivered in Baltimore.

The Company reserve the right to reject or accept any or all of the bids, but propose to allot the work to the lowest responsible bidder in accordance with provisions of ordinance No. 11, approved January 26th, 1870.

GEORGE M. BOKEE, President
Western Maryland Railroad Company.

N. B.—Profiles, specifications, quantities, &c., may be seen at the office of the Engineer after Saturday, June 11th.

☞ At the second annual meeting of the Ridgefield and New York Railway Company, at Ridgefield on the 7th inst., it was announced that there had been subscribed $537,000, and 3¼ miles of the road had been graded. E. Burdsall, of Port Chester, was re elected President, and Peter P. Coonen, of Ridgefield, Treasurer. The company have applied to the Legislature for authority to extend the road to Danbury and for an increase of their capital.

☞ General James Tilton, late of Wilmington, Del., has been appointed Chief Engineer of the Queen Annie's and Kent railroad. The board have decided to recommence immediately, and prosecute with vigor the work to its southern terminus at Centreville, Maryland. The company hope to have the road opened for business from Massey's Cross Roads to Sudlersville, a distance of nine miles, during the present month.

☞ The laying of the iron on the Belfast and Moosehead Lake railroad was commenced at Belfast on the 4th inst. It is expected that the road will be completed in three months.

PUBLIC NOTICE IS HEREBY GIVEN BY THE Commissioners of the Sinking Fund of the City of New York that, pursuant to the provisions of the act entitled "An act to authorize the construction of a railroad in One Hundred and Twenty-fifth-street, and in certain other streets and avenues in the City of New York," passed April 28, 1870, they will sell at public auction, in the "Governor's Room" of the City Hall, in said City, on MONDAY, July 18, 1870, at 12 M., to the highest bidder for the same, the right, privilege and franchise to construct, operate by animal power, and use a railroad with a single or double track as hereinafter provided, and to convey passengers thereon for compensation, through, upon and along the following streets or avenues, route or routes, in the City of New York, viz: Commencing on the North or Hudson River, at the foot of One Hundred and Thirtieth-street; thence through and along One Hundred and Thirtieth-street, with a double track, to Manhattan-street; thence through and along Manhattan-street, with a double track, to One Hundred and Twenty-fifth street; thence through and along One Hundred and Twenty-fifth street, with a double track, to the East or Harlem River; also, from One Hundred and Twenty-fifth street, thence through and along the Third-avenue, with a double track to the Harlem Bridge; also, from the Third-avenue, thence through and along One Hundred and Thirtieth-street, with a double track, to the Harlem River; also, from One Hundred and Twenty-fifth street at its intersection with Tenth-avenue; thence northerly, through and along the Tenth-avenue, with a double track to the terminus of said Tenth-avenue, together with the necessary connections, turnouts and switches, for the proper working and accommodation of the said railroad, on the said streets or avenues, route or routes, said road to be completed within two years from the passage of said act, except upon and along Tenth-avenue, and upon and along said avenue as fast as the same shall be opened, graded and paved, from One Hundred and Twenty-fifth street. Such sale will be conducted in the ordinary manner of sales at auction, and the person or corporation who shall offer to pay into the City Treasury the largest sum of money for such right, privilege, or franchise, shall receive from said Commissioners a certificate that he or they is or are entitled to such grant, and are authorized to construct, operate and use the same in accordance with the provisions of the said act; such certificate to be issued on the payment, within ten days, into the City Treasury of the amount of the bid and of the execution of a bond to the Mayor, Aldermen and Commonalty of the City of New York, in the sum of two hundred and fifty thousand dollars, in two good and sufficient sureties, to be approved by the Controller of said City, conditioned that the person or corporation receiving such certificate shall, within two years, finish and complete said road and equip the same with the requisite number of cars and horses, except along Tenth-avenue, as aforesaid; but should he, or they, be restrained or prevented by any legal proceedings from completing and constructing the same, the time for which they are so restrained shall not be deemed or taken to be part of the time within which the same is to be completed. But the Commissioners of the Sinking Fund are authorized and reserve the right to reject any bid, if in their judgment, it is for the interest of the City that they should do so, and offer the franchise for sale again. A copy of the Act of the Legislature under which this sale is to be made, can be procured at the Finance Department.—Dated, New York, June 1, 1870.

A. OAKEY HALL, Mayor.
RICHARD B. CONNOLLY, Controller.
JOHN A. BRADLEY, Chamberlain.
JOHN K. HACKETT, Recorder.
JOHN MOORE, Chairman Finance Committee, Board of Aldermen.
NICHOLAS HAUGHTON, Chairman Finance Committee, Board of Assistant Aldermen,
Commissioners of the Sinking Fund.

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THE
WILLIAM BUTCHER STEEL WORKS,
OF PHILADELPHIA, PA.

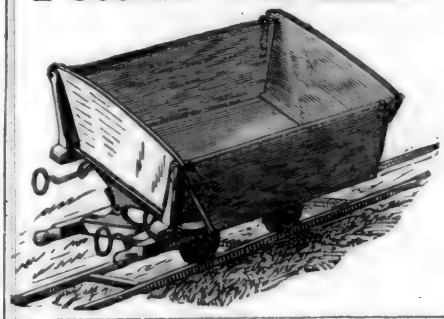
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WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

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CRUCIBLE CAST STEEL TYRES,
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Illustrated Circulars sent free on Application.



CHIEF ENGINEER AND GENERAL SUPT'S OFFICE, MOBILE AND MONTGOMERY RAILROAD, MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track-laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—
G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

☞ The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 15th. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 15th inst.
G. JORDAN,
Chief Engineer.
Montgomery, Ala., May 10, 1870.

SISTARE,
No. 24 NASSAU STREET,
Offers New York Sevens [7], about 20 Years to Run,
In Exchange for U. S. Government 6s,
Thereby adding ten per cent. [10], to the principal of the party making such Exchange.
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RAILROAD IRON.
2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
18 William street,
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TOOLS AND MACHINERY
FOR SALE.
THE NOVELTY IRON WORKS,
(foot of East Twelfth-st., New York)
have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

Glynn's Anti-Incrustator for Steam Boilers.
THE only reliable article for removing and preventing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.
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Orders by mail promptly answered.

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New style Hot Air Engines. Send for Circular.



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UTICA, NEW YORK.

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Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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MANUFACTURERS OF

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SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron.
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A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to

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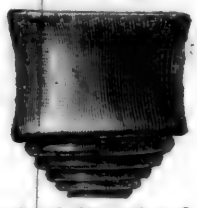
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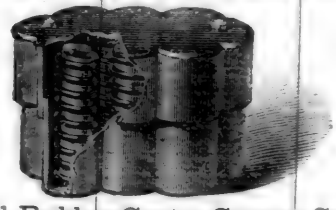
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1/2 COST LEAD
100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.
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SOLE AGENT FOR
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HOLT'S PATENT STEAM GAUGES,
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MANUFACTURERS OF
RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.
Patented—All others are Infringements.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



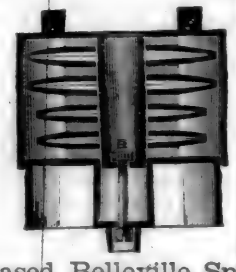
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Soid India Rubber.



Double Volute Buffer.



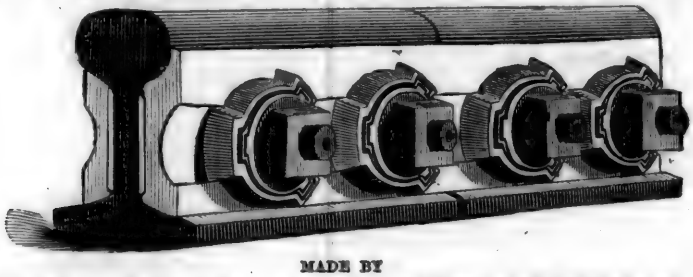
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All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn,

TAYLOR MFG. CO.,

Exclusive Manufacturers, 72 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 21, HENRY CHAUNCEY, CAPT. MARUY, connecting with the COLORADO, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco July 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, June 20. Freight for Central American and South Pacific ports will be received until 4 P. M. SATURDAY, June 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, June 18, 1870.

Car Builders Convention.

The fourth annual convention of Master Car Builders of the United States, was held last week in this city at the St. Nicholas Hotel. The object of the convention was the promotion of the particular branch of industry with which its members are identified, by discussion and the interchange of opinions, and was attended by very satisfactory results. Delegates were present from all sections of the country, representing some seventy or eighty railroads. The convention was organized on Wednesday, 8th inst., by appointing F. D. Adams of the Boston and Albany Railroad, President, Hugh Grey, of the Chicago and Northwestern Railway, Vice-President, Aaron Steinbach, of the Philadelphia and Reading Railroad, Treasurer, and Leander Garey, of the New York and Harlem Railroad, Secretary.

On Wednesday evening the members of the convention availed themselves of the invitation of Col. James Fisk, Jr., who with his characteristic liberality, had provided them with tickets of admission to his Grand Opera House to witness the play of the "Twelve Temptations."

At 2 o'clock on Thursday afternoon the convention adjourned to accept the invitation of Messrs. L. G. TILLOTSON & Co., for an excursion on the bay and river in the steamer "James Fisk Jr." The trip proved a very agreeable one, every thing being provided by their entertainers in the way of refreshments calculated to nourish the inner man. A band of music was also on board, and contributed to the pleasure of the occasion. Salutes were fired by the monitor *Miantanomah* and the North German and French frigates now lying in the river.

Returning from the excursion, the members of the convention were entertained in the evening at the St. Nicholas Hotel, by a complimentary banquet given by a number of manufacturers and railway supply dealers of this city. The arrangements were in all respects as complete as could be desired, and reflected credit upon all who were instrumental in getting it up. The table was bountifully furnished with every luxury the palate could crave, and the decorations were exceedingly tasteful and appropriate to the occasion. Nearly three hundred guests were in attendance. MR. L. G. TILLOTSON, chairman of the Banquet Committee presided. The evening was passed in the lively interchange of social amenities in which all participated with a heartiness and zest which testified to the enjoyment of all present, and the mutual appreciation of both guests and entertainers. Speeches succeeded each other in rapid succession, lively, sententious, and apropos to a convivial occasion which brought together such a large number from points so wide asunder, and identified with a branch of industry so important to the great railway system of the country.

On Friday morning, the convention having accepted the invitation of Messrs. VOSE, DINSMORE & Co., the well known manufacturers of car springs, for an excursion to Central Park and Manhattanville, took carriages at the St. Nicholas Hotel and proceeded to those places. After passing through the Park and enjoying its manifold attractions, which at this season of the year are unrivaled in picturesqueness and beauty, the excursionists soon reached the manufactory of Messrs. VOSE, DINSMORE & Co., called the "*National Spring Works*," centrally located in the suburb of Manhattanville, some eight miles from the City Hall, near the banks of the Hudson. Alighting from their carriages, the party, numbering over a hundred, were conducted through the various departments of the Factory and witnessed the processes of manufacturing the rubber and steel springs. Many of these were exceedingly interesting and complicated; the machinery being in operation, MR. VOSE explained to his guests whatever seemed to require explanation, particularly the manipulations the crude india rubber had to undergo before being transformed into a car spring.

After a satisfactory survey of the works, the party assembled in one of the work shops, where a bountiful collation was provided, and to which ample justice was done. Hilarity, good cheer, song, sentiment and mutual civilities ruled the hour. The party then returned by way of the Park to the St. Nicholas, highly gratified with the trip, notwithstanding the unfavorable weather abated somewhat from its enjoyment.

In all respects the meeting of the convention in this city proved a decided success in regard both to the numbers in attendance and the spirit and feeling which characterized it.

Settlement of the Steel Difficulty.

Since the 16th of May, Judge John T. Hogeboom, United States General Appraiser, assisted by Mr. Abram S. Hewitt, of the firm of Cooper, Hewitt & Co., the merchant appraiser appointed by Collector Grinnell, has been engaged in investigating the appeals of the Sheffield steel importers against the advance of their invoice prices by the United States local appraisers, and the result is that the judges have this day (Wednesday) given a decision sustaining the importers in their prices. Mr. W. B. Farwell was counsel for the Government, Messrs. Sanderson, Bros. & Co. were represented by Mr. Grosvenor P. Lowrey; Messrs. J. and Riley Carr, and William Jessop & Sons, by Mr. Fay; and Messrs. Francis Hobson & Son, by Mr. Ethan Allen. We understand that the action of this court is final, and suppose that this may be taken as the settlement of this vexed question, and an exculpation of our importers from the charge of fraud. The character of Mr. Hewitt, who, by the way, is interested in the manufacture of both steel and iron in this country, ought to be a sufficient guarantee of the fairness of the verdict.—*Iron Age.*

Canton Company.

The annual meeting of the stockholders of this company was held in Baltimore on the 2d inst. The President, Charles J. Baker, Esq., submitted his annual report. After speaking in appropriate terms of the late William Harrison, who for the past thirty years had mainly managed the property of the company, lying mostly in the eastern extremity of the city, he refers to the improvements at Canton and its vicinity. The property of the company has greatly increased in value, and the prospects are flattering for a still further increase. The character of the company's property for building and manufacturing purposes and the advantages of its water front for shipping are referred to. There is a depth of water sufficient for the largest vessels, and extending more than one-half the length of the whole harbor, which, it is surmised in the report, will, in the course of a few years, lead to improvements greater and more extensive than any heretofore contemplated in Baltimore.

The cost of the improvements which have been steadily going on during the past year was paid entirely out of the resources of the company, and the increased value of the property, it is believed, will more than compensate for the non-payment of dividends. Under authority of law the company has bought and cancelled 5,700 shares of its stock, and the number outstanding at the present time is 44,300. The capital stock remains the same, $812,500.

This capital stock is represented by wharf property, water front, building lots, lands, &c. From Washington street, within the city, to the foot of Eighth avenue, there are 5,000 feet of valuable water front, and many large and substantially built wharves, the water lots binding on Boston and Clinton streets, and vary in depth from 200 to 700 feet to the port warden's line, where the water is from 18 to 21 feet deep. Then there are some 10,500 feet of water front east of Eighth avenue, on the Patapsco river, including the water front on Colgate's creek. In addition, the company owns some 300 feet of water front on Harris's creek, near the Abbott Iron Company's works, making in all nearly 16,000 feet, or over three miles of water front.

The company now owns in round numbers 12,500 building lots, laid out 20 by 100 feet, and many of them binding on streets graded and paved, with water and gas convenient, part within the city limits and part in Baltimore county, on shelled roads or paved streets. The company also own 1,034 acres of improved and unimproved land, much of it binding on the Philadelphia, Wilmington and Baltimore railroad. There are also belonging to the company 46 dwellings and 4 warehouses, valued at $90,000, and annuities amounting to $308,945 87. Many of the leases of the water fronts are for short terms (three to ten years), and at their expiration the property, it is supposed, will have enhanced in value.

The report refers to the fact that for several years past it has been evident that a railroad terminus at tide-water is needed on the eastern side of the harbor, at a point having ample wharf room for coal, iron and other products of this State, Pennsylvania and the great West, and adds: "Canton, it is conceded by all, having the water front of over one-half the length of the harbor, and being situated at the head of deep tide-water, is the point at which this terminus must be made." The Union railroad, chartered in 1866, was intended to meet the necessities of the increased trade in coal, iron, &c.; and to promote this object, and hasten the completion of the road, the Canton Company subscribed for five hundred shares of the stock. [The difficulties attending the work, and its temporary abandonment, are fully referred to, with which the reader is familiar.] After considerable delay the charter of the Union Railroad Company was amended at the recent session of the Legislature of Maryland, and an ordinance in accordance therewith passed the city council, by which the Union Railroad Company will be enabled to resume work and complete a road that will meet the wants of the different railroads and advance the interests of the City of Baltimore, and at the same time develop and greatly enhance the property of the Canton Company.

The Union railroad as now proposed, will make a circuit of the northern and eastern part of the city, touching Canton at its extreme northern boundary and running over two miles through the middle of the property of the company. By reason of the two tunnels this route will cost about two millions of dollars, but the almost certainty (says the report) that the road will pay from the time of its completion will enable the company to raise the amount without serious difficulty. This road, while promoting its own, will at the same time serve the interests of the Western Maryland and Northern Central and all the western connections of the Pennsylvania railroad, and also protect the interests of the city. It will afford to the Baltimore and Ohio Railroad the only steam connection with the Philadelphia, Wilmington and Baltimore railroad, and with the New York roads, and the completion of the Potomac railroad, with its northern and southern connections, will, it is thought, make the Union railroad through the city indispensable.

In view of the building of the Union railroad to Canton, the President and directors are of opinion that the policy of the company would be to cut a ship canal from Gorsuch creek to the northwest branch of the harbor. A canal of from 60 to 80 feet wide can be made at a cost of $30,000, and would give the Canton Company entire control of 2,300 or more feet of valuable additional water front. It would offer a free and easy passage to vessels of 300 tons and less to and from the wharves which could be built on Gorsuch creek. "In view of these improvements," the report adds, "negotiations have already been proposed looking to a steamship line from this port to Liverpool and Havre, three fourths of the cost of either line being proffered on the other side."

During the past year fourteen dwellings were erected on the grounds of the company, at a cost of about $12,848 47. A new wharf, costing $2,200, has also been erected at the foot of Eighth avenue, the wharf being 75 feet front by 175 feet. New ground rents, yielding $1,405 per annum, have been created within the year, equal to $28,425, making the total value of annuities owned by the company $308,945 87. The report was adopted.

The following board of directors was elected to serve during the ensuing year: Charles J. Baker, George S. Brown, Charles E. Waters, Chas. Weber and Wm. Kimmel, of Baltimore, and Abm. B. Baylis, James H. Banker, Walter R. Cutting and John Steward, of New York.

A Railroad Decision.

The Supreme Court of Wisconsin has made the following decision:

Sauerherring *vs.* Maysville and Iron Ridge R. R. Co. *et. al.*

1. A tax payer of a town that has issued its bonds for the stock of a railroad company, cannot have them declared void, or their delivery to *de facto* officers of the company restrained, on the ground that such officers were not legally elected.

2. Where a statute requires notice of a town meeting to be posted in "three of the most public places in the town," if they were posted in three public places, the officers charged with the duty acting fairly according to his best judgment, the court will not inquire whether the places selected were in fact the most public.

3. An averment, therefore, that the notice "was not posted at three of the most public places, but only at one of such places," is insufficient.

4. Equity will not cancel the bonds of a town, at the instance of a tax payer, for a mere technical irregularity in calling the town meeting which directed their issue; but will leave the parties to their legal rights.

Housatonic Railroad.

The receipts from operations of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From freight	$349,568 56	$420,053 14
" passengers	181,455 57	207,879 36
" mails	7,186 00	7,186 00
" express	11,163 42	8,980 63
" rents	949 88	1,127 80
" wharfage	2,455 88	1,752 86
" milk	25,143 51	44,162 75
" dividends	196 00	50,996 00
" miscellaneous	3,864 33	1,669 40
	$581,983 15	$743,807 94
Expenses, viz:		
Repairs of road	$131,904 52	$188,445 35
" engines	8,853 48	29,565 90
" cars	34,587 60	51,147 82
" buildings	4,571 36	13,681 38
" tools	2,198 49	4,820 10
" bridges	2,485 77	4,481 86
Wood and coal	52,473 58	62,495 22
Oil, tallow and waste	5,561 56	7,066 25
Stationery, etc.	2,947 96	4,588 69
Freight expenses	55,801 01	69,115 86
Passenger expenses	31,506 97	34,808 70
Contingent expenses	417 49	525 99
General expenses	9,080 40	8,492 73
Damages	7,767 73	16,638 29
Advertising	690 55	810 31
Rent of cars	2,408 02	6,118 77
Insurance	1,031 00	545 25
Gas light	1,369 61	1,134 17
Profit and loss	419 11	28,986 83
	$356,076 21	$533,463 97
Balance	$225,906 94	$210,343 97
Deduct—		
United States tax on passengers and mail	$5,245 69	
State tax on debt and capital stock	8,982 93	
Rent of Stockbridge and Pittsfield Railroad	31,409 00	
Rent of Berkshire Railroad	42,000 00	
" West Stockbridge Railroad	691 66	
Coupon interest	21,000 00	
Exchange	34 82	
		109,364 10
Net gain after deducting all expenses.		$100,979 87
Paid dividend No. 18, July 1, 1869	$47,200 00	
Paid United States tax 5 per cent.	2,484 21	
		49,684 21
Surplus of 1869		$51,295 66
Add surplus, December 31, 1868.		101,961 77
Total amount at credit of profit and loss, Dec. 31, 1869		$153,257 43

The company have 18 engines, 1 twelve-wheel, 11 eight-wheel and 3 four wheel passenger cars, 6 baggage, 94 box, 164 flat, and 9 cattle cars. The report says:

It will be seen that the receipts are largely in excess of last, or any former year, notwithstanding the reduction in rates on the first of July.

In the receipts item $50,996, $50,800 was on stock of the Bridgeport Steamboat Company, $40,000 being in bonds, $31,000 of which have been transferred to the sinking fund, the balance being three cash dividends of three per cent. each on same stock, and $196 on the preferred stock of this company. And by reference to the table of comparative revenue, it will appear that excluding the amount of bonds received and including the cash dividends (from which source there was

no revenue last year), that our receipts are $121,824 79 in excess of those of 1868.

The operating expenses are not heavier in proportion, than the increased business and receipts of the road, when we deduct the extraordinary expenses which are enumerated, as nearly as possible, in the annexed Schedule, embracing cost of building five new bridges, and the rebuilding of three others, the additional rolling stock, &c., &c., and amount paid for damages chargeable to former years.

The item $28,906 18, charged to profit and loss, embraces a variety of accounts, heretofore considered as assets, but not available, some of twenty years standing.

It is hardly necessary to inform you that two dividends of $4 per share each, on the preferred stock of this company, have been declared out of the earnings of the past year, one of which was paid July 1st, 1869, the other will become due and payable January 3d, 1870. There is no reason why they should not be continued and the road improved, should there be no falling off of the business.

None of the bonds authorized and issued August 1, 1869, of $100,000, have been availed of, and will not be unless it should be deemed actually necessary.

The sum of $8,033 33 has been paid for additional depot land in the city of Bridgeport, since last report, and charged to real estate.

CONDENSED BALANCE SHEET, Dec. 31, 1869.

Railroad and equipment	$2,105,558 52
Cash on hand and in bank	50 024 85
Cash in hands of Willetts & Co.	65,726 05
Bills receivable	100 00
Real estate	11,859 76
Housatonic R. R. preferred stock	8,420 00
Bridgeport Steamboat Co. stock	120,000 00
Stockbridge & Pittsfield R. R. Co.	5,992 76
Accounts receivable	9,132 54
Sinking fund	73,038 24
Due from stations	42,667 36
Wood lots	1,450 22
Materials on hand	67,469 06
Bonds of Bridgeport Steamboat Co.	9,900 00
Bank of New York	4,586 24
	$2,568,025 60
Capital stock (old) 8,290 shares	$820,000 00
Capital stock (pref'd) 11,800 shares	1,180,000 00
Bonds due 1877	191,000 00
" 1885	100,000 00
Bills payable	18,618 01
December expenses paid in Jan	36,819 24
Rent of Stock. and P. R. R	15,704 50
" Berkshire R. R.	3,500 00
" W. Stockbridge R. R.	66 66
United States tax	883 98
Due connecting roads	16,119 04
Book accounts	966 59
Unclaimed Dividends	8,406 00
Coupon interest accrued not paid	10,021 66
Accumulated sinking fund profits	17,712 49
Profit and loss	153,257 43
	$2,568,025 60

President.—DAVID LEAVITT.

Vice President.—WILLIAM H. BARNUM.

Directors.—David Leavitt, Samuel Willetts, Wm. H. Barnum, Geo. W. Peet, Geo. H. Noble, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck.

Sec. and Treas.—CHARLES K. AVERILL.

Superintendent.—H. W. FRANKLIN.

☞ The Central Ohio Railroad Company (as reorganized) has declared a dividend of three per cent. on the preferred stock of the company, reserving Government tax on the same; also, a dividend of one per cent. upon the common stock, free of Government tax—all payable at the Western National Bank of Baltimore on and after 20th June, 1870.

North Pennsylvania Railroad.

The earnings of this road in the fiscal years ending October 31, 1868 and 1869, were:

	1868.	1869.
From passengers	$369,972 64	$389,879 53
" coal	228,136 51	137,258 42
" pig iron	35,248 71	51,637 95
" through lumber	21,695 86	27,981 33
" local freight	238,939 84	261,410 70
" through freight	110,771 42	141,779 21
" mails	3,215 00	4,800 00
" rents	7,414 81	8,484 00
Totals	$1,015,394 29	$1,132,731 14
Expenses, viz:		
Maintenance of way	$160,606 95	$194,009 66
Motive power	155,081 25	169,564 30
Maintenance of cars	74,892 82	69,687 37
Conducting transp	157,566 10	178,151 52
General expenses	29,315 76	33,849 46
	$577,462 88	$640,262 31
Net earnings	$437,931 41	$492,468 83
Interest, taxes, etc.	255,138 71	275,769 76
Balance	$182,792 70	$216,699 07

Compared with the previous year, the gross earnings of 1869 show an increase of $17,336 85; with an increase in expenses of $62,799 43—making the increase in net earnings, $54,537 42.

There has been expended within the year on permanent account: for construction, $163,346 40; and for equipment, $166,755 16—total, $330,101 56. The report says;

Out of the profits of the past year, a scrip dividend of five per cent. (convertible into seven per cent. bonds of the Company) has been declared, and will be credited to the stockholders as they shall stand registered on the books of the Company, on the 15th inst.

The real estate account has been increased $214,779 60, by the purchase of additional property required to better accommodate the business of the road.

The construction account has been increased $165,943 24.

The double track was completed between Philadelphia and Abington, and put into use on the first of June, when the summer time-table took effect; additional accommodation trains were then put on the lower end of the road, which greatly facilitated the through travel by relieving the through trains from the very frequent stoppages at the way stations near the city, thus giving increased accommodation to both through and local travel.

The equipment account has been increased $166,755 16, by the addition to the rolling stock, of five first-class locomotive engines, four first class passenger cars, and one hundred and ten freight cars.

The Pennsylvania and New York Canal and Railroad Company opened their road between Wilkesbarre and Waverly, for passenger travel, on the sixth of September, since which time passengers have been ticketed and carried through between Philadelphia and Waverly without change of cars, via the Lehigh Valley Railroad; a freight line has also been established between the same points.

Passengers and freight are also carried in connection with the Lehigh and Susquehanna Railroad, between Philadelphia and all points with which the road connects.

The Philadelphia, Germantown and Norristown Railroad Company are now constructing a road between Conshohocken and the road of this Company, connecting south of Sandy Run, which they expect to have completed and put in use the early part of the coming summer.

The Company have 29 locomotives. Miles run with passenger trains, 263,527; with freight trains, 196,616—total, 460,143. Number of passengers carried, 771,984; do. carried one mile, 18,942,282, equal to 258,189 through passengers Rate per mile per passenger, 2.80 cents. Tons of freight moved one mile, 20,252,516, producing per ton per mile, 3.72 cents.

CONDENSED BALANCES, OCTOBER 31, 1869.

Capital Stock	$3,150,000 00
Six per cent. coupon bonds	2,275,000 00
Seven per cent. do. do.	811,500 00
Ten per cent do. do.	360,000 00
Scrip issued for six per ct. coupons	125,134 00
do. ten do. do.	15,805 00
Ground rents and mortgages	286,650 24
Scrip issued for dividends	81,777 50
Unpaid coupons and scrip	2,653 82
Unpaid accounts	72,676 10
Bills payable	145,561 37
Profit and loss	244,007 88
	$7,520,265 91
Right of way	$216,018 35
Construction of road	4,926,054 29
Second track of road	123,899 25
Equipment of road	968,787 36
Depots, shops and stations	324,513 59
Real estate	691,221 44
Telegraph	8,511 52
Trustees' general mortgage	2,600 00
Stores	83,820 48
Unpaid accounts	78,245 70
Cash	104,643 93
	$7,520,265 91

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C Kent, Charles W. Wharton, Edward Roberts. *City Directors.*—Jacob Reigel, Oliver H. Wilson.

Treasurer.—WILLIAM WISTAR.

Secretary.—EDWARD ARMSTRONG.

Engineer and *Sup't.*—SOLOMON W. ROBERTS.

Atlantic and Great Western Railway.

The following scheme for the reorganization of this company was issued by the London Agency on the 20th of May. A London telegram, dated June 11th, informs us that the plan has been assented to by the stockholders, votes representing more than one-half the stock having been cast in favor of the measure:

Foreclosure, under the consolidated mortgage, to be prosecuted, and decrees for sale obtained, and the railway, with its rolling stock, leases, franchises, &c., sold; and to be bought by General George B. McClellan, William Butler Duncan, Esq. (Messrs. Duncan, Sherman, and Co.), and the Hon. Allen G. Thurman (United States senator from Ohio), as trustees and agents for the purchase of the property on behalf of the creditors, and for its reorganization under the scheme herewith. The trustees to organize a new company, under the title of "The Atlantic and Great Western Railroad Company." During the time required to complete the reorganization the trustees may appoint managers to conduct the affairs of the railroad, and appoint a provisional board of directors until the board of the new company is regularly elected. The trustees to cause to be executed new mortgages, as hereinafter mentioned, to a trust company in America, and to have all the new securities prepared and forwarded to their agents in London for issue, in accordance with this scheme and agreement. All existing bonds, coupons, certificates of debenture and indebtedness, shares, and other securities, to be lodged, if required, with the agents of the trustees in England, who are to give certificates acknowledging the receipt of the securities, to be held for the purposes of this scheme. Application will be made to the Stock Exchange to recognize these certificates, to be dealt in as representing the original documents, pending their exchange into the new securities when ready for issue,

Holders of divisional bonds who may prefer to retain them until the new bonds are ready for issue, may do so, but all overdue coupons up to and including 1st July, 1870, should be deposited with the bankers on signing the contract, and assent, and the bonds stamped to that effect. Scrip for the new securities will be issued in exchange for the bankers' receipts as soon as the necessary legal formalities will permit. The trustees to take such legal or other measures as may be found necessary to carry out this scheme. A form of contract and assent to be prepared for signature.

The new securities are to be issued in the following order:

1. First general mortgage bonds for $10,500,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a first mortgage of the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of seven per cent. per annum, payable in gold, half yearly, for a term of thirty years, with the option reserved to pay them off at any time after ten years; but a default in payment of two consecutive half-years' coupons shall render the whole of the bond and interest due and payable, and in such an event thirty per cent. of the whole issue of these bonds shall have the absolute power of foreclosure. These bonds are to be exchanged for the present first divisional bonds and overdue coupons thereon. And also for twenty-five per cent. of the certificates of debenture of 1864.

2. Second general mortgage bonds for $7,000,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a second mortgage of the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of seven per cent. per annum, payable in gold half-yearly, for a term of thirty years, with the same conditions as to the payment of interest and principal and power of foreclosure as are to appertain to the first mortgage bonds. These bonds are to be exchanged for the second divisional bonds and overdue coupons thereon, for twenty-five per cent. further of the certificates of debenture of 1864; and for all coupons due prior to January 17, 1867, heretofore not duly paid.

3. Third general mortgage bonds for $22,500,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a third mortgage on the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of 7 per cent. per annum, in gold, payable half-yearly, for a term of 30 years, provided such interest, or any part thereof, be earned during the year, but not to be accumulative. These bonds are to be exchanged for the consolidated bonds, for 25 per cent. of the certificates of debenture of 1864, and for 25 per cent. of the certificates of debenture of 1868.

4. Five per cent. preference shares to be given for the overdue coupons of the consolidated bonds, matured since 17th January, 1867, and for 25 per cent. of the certificates of debenture of 1868.

5. Ordinary shares to be given for 25 per cent. of the certificates of debenture of 1864, and for 50 per cent. of the certificates of debenture of 1868.

The securities of the Atlantic and Great Western railway, after conversion, will be cancelled by the trustees, and the numbers, amounts, and description published at stated periods, but the certificates of debenture of 1864 will be cancelled only when the proportionate amount of collaterals are duly withdrawn from the trust, when both will be cancelled.

The expenses of carrying out this scheme, and of sustaining the organization of the present company, to be provided by the new company, the trustees being authorized to issue and use for these purposes, by hypothecation or otherwise, a *pro rata* amount of each description of bonds.

Synopsis of Arrangement.

1. Under the proposed arrangement the holders of the various first divisional bonds will receive in exchange therefore first mortgage bonds of the new company, secured on the whole line, franchises, and property of the company, for the amount of principal and interest due to them.

2. The second divisional bondholders will receive in like manner second mortgage bonds, secured on the whole line, franchises, and property of the company, for the amount of principal and interest due to them.

3. The holders of certificates of debenture of 1864 will receive in exchange, therefor—

1. Twenty-five per cent. on the nominal amount of the debentures in the first mortgage bonds of the new company.

2. Twenty-five per cent. in second mortgage bonds of the new company. These two amounts being about the amount of divisional bonds and overdue coupons now held in the debenture trust as collateral security.

3. Twenty-five per cent. in the third mortgage bonds of the new company.

4. Twenty-five per cent. in the ordinary shares of the new company.

They will also be entitled to receive a further payment in cash, in the course of the current year, of about 3½ per cent., in addition to 1½ per cent. already paid on account of other securities deposited in trust for them.

4. The consolidated bondholders will receive:

1. Third mortgage bonds of the new company for the amount of principal.

2. Five per cent. preference shares for the overdue coupons.

5. The holders of certificates of debenture of 1868 will receive:

1. Twenty-five per cent. in third mortgage bonds of the new company.

2. Twenty-five per cent. in five per cent. preference shares of the new company.

3. Fifty per cent. in ordinary shares.

All coupons from 17th January, 1867, to 1st July, 1870, to be capitalized, and the interest accruing between the latter date and the issue of the new securities to be paid in cash out of the earnings after the reorganization of the line, according to the provisions contained in this scheme.

The future management of the company in the United States to be vested in not more than nine directors, of whom Gen. George B. McClellan is to be President, and to retain office for three years certain. One-third of the board to retire annually, but to be eligible for re-election. Three trustees, with proper remuneration, to be appointed by the shareholders, who shall exercise the voting power in respect of the shares, under the instruction of the third mortgage bondholders given personally, or by proxy, at a public meeting, to be convened annually in November, until a dividend of not less than five per cent. has been paid on the shares for two years in succession, when the trust will be dissolved and the voting power revert unconditionally to the shareholders. These trustees are also to form a committee to aid in and supervise the proposed conversion of securities, and to give general protection to the interests of all classes of creditors.

Present Indebtedness.

First divisional bonds	$5,700,500	
Overdue coupons say.....	1,197,105	
		$6,897,605
Second divisional bonds...	1,469,300	
Overdue coupons say.....	308,553	
		1,777,853
Consolidated mort. bonds.	*17,593,600	
Overdue coupons say.....	3,694,656	
		21,288,256
Coupons due prior to Jan. 17, 1867...		1,409,196
Total bonds and overdue coupons..		$31,372910
Certificates of debenture of 1864.....		14,000,000
Certificates of debenture of 1868, say..		13,000,000
Total indebtedness.....		$58,372,910

Proposed Capital of New Company:

First general mortgage bonds	$10,500,000
Second " "	7,000,000
	$17,500,000
Total of first and second general mortgage bonds, with coupons for 7 per cent. interest per annum. Requiring a net revenue of $1,225,000.	
Third general mortgage bonds.....	24,843,600
With interest at 7 per cent. in gold, payable if earned within the year, or as much as may be earned within the year.	
Five per cent. preference shares.....	$6,944,656
With interest at 5 per cent. if earned within the year; but should a fourth mortgage be hereafter created, the preference shares are to be included therein.	
Ordinary shares.....	16,211,744
Total proposed capital.....	$65,000,000

* This amount may be increased by 878,400 dollars, in which case it is believed the divisional bonds will be decreased by the same amount.

Pennsylvania Railroad Company.

The aggregate receipts of this company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1868 and 1869, have been as follows:

	1868.	1869.
Pennsylvania R. R.	$17,238,497 31	$17,250,811 73
Philadelphia & Erie R. R.....	2,804,250 36	3,262,705 29
Pittsb'g, Ft. Wayne & Chicago Railway for six m'ths	.....	4,146,882 22
Total gross earnings.....	$20,087,747 67	$24,660,399 24
Deduct expendit's.	14,748,408 89	19,637,573 64
Net earnings.....	$5,289,338 78	$5,022,825 60

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings:	1868.	1869.
From first class passengers	$3,531,903 94	$3,500,071 06
From emigrant passengers.....	78,244 29	131,065 93
From U. S. mail,..	99,981 25	118,961 91
From express	291,881 21	802,654 54
From freight.....	12,882,165 30	12,932,656 88
Rent of property..	349,321 32	62,226 83
Miscellaneous.....		208,174 58
Gross earnings....	$17,233,497 81	$17,250,811 73
Expenditures for—		
Conducting transp..	$3,609,233 18	$3,503,792 57
Motive power.....	3,361,694 72	3,679,195 15
Maintenance of road	3,268,896 44	3,341,568 10
Maintenance of cars	1,442,785 90	1,464,859 22
General expenses...	178,423 92	218,852 56
Total expenses....	$11,860,983 88	$12,203,267 60
Earnings less exp.	$5,372,513 43	$5,047,544 13

The number of miles of single track in use on the road and branches, including sidings and second tracks at the close of each year was as follows:

	1868.	1869.
Main Line, including sidings	875.57	881.70
Branches owned	52.00	64.50
" leased	204.49	226.50
Private sidings and branches	47.12	42.50
Total length in miles..	1,279.48	1,205 20

The single track on the Main line is now limited to the following sections, viz: At Susquehanna Bridge, Rockville, 1 mile 559 feet; at Manayunk Bridge, 1,184 feet; at Mount Union Bridge, 1,222 feet—total, 1 mile 2,965 feet.

The number of locomotives on the road at the commencement of the years 1868 and 1869, was..... 415 434
And at its termination..... 434 477

The mileage of engines in each year, was as follows:

	1868.	1869.
Passenger engine mileage	2,051,625	2,302,968
Freight "	6,355,865	6,904,888
Distributing "	285,838	366,776
Total mileage	8,693,328	9,574,632

The number of cars on the road at the end of each year was as follows:

	1868.	1869.
Passenger, baggage and express	325	346
Freight and coal,	6,208	7,011
Other cars (in maintenance department)	677	750
Individual cars	2,811	2,798
Total	10,021	11,905

The number and mileage of passengers carried was as follows:

	1868.	1869.
Passengers	3,747,178	4,229,863
Miles traveled	133,174,706	144,728,652

The tons of freight and the miles each ton was carried, was follows:

	1868.	1869.
Merchandise	2,362,885	2,662,667
Coal	2,065,049	2,329,358
Fuel and material	294,181	410,966
Total (tons)	4,722,015	4,402,991
Total tonnage moved one mile	675,775,560	752,711,312

The shipments of oil during the year amounted to 627,473 bbls., against 756,169 bbls. in 1868—a decrease of 128,696 bbls., or 17 per cent.

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1868 and 1869, compare as follows:

	1868.	1869.
From passengers	$631,437 59	$672,964 46
" freight	2,101,613 98	2,507,082 93
" express matter	30,954 33	31,327 51
" mails	21,518 04	24,616 67
" miscel. sources	18,726 42	26,713 72
Total earnings	$2,804,250 36	$3,262,705 29

The operating expenses for the same years were:

Transportation	$610,774 32	$671,606 07
Motive power	677,028 49	749,641 82
Maintenance of way	600,284 40	733,415 17
" cars	178,913 85	213,546 07
Total operating exp.	$2,067,001 06	$2,368,209 13
To which add thirty per cent. due on lease to meet interest on bonds, etc	820,423 95	956,009 12
	$2,887,425 01	$3,324,218 25
Loss on operation	$83,174 65	$61,512 96

PITTSBURG FT. WAYNE AND CHICAGO RAILWAY.

The earnings of the Pittsburg, Fort Wayne and Chicago Railway under its lease to this company, for the six months ending December 31st, 1869, were..... $4,146,882 22
And the expenses during the same period were..... 2,826,095 92
Balance..... $1,320,786 30
The semi-annual rent, with the interest on the bonds of the company, expenses of maintaining the organization, contribution to sinking fund, &c., &c., amounted to..... 1,283,991 87
Showing a profit in the operation under the lease of..... $36,794 43

GENERAL ACCOUNT.

The General Account, showing the financial condition of the company December, 1868 and 1869, presents the following balances:

	1868.	1869.
Capital stock	$27,040,762 50	$33,493,112 50
Funded debt, viz:		
1st mort. 6 per ct. due in 1880	4,972,000 00	4,972,000 00
2d mort. 6 per cent. due in 1875	4,877,840 00	4,866,840 00
General mort. 6 per ct. due in 1910	1,545,000 00	6,826,500 00
Bonds due State 5 per cent	6,232,754 93	6,082,538 14
Mortgages and ground rents	117,809 32	102,809 32
Short bonds, 6 per ct. due in 1871	3,520,728 00	1,114,224 00
Total capital and debt	$48,306,894 75	$57,458,028 96
Bills and accounts payable	3,361,367 50	5,573,323 10
Contingent fund	1,606,250 00	1,000,000 00
Balance	869,232 62	998,955 46
Total debit side	$54,143,744 87	$65,030,302 52
Cost of road and appurtenances	$13,568,629 75	$14,087,741 13
Philadelphia and Columbia R. R.	5,375,733 43	5,375,733 43
Equipment	4,476,849 98	6,182,448 17
Real estate and telegraph line	3,978,657 98	4,271,506 88
Extension of road to the Monongahela & Delaware Rivers	3,366,561 51	2,475,437 10
Total	$29,761,582 65	$32,392,866 71
Harrisburg & Lancaster Railroad stock	732,950 00	768,250 00
Connecting Railway stock	1,277,350 00	1,277,350 00
Pennsylvania canal stock	1,101,155 00	1,101,156 00
Stock and bonds upon the line of railway between Pittsburg & Columbus	5,633,450 00	7,676,695 31
Philadelphia & Erie R. R. stock	779,637 26	779,637 26
Other bonds and stocks of municipal and railroad companies	1,283,433 34	6,019,221 01
Bills and accounts receivable	6,613,527 20	8,086,147 79
Bonds and stocks in sinking fund	2,301,429 99	2,433,432 85
Fuel and materials on hand	1,409,829 86	1,899,428 49
Advanced to Philadphia & Erie R.R.	790,721 72	946,191 50
Balance in hands of agents and treasurer	2,458,728 66	1,650,926 10
Total credit side	$54,143,744 87	$65,030,302 52

The following summary exhibits the condition of the capital account for the past fifteen years embracing the whole period since the completion of the line:

	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	16,094,451	29.334,676	27,670,672
1859.	13,349,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28,846,442
1861.	13,264,100	16,936,764	30,200,864	29,587,678
1862.	13,274,100	15,696,764	29,970,864	29.888,552
1863.	13,480,250	16,949,124	30,379,374	30,592,298
1864.	19,896,060	16,802,124	36,698,184	31,024,891
1865.	20,000 000	16,750,124	36,750,124	31,809,334
1866.	20,000,000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,132	48,306,894	29,761,533
1869.	33,493,112	23,964,912	57,458,024	32,392,867

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Dividends.
1855.	$4 270,070	$2,340,738	$1,829,277	6
1856.	4,720,124	2,814,568	1,905,626	6
1857.	4,855,659	3,000,743	3,854,826	3½
1858.	5,185,331	3,021,885	2,163,436	5½
1859.	5,362,355	2,130,738	2,231,617	6
1860.	5,932,701	3,636,659	2,296,042	6
1861.	7,300,001	3,653,063	3,646,938	6
1862.	10,304,291	5,431,073	4,873,218	8
1863.	11,891,415	6,780,000	5,111,418	9
1864.	14,759,058	10,693,944	4,065,114	10
1865.	17,459,169	13,270,058	4,189,111	10
1866.	16,583,883	12,790,909	3,792,974	9
1867.	16,340,156	12,080,299	4,259,857	6
1868.	17,238,497	11,860,984	5,372,513	8
1869.	17,250,812	12,203,268	5,047,544	10

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May 1868, 5 per ct.

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof has been as follows:

	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	30 per ct. of Gross Earn'gs.†
1862*.	$425,687	$226,647	$199,040	$122,697
1863.	725,670	336,596	389,074	218,301
1864.	1,131,148	838,594	292,554	335,709
1865.	2,074,140	1,746,052	328,088	598,708
1866.	2,541,052	2,086,975	454,077	732,789
1867.	2,333,760	2,010,873	322,887	677,239
1868.	2,804,250	2,067,001	737,249	820,424
1869.	3,262,705	2,368,209	894,496	956,009

* 11 months.

† This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

☞ The Ogdensburg and Lake Champlain Railroad has declared a dividend of 3½ per cent. The contract with the other roads is 6 per cent. for three years, 7 per cent. for three years and 8 per cent. for fourteen years. The extra 1 per cent. is made from the surplus, wich is sufficient to enable them to pay the extra 1 per cent. for three years, making it a 7 per cent. stock for the six first years.

☞ The Michigan Lake Shore Railroad have their iron laid to within four miles of Holland and expect to reach Grand Haven by the fourth of July.

☞ The White Mountains Railroad was opened to the village of Whitefield on the 1st inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,252,300	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,15?,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,560,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Bloesburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* " 50	447,000	J. & D.	June' 70 3
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'61 2½
Chemung*.....100	380,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 80	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*..100	2,800,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68½
" Street.....	---- ----	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	10,460,900	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	189,000	---- ----	---- ----
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,646	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,286,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,678,641	J. & J.	July'70 3½
Do. do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.)..... 100	2,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	---- ----	Jan. '70 3
East Tenn. and Georgia....100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,448	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '70 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do. pref.100	5,258,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	320,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,390	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	300,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	---- ----	June'69 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " 1st pref.100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,800	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... 100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	788,588	---- ----	---- ----
N. Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,250,000	F. & A.	Feb. '70 5
New London Northern.....100	895,000	---- ----	July'69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Jan.'70 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5s
Norwich & Worcester 100	2,368,000	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	5,500,000	J. & D.	Jun.'70 2½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,220	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.AJ&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,850	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Jan. '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pitteb., Ft.W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	Jan. '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred..... 100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkfll Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	---- ----	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	8,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	596,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11 4s
" " (W. D. pref..100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,478	J. @ J.	Jan.'70 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian....100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee....100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	349,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan.'70 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 7s	1 512,500	J. & J.	Jan'70 3s
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania.....	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,907,850	---- ----	---- ----
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,800,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	---- ----	June'70 3
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	435,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	380,228	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,368	354,244	415,982	408,999	426,752	359,102	330,169	3,892,881
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	363,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	354,663	395,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	288,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,601	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712,359	9,299,420
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,787
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,166	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	201,500	218,600	244,161	246,045	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	885,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,062	123,802	1,201,290
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,620	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,996*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,823	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,288	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,206	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	696,566	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,282	305,464	278,701	310,762	302,426	281,615	3 380 083
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,099	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,286
1870	152,893	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,490	3,809,353
1868	278,712	266,137	267,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,348
1870	.....	293,645	295,298	318,609	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,603	623,560	617,586	758,467	857,332	837,388	716,829	5,709,185
1870	438,529	500,139	589,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	115
" " " ..... coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111¾
" " " (5-20s).....coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	111¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
" " " (5-20s).....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113¾
" " " (5-20s).....coupon		6	" "	1886	113¾
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	110½
" " " (5-20s).....coupon		6	" "	1887	114
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
" " " (5-20s).....coupon		6	" "	1888	113¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	114¼
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	nil.	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101¼
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99¼
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95½
" — " " (" ").	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" ").	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	....
" —Liquidation Bonds.....	193,400	6	" "	1865	100¾
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	100
" —War Loan Bonds	543,200	6	" "	1879	....
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	101
" —" " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defence Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " " .....@	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	77
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	75½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	93
" — " " (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	" "	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	98½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted.....	2,252,112	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	1,214,580	6	" "	'89-'90	....
" — " " 1827.....	269,000	6	" "	1890	98
" — " " 1834-'35.....	24,000	5	" "	1880	....
" — " " 1838-'39.....	1,438,428	6	" "	'70-'86	96
" — " " 1838-'39.....	525,866	6	" "	'89-'90	....
" — " " 1838-'39.....	46,232	5	" "	1900	75
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	108½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	98
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111¾
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " " "	650,000	6	" "	'72-'73	111
" — " " "	720,000	6	" "	'74-'75	106½
" — " " "	1,430,000	6	" "	1876	108½
" — " " 1862.....	600,000	5	" "	'77-'78	98½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" * —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'78-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	94½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	94½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94½
Nebraska—(No Account).....	.....	....	.....	.....	....
Nevada—(No Account).....	.....	....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	108
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	3,511,000	6	J. & J. or A. & O.	'69-'91	48½
" — " (new).....	3,059,045	6	" "	'92-'98	25
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,028,171	6	Jan. & July.	1870	100
" — " (").	1,600,000	6	" "	1875	102
" — " (").	4,096,300	6	" "	1881	102½
" — " (").	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — " "		5	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
" —" "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
" — " " "	7,909,600	6	" "	1877	108
" — " " "	9,273,050	6	" "	1882	109½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	96
" —Funding Bonds	1,282,971	6	" "	'70-'90	82½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — " "	289,160	5½	" "	"	....
" — " "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	63½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	62
Texas—No legal debt.....	.....	....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	96½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	63½
" — " Bonds	10,966,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	63
" — " Bonds	3,445,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,000	6	Jan. & July.	'72-'82	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1896	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	33½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £309,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	867,000	6	May & Nov.	" "	1880	90
Consol. Mortgage for $5,000,000	4,035,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	234,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	98
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90½
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	39½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1886	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	95
New Mortgage	232,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1882	....
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	73 79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	92
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	874,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1906	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	95
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	675,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1861	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1893	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1893	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	850,000	7	Jan. & July.	"	1896	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1876	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	880,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,333,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	837,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	380,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	94
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
3d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	95
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	295,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1861	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1898	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,342,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	" "	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	380,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	92½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	96
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	98½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	77
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1890	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1863 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1896	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	600,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1876	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Bosto n	'87–'89	77
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	87½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	...
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400.000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000.000	963,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	80½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	72½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	...
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	...
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	...
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	...
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	...
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	...
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.:	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	...
Dec. 31, 1868	237.0	48.0	15.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	70½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	140½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,868	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	153
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,336,812	1,071,881	247,195	8	100	135½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	143½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,886,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	28,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	171,645	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	.....	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	.....	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	841,653	411,226	—	100	87½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	7,830,525	2,527,488	10	100	119½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,429	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	3	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)	—	—	6	100	70½
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	41	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	50	88
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	25	....
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela.,L	and W.)	54,000	54,000	9	50	28
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	—	—	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	118
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	125½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	85
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,665	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	122½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees	—	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	580,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	81
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	109½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo ..N. Hampshire.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shor	e.)	—	7	100	93
Dec. 31, 1868	688.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	21¼
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	150
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	698,258	*	—	—	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,260	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,709,000	250,000	—	216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	138½
Dec. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	—	—	—	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	—	—	—	—	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	.....	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,067,617	.....	.....	14,100,600	3,683,000	1,008,162	.....	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13½	50	111¼
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	.....	*	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	825,199	*	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	106¼
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	.....	.....	689,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progress.)	—	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	—	—	—	500,000	1,000,000	.....	.....	—	.....	.....	.....	(In progress.)	—	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,806	—	—	—	124,800	140,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	.....	.....	—	(Leased	to Phila.,	Wil. & Bal	t.)	.....	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	—	—	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	100	84
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,989	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	.....	—	—	—	.....	.....	.....	.....	150.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	.....	—	—	—	.....	.....	.....	(Oper. by	—	Evansville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Centra l.)	—	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Centra l.)	—	165,000	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,006	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	22½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.0	400,645	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶..Maine.	.....	—	—	—	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	—	—	—	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	—	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	137½
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	.....	—	(Leased	to Belvide	re Delaw	are.)	.....	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	76	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	.....	—	.....	.....	1,000,000	1,600,000	.....	.....	—	(In pr	ogress.)	.....	.....	.....	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	.....	.....	230,845	—	97,000	.....	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley.....Michigan.	.....	—	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30	168	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	104.2	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	.....	*	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	120
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	373,153	851,826	182,994	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	136.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Houston Tap and Brazoria.....Texas.	.....	—	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669,382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,806	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	141½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	—	—	—	(Is now operating Terre	Haute,	Alton &	St. Louis R.	R.)	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	32
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	91
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	....
Oct. 31, 1868	4.6	0.8	4.6	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	.....	.....	180,250	800,000	.....	.....	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	—	—	100	....
Dec. 31, 1868	18.0	—	53.0	—	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	.....	—	—	—	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	—	—	—	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg .....Penn.	3,231,358	521,472	.....	.....	1,336,000	2,249,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	110.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich.	Southern consolid ated.)				619.3	.....	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa l and Na	vigation .)			153.0	918,774	.....	.....	.....	.....	—	109	99½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	116
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200		42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operated by Lou isv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & X enia.)			8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. a nd Read.)			.....	.....	4	50	86½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,871	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	475	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Lou isv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	38.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summi t Branch.)			63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p rogress 66 miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	.....	(In hands of rec eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. a nd Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	133
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	—	—	—	—	(Owned by Co ncord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat ed by con tractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b y L. & N. 4¼ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,068,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	68½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased to Phila. a nd Reading.)			302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	91
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,062	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat ed by Louisville & N ashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,600	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	—	6.0	(Owned & oper. b y Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Co mpanies)			.....	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1869	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	5.1	....	34.7	....	....	....	....	....	N. Y., Housatonic & N.Y. & Conn.	248,304	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	460	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	144½
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	159
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New Y ork Centr al.)			60,000	6	100	....
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	533,859	25,323	—	100	....
																						254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																		
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,296,961	301,779	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1,015,304	388,240	5s	50	84
Dec. 31, 1868	94.8	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			4,303,783	983,763	6	50	90½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Nova Scotia.)				145.0	279,621		3,345,141	253,994				
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417,500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	95
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,854,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	40½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	93½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	8,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100	144½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)				—	100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,766				339,650	160,000					(Leased to Camden and Amboy.)				—	100	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,476,483	929.7	8,693,328	133,174,706	70,830,225	17,238,497	5,372,513	6	50	115½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,600		3,200,000	597,500	375,000		47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000									—	100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		39.0	87,111			156,746	19,424	—	50	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		287.5				2,804,250		—	50	59
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	170
Nov. 30, 1868	93.0	54.0	275.7	—	288	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	108
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5				995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	111½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	16	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,338,631	646,465	—	50	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,318	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	115½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concord.)			24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern.)			24,737	—	100	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.															—	100	
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000				159,744			178,456	26,995	—	50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,986	58,728	—	100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in operation.)				—	100	
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)				—	100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*							166.3	694,409	4,069,421	11,712,202	993,239		—	100	25
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000					(About $5 0,000 a month.)				—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to Ind. & St. Louis.)		517,941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000			120.0				612,000	171,000	—	100	49
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. & Alton.)		240,000		—	100	
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under construction.)				—	100	
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)				—	100	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	
Dec. 31, 1868	86.0	—	....	200.0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000		91		(Leased	to West Jersey.)			16,533	6	50	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,423	82,542		1,590	243,305	226,800	353							17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,200			416,916	106,052	—	100	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,848	*			1,269,150	97,000	148,578		54.0	152,360			167,518	344	—	50	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased	to Phila. and Reading.)				5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000									—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705			277,763	83,611	5	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	90	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central of New Jersey.)				6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,264,962	590,706	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000						(In progress.)				—	100	
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1868	56.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in full operation.)				—	100	
Sept. 30, 1868	123.0	6.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,800	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under construction.)						—	100	
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											250,000		—	100	
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.									91.0						—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. L & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	60½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,			R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	44
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	102½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western North Carolina..North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,278	252,544	10	50	126
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Sept. 30, 1868	171.0	—	—	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
									Wrightsville, York and Gettysburg.Penn.	395,535	¶	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,960	362,488	—	50	80½
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)								
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)	—	—	—	—	—	—	.....	.....	14	100	123½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,280	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	70½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,680	.....	—	50	17½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	—	123.0	—	—	—	60,830	5,307	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	267,884	29,513	—	50	13
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101½
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	14½
Dec. 31,'68				Hoboken and Hudson City.N.J.										....
Dec. 31,'68				Hoboken and Weehawken .N.J.										....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Sept. 30,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,788,977	750,000	250,000		625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	200	10	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	37	3	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										21
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).... Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'0	4.00	44		Worcester .....Mass.	99,573	75 000	72,000	26,000				100	10	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M& N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J & J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M& N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48.300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	300,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	....	....
Catawissa,* pref. and guar.....	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	92
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.....	5,253,836	....	....	119½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	19
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.....	3,500,000	7	7	75½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	76
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,596	6	6	36½
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	70
Schuylkill Navigation, pref.....	2,888,997	6	6	36½
Union, preferred.....	.....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	....	32½
Mariposa Mining, pref.....	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 34	@ 37 —
Pig, American, No. 1	32	@ 34 —
Pig, American, No. 2	30	@ 31 —
Pig, American, Forge	29	@ 30 —
Bar, Refined, English and American	—	@ 75 —
Bar, Swedes, assorted sizes	(gold). 85	@100 —
	STORE PRICES.	
Bar, Swedes, ordinary sizes	110	@ — —
Bar, Refined	—	@ 77 50
Bar, Common	72 50	@ — —
Scroll	87 50	@115 —
Ovals and Half-round	95	@110 —
Band	95	@ — —
Horse Shoe	95	@ — —
Rods, ⅜@3-16 inch	85	@120 —
Hoop	105	@145 —
Nail Rod	per lb. —	7 @ — 7½
Sheet, Russia, as to No.'s	(gold) —	11 @ — 11½
Sheet, Single D. and T. Common	—	4½@ — 5½
Rails, English	(gold) per ton. 59	— @ 60 —
Rails, American, at Works in Penna. c'y.	71	— @ 72 —
Anvils, (Eagle)	per lb currency. —	8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb. —	15 @ — 18
English Spring (2d and 1st quality)	—	7 @ — 10
English Blister (2d and 1st quality)	—	10 @ — 17
English Machinery	—	11½@ — 14
English German (2d and 1st quality)	—	13 @ — 15
American Blister "Black Diamond"	—	— @ — 12
American, Cast, Tool, do.	—	— @ — 18
American, Spring, do.	—	9 @ — 11
American Machinery do.	—	— @ — 12
American German do.	—	9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ ——
Clinch	—	— @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb. —	23 @ —28
Copper	—	36 @ —36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. —	43 @ — 43½
Straits	(gold).	— — @ — 38
English	(gold).	— 36½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ 9 —	10 — @ 10 50
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 75
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall. —	— @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	—	19 @ — 19½
Refined, prime L. S. to W. (110 @115 test)	—	26 @ — —
Refined, Standard White (in ship'g order).	—	27½@ — 27½
Refined, prime White (in shipping order).	—	27½@ — —
Refined, S. W. (in jobbing lots)	—	28 @ — 29
Refined, S. W. (in tin)	—	31½@ — 33½
Naptha, Refined, (65 @ 73 gravity)	—	9½@ — —
Residuum	per bbl. 4	— @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
Canton Co	....	....	67½	....	....	....
Central Pacific 6s	93	....	93	93	93	....
Central of N. Jersey	110½	110½	110	110	110	109½
Chicago & Alton	118	....	....	....	....	118
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	92½	....	....	....	....	....
Chicago, Burl. & Q	159	....	....	....	....	160
" 8s, 1883	113½	....	....	....	....	114
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	85	85½	85	84½	84½	84½
" pref	91¾	92½	92½	90⅝	90⅝	90½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	92
Chic., Rock Isl. & Pac	121¾	121½	121½	122	122	122½
Chicago & R. I. 7s, 1870	....	....	....	....	102½	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	99½	....	....
Clev., Col., C. and Ind	....	....	....	....	....	....
Clev. and Pittsburg	110½	110½	110½	110½	108⅝	109½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	78¾	....	....	....	....	78¾
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind., C	20	20½	20⅝	20½	21⅝	21½
" 1 M	82½	82½	82½	82½	83	83
" 2 M	....	....	66	66	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	111	111¾	....	....	....	111½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	106¾	106½	....	....	106½	....
Erie Railway	22¾	22½	22	22¾	22½	21½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	99	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	96½	....	....
" 4 M. 7s, 1880	....	....	....	....	91	....
" 5 M. 7s, 1888	....	....	83½	83½	83⅝	....
Great Western 2d mort.	81	80½	80⅝	....	81½	81½
Hannibal & St. Joseph	119	....	118	118	....	....
" pref	118	....	....	117½	118	118½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	106	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140¾	140½	....	140	140½	141½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98¾	97½	98½	98½	98⅞	99½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	19	....
" 2d pref	....	....	....	....	....	....
Michigan Central	125¾	125¾	125	....	....	....
" S. F. 8s, 1882	....	....	....	....	120	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	100	....	100	100	....
" 2 M	....	....	....	....	....	94½
Mariposa Mining Co	....	....	....	....	....	....
" pref	15	16	17	18	16½	....
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	68	68½	67⅞	68	....	67⅞
" pref	82⅝	82⅝	82½	82½	82½	....
" 1st mort	....	95	....	95	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	94	93⅞	....	94	....
Missouri 6s	94½	94	91½	94	93½	94
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	94½	91½x	....	....	90½	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
New York Central	....	....	....	....	....	100½
" 7s, S.F. 1876	102	....	....	....	....	102½
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93	93	93	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101	100½	100½	100½	100⅝	....
" certificates	96⅛	95½	95½	95½	95⅝	95½
N. York and Harlem	144½	144½	144½	....	144½	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	48½	....	48½	....	....
" new	25	24½	24	24½	25	24½
Ohio and Miss	41¾	41½	40⅞	40½	40⅝	41
" pref	75½	75½	75½	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	44	44½	45½	44½	44½	44
Panama	147	....	....	147	....	144½
Phila. and Reading	107½	106⅝	107½	106⅝	107½	107⅝
Pitts., Ft. W. & Chi. gtd.	96⅛	96⅝	96½	97	96⅝	97
" 1 M	105	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	8
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	77¾	....
Tennessee 6s	63	64	62½	63⅝	64	63½
" new	61½	61⅞	61½	61⅝	62⅝	61⅝
Tol., Wab. & Western	61½	60½	60½	59	59½	60⅝
" pref	....	....	....	75	....	....
" 1 M. ex	....	....	....	....	93	....
" 2 M	....	....	....	....	84	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort	87½	87½	....	87	....	87
Virginia 6s, ex-coupon	....	....	....	....	....	69
" new	68	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	108⅛	108⅜	....	108¼	108⅛	108⅜
U. S. 5s, 10-40s, reg.	108¼	....	108¼	....	....	108⅛
U. S. 6s, 1881, reg.	....	....	....	....	....	115
U. S. 6s, 1881, coup.	118⅛	....	118⅜	118¼	118	118¼
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62.	111⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	112⅛	112⅜	112½	112	....	112¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111⅛	111⅜	111⅜	111¼	....	111⅜
U. S. 6s, 5-20s, reg. '65.	111⅛	....	....	....	....	111⅜
U. S. 6s, 5-20s, c. 1865.	111⅜	....	111¼	....	....	111⅛
U. S. 6s, 5-20s, r. n. '65.	....	113⅜	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113⅜	113⅜	113⅜	113⅛	113⅛	113⅛
U. S. 6s, 5-20s, reg. '67.	110⅛	110⅛	110⅛	....	....	....
U. S. 6s, 5-20s, c. 1867.	114⅛	113⅞	113¾	113⅞	113⅜	114
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅞	....	....	....	....	....
U. S. 6s, Pac.R.R.Issue	114⅛	114⅜	....	....	114¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
.. preferred	38¼	38	37⅜	....	37⅜	37⅜
Camden and Amboy	120½	119½	119	....	119½	119½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	 94	....	....	....	....	....
.. 6s, 1889	89½	90½	....	....	....	....
.. mort. 6s, '89.	....	....	....	....	94½	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	94½	....	....	....
Lehigh Navigation	35½	35½	35	....	34½	34⅜
.. 6s, 1884	....	....	....	....	86	....
.. Gold L.	93	93	92½	....	93	93½
.. R. R. L.	91	....	91	....	....	91
Lehigh Valley R. R.	57⅜	57⅜	57⅞	....	58	58
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	43½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54⅛	54½	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	70	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	42	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	90½	90½	....	....	90½	90
.. 10s, 1887	....	109½	....	....	....	....
Northern Central	....	....	45½	....	....	....
Pennsylvania R. R.	58	57⅛	57⅜	....	57⅛	57⅛
.. 1st M.	....	....	103	....	....	....
.. 2d M.	....	....	....	....	98⅜	98⅛
Penn. State, 6s, 1st series.	....	....	105½	....	....	....
.. 6s, 2d series.	....	....	....	....	....	....
.. 6s, 3d series.	....	....	....	....	....	....
.. 6s, W. L.	104	104	104½	....	....	....
Philadelphia City, 6s	....	....	98	....	....	....
.. new	100½	100½	100⅜	....	100⅜	100⅜
Philad., Germ. & Nor.	....	85	....	....	85	....
Phila. & Reading	53⅜	53⅜	53⅜	....	53⅛	53⅜
.. 7s, 1893	....	105⅜	....	....	....	105½
Philadelphia and Erie	30	29⅜	29⅜	....	....	....
.. 6s	92⅜	....	....	....	....	....
.. 7s	....	92⅜	92⅜	....	92⅜	93
Schuylkill Navigation	9	....	8⅛	....	....	8⅜
.. pref.	18⅜	....	....	....	18⅛	18½
.. 6s, 1882	76⅛	76	76⅜	....	76	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	14½	14½	....	....	....
Chestnut & Wal.	....	....	....	....	45	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	45⅜
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	 20	....	....	....	....	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875.	95½	95½	95½	....	....	96
.. 1886	95⅜	....	....	....	....	....
.. 1890	96	96½	....	94¾	....	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	140⅛	....	....	....	....	....
.. bonds, 1875.	....	96	....	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	94⅛	....	....	....	....	94⅛
Marietta & Cin. 1st M.	93	92⅞	....	....	....	94
.. 2d M.	74⅛	....	74⅜	74⅛	....	74⅝
Northern Central	....	44	....	....	....	45⅞
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	....	152½	....	....	....	153
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	143½	....	....	....	143½
Boston, Hartford & Erie	5⅛	5⅛	5⅛	5⅛	5⅛	5
.. 7s, new	32⅜	33	33	33⅛	33⅛	33⅛
Cheshire, pref.	....	91¼	....	....	....	92
Concord	....	75	....	....	....	....
Connecticut River	....	138½	....	....	....	138⅜
Eastern	124	124	....	124	....	124½
Fitchburg	137	....	....	....	136½	137½
Manchester & Lawr'ce	....	....	....	....	....	133
Michigan Central	....	126½	....	....	....	125½
Northern, N. H.	....	....	115	....	....	115
Ogdens. & Lake Champ	91¼	93	94½	95	95	95
.. pref.	....	....	....	....	....	....
Old Colony & Newport	....	100	....	....	99⅜	99¼
Ph., Wil. & Baltimore	56½	....	56	....	55⅞	55⅞
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	43⅛	44	....	44	....	44
" 6s	....	84⅜	84⅜	84½	....	84⅜
" Land Grant 7s	77	77	....	....	77	77
" Income 10s.	87⅜	87⅛	87⅜	....	87½	87⅛
Vermont & Canada	102	....	102½	102½	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101½
Metropolitan ..	69½	....	69½	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	44
Franklin ..	....	....	....	....	....	4
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic .. 2	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	18	....	....	....	....

London Stock Exchange.

	Closing Prices. June 3.	May 27.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	70 — 75	65 — 70
Do. do., 2d mort., 1881	65 — 70	60 — 65
Do. Penn., 1st mort., 1877	68 — 72	65 — 70
Do. do., 2d mort., 1882	65 — 70	60 — 65
Do. Consol. 7 per cent. mort. 1890	29½— 30	28 — 29
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	18½— 19	18½— 19
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	109½—110½	110½—111½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	91½— 92½	92 — 93
Do. $50 shares	44 — 46	46 — 48
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, June 18, 1870.

Stock Exchange and Money Market.

The Money market has been quite easy for responsible borrowers all through the week at from 3@5 per cent. on call, and 5@7½ per cent. per annum in the discount line. The offerings of money, particularly on private account, have been largely in excess of the demand, which, though fairly active, has not been urgent at the ruling figures. The city banks, in their last weekly statement, showed a loss of 5½ millions of deposits, 2½ millions of specie, and about 1⅛ millions of legal tender notes. The loan and discount averages were reduced some three millions. The currency balance of the U. S. Sub Treasury at this port was increased over two millions, and the specie reserve was also slightly augmented.

The specie reserve of the city banks according to the latest return is $28,523,819, against $19,053,580 same time last year. The city bank deposits are now $220,699,290, against $193,886,905 week ending June 12, 1869. The legal tender reserve amounts to $60,159,170, against $50,859,258 same time last year. The circulation now stands at $33,142,188, against $24,144,790 same time last year. The loans are now $276,419,576, against $271,983,735 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $95,355,343 a day, against a daily average of $85,575,445 the preceding week, and $96,104,000 the week ending with May 28, 1870. The current weeks' exchanges average about 97¼ millions a day. The city banks, last week, reported a loss of $2,425,671 of specie, $5,492,507 of deposits, and $1,131,140 of legal tender notes. They reduced their loans, $3,066,158; and their circulation, $142,895.

The city bank exchanges on Wednesday were about 81 millions.

National Bank notes to the amount of $281,770 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,093,166, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $25,489,104, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,504,062. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,224,550; and for the public deposits, $16,334,000—making a total of $358,558,550. The Treasury Department last week redeemed and destroyed $585,900 of worn and mutilated fractional currency, and issued $378,755 of new.

The U. S. Sub-Treasury receipts, week ending with June 11, were $3,026,581 in coin, (including $2,432,000 from customs duties,) and $5,020,104 in currency; payments, $2,831,333 in coin, (including $481,029 of coin interest,) and $2,927,220 in currency; balance at the close of the week, $87,923,661 (including $75,523,514, of coin, and $11,010,645 of currency,) against $87,634,564 at the close of the preceding week, showing an increase of $289,097. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $558,768 in coin, (including $385,419 from customs,) and $1,042,752 in currency; payments, $89,024 in coin, (including $81,000 of coin interest,) and $303,623 in currency. On Tuesday, receipts, $460,054 in coin (including $372,439 from customs), and $620,224 in currency; payments, $61,858 in coin (including $58,000 of coin interest) and $2,250,345 of currency. The balance at the close of business on Tuesday stood at $87,747,582, (including $10,119,650 of currency, and $76,391,455 of coin,) against $88,166,814 a week previous; and $84,540,121 on May 28, 1870. The aggregate receipts of the office in May were $63,496,243, including $11,985,468 from customs; aggregate payments, $67,207,341 including $16,919,624 of coin interest; balance at the close of the month, $84,520,151, against $88,231,250 at the close of April.

The U. S. Sub-Treasurer issued in May $5,409,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,113,291 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $87,570,287.

Government revenues yielded quite liberally, particularly in the excise form, during the week,

The excises, during the week yielded $5,620,085; customs at the port of New York, $2,318,291, and at the outports about $750,000 (in coin) more, making the grand totali ncome for the week equal to about $9,071,912 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $170,-102,027.

Gold has been in less active request, even on speculative account, at from 113¾ down to 112⅝. The available supply has been more liberal, while the demand has been less confident. The export drain has been on a reduced scale. The specie shipments last week were only $843,824. On Wednesday of the current week, there were $159,-000 exported. Government marketed a million of Gold on Wednesday at 112 90. The bids reached an aggregate of $2,650,000. The award was made to a single firm at the rate named. Subsequently in the open market, the dealings showed some increase of activity and firmness, the price advancing to 113¼@113⅜, closing at 113¼.

The coin balance of the Treasury Department on Monday was $108,284,421, including $34,671,-000 on private deposit; currency balance, $20,-713,994.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,010,997.

The customs demand for Gold last week, averaged $405,334 a day; thus far, this week, it has averaged $378,929 a day, or equal to a weekly aggregate of $2,273,574. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,417; and since Jan. 1, 1870, $6,988,507, against $8,862,650 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $128,463,797 against $119,731,817, in 1868–'69.

The customs revenue of the port on Wednesday was $452,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 5th, was $3,107,000, against $2,931,000 same time last year.

The exports of specie, from this port, last week, were $843,824 against $403,024 same week last year; total, since July 1, 1869, $30,952,660, against $35,992,751 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $481,029, and since July 1, 1869, $85,671,417 against $86,731,172 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to June 5, were $15,371,000, against $15,-115,000 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $32,785.

Foreign Exchange has been in fairly active request, closing strong strong and buoyant. Cotton bills have been less plenty. Grain bills have been in better supply, as the result of the recent unusually heavy export purchases of wheat, chiefly for the French market. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 110⅛@110⅜, and on Paris to 5.14½c.@5.12½. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,827,-468, making the total since July 1, 1869, $191,221,-145, against $159,401,393 same time preceding fiscal year.

Government securities have been offered rather moderately at the going rates, which show a slight decline leading to a fair trade in the favorite six per cents. Toward the close, the Washington telegrams were of a more assuring tenor, as to the prospects of the financial projects pending in Congress. Hence, the demand for the public funds, as well as for Gold, became somewhat brisker, the market closing rather bouyantly, on a slight improvement in current values.

U. S. sixes of 1881 closed here at 118⅛@118⅜; U. S. Five-twenties of 1862, 112⅛@112¼; U. S. Five-twenties of 1864 at 111⅜@111½; U. S. Five-twenties of 1865 at 111⅜@111⅝; U.S. Five-twenties of 1865 consolidated, 113¾@113⅞; U. S. Five-twenties of 1867, 113⅞@114; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108⅜@108½; U. S. Six per cent. currency bonds, 114¼@114½.

State bonds have been in quite active demand at the advanced ruling prices.

Railway bonds have been in more request, including Central Pacific Sixes, which closed at 93@93¼. Union Pacific Sixes at 87@87½.

Railway and miscellaneous share property has been quite moderately dealt in, but quoted, in the main firm.

At Frankfort on Wednesday U. S. Five Twenties closed at 96⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 26.	June 8.	June 15.
Consols	*93⅛	92¾	94⅞
U. S. 5-20's of 1862	89⅜	89½	90¼
U. S. 5-20s, 1865	88⅝	88⅞	88⅜
" 1867	90⅞	91	91⅛
" 10-40s	86¼	86½	87¼
Erie	18¾	18½	18¼
Ill. Central	110	111½	114
At. and Gt. West	29	30	28

* Ex dividend.

An unusually active business has been reported in Breadstuffs at advanced prices for Flour and Wheat, which have been most sought after, largely for shipment to Havre. Cotton has been dull and lower. Provisions quiet, but held with firmness. Petroleum has been in fair demand at about steady rates. Middling upland cotton closed heavily on Wednesday at 21¾ cts. per lb. The stock of cotton now here is given at about 47,-500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,751,752 bales, against 2,001,671 bales in 1868–'9; exports, same time 2,010,023 bales, against 1,393,261 bales same time in 1868–'9; stock on hand at latest dates, 244,600 bales, against 112,650 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 6,974 pkgs., against 12,937 pkgs., same time in 1869. From Boston, 1,555 pkgs. in 1870, against 4,056 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand at from 13@17½c. per lb.; week's receipts, 6,444. Milch cows have been very quiet, at $40@$100 each, receipts, 66. Veal calves have been moderately active at from 6@10½c. per lb.; receipts, 3,298. Sheep have been in less request at from 4@8c.; lambs at 8@13c. per lb.; receipts, 21,603. Swine dull at 9½@10c. per lb., all live weight; receipts, 13,816.

Foreign goods have been in moderate request at generally fairly supported rates.

The ocean freight market has shown much more animation in the line of Breadstuff and Petroleum engagements, mainly for French and German ports, at firmer rates. For Liverpool we we quote flour at 1s. 6d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 5@5¼d. by sail, and 5¼@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d. @35s. by steamer, per ton. For Havre, flour at 65@70c., gold, per bbl.; and wheat, 7½@8½ d. per bushel. Total number of vessels in port on Wednesday, 467.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 14, and since the beginning of the year:

	1869.	1870.
For the week	$4,353,482	$3,827,468
Previously reported	75,181,940	76,288,101
Since Jan. 1	$79,535,422	$80,115,569

The imports for the week ending June 11, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,146,426	$1,368,466
Gen. merchandise	4,479,424	3,417,005
Total for the week	$5,625,850	$4,785,471
Previously reported	140,338,004	130,402,543
Since January 1	$145,963,854	$135,188,014

The balance in the Sub-Treasury on Wednesday was $87,570,287 29.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Great Western (Ills.) 1st mort., 1888, 90; Toledo, Peoria and Warsaw 1st mort., W. D., 82½; do. E. D., 82½; Central of New Jersey new bonds, 102¾; Chicago and Gt. Eastern Income bonds, 39½; Chicago and Milwaukee 1st mort., 92¾; Quincy and Toledo 1st mort., 83½; Toledo, Wabash and Western consol. bonds, 82½; Morris and Essex const. bonds, 90; Ohio and Mississippi consol. bonds, 90½; Milwaukee and St. Paul 1st mort., Iowa Div., 90; North Missouri 1st mort., 88½; Am. Dock and Imp. 7s, 97; Long Dock bonds, 87½; Pacific 7s, guar. by Mo., 100; St. Louis, Jacksonville and Chicago 1st mort., 92½; Rome Watertown and Ogdensburg R. R., 120; Long Island R. R., 62; NewJersey R. R., 119; Hartford and New Haven R. R., 173½; New York and New Haven R. R., 159; St. Louis and Iron Mt., 49; do., 1st mort., 89½; Georgia 6s, 88; Alabama 5s, 76; Louisiana 6s, 77; do. 6s, Levee bonds, 75⅞; do. 8s, Levee bonds, 93; Arkansas 7s, issued to L. R. and F. S. R. R. Co., 76; South Carolina 6s, new, Jan. and July, 82¼; Western Union Telegraph, 84; Atlantic Mail S. S. Co., 85¼; Am. Mer. Union Exp., 45¼; U. S. Exp., 45¼; Adams Exp., 63⅞; Brooklyn 6s, W. L., 95; Jersey City W. L., 96; Cumberland Coal and Iron, 40; Black Hawk gold, 0.28; Casco gold, 0.84; Central gold, 0.24; Consol. Gregory gold, 1.10, Grass Valley gold, 0.39; Quartz Hill gold, 0.22; Smith and Parmalee gold, 0.95.

Philadelphia.—Wyoming Valley Canal 6s, 72½; Oil Creek and Allegheny River R. R., 46¾; do. bonds, 82; Belvidere Delaware 2d mort., 85; do. 3d mort., 84; Warren and Franklin 7s, 86; Penn. and New York Canal 7s, 91¾; Lehigh Conv. Loan, 80½; West Jersey R. R. 7s, 96½; Perkiomen bonds, 77; Sunbury and Erie 7s, 101; Phila. Wil. and Balt. R. R. 6s, 93¾; Stubenville and Indiana 6s, 72½; Pennsylvania Gen. mort. coupon, 96¾; do. reg., 95; East Pennsylvania R. R., 42½; West Pennsylvania R. R., 81; Germantown Passenger R. R., 30; Union Pass. R. R., 43; Delaware Division Canal, 47; Penna. coupon 5s, 100⅜; Pittsburg 7s, 75; Shamokin Coal, 5; Clinton Coal, ½; New Creek, 7-16; Dalzell oil, ⅜; Ocean ore, 0.69. The latest quotations are: City 6s, 98@99; do., free of tax, 100⅜@100⅜; State 5s, coupon, 103¼@—; do., 6s, W. L., 104@104; do. 1st series, 105¼@105¼; do., 2d series, 108@108; do., 3d series, 110¼@111½; Reading, 53¾@53⅞; do., 7s, 1893, 105@105½; do., mort. 6s, 1880, 93½@—; Camden and Amboy, 119¼@119½; do., mort. 6s, 1889, 94@94½; do., 1883, 92½@94; do., 1889, 89¾@90¼; Penn. R. R., 57⅛@57¾; do., 1st mort., 102@103½; do., 2d mort., 98⅜@98½; Little Schuylkill R. R., 43¾@44; Morris Canal, 25@30; do., pref., 70@70; do., 6s, 80@83; do., scrip 7s, 78½@—; Susquehanna Canal, 5½@6; do., 6s, 45@48; Schuylkill Nav., 8@8½; do., pref., 18@18½; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 94@95; do., 5s, 59@60½; Lehigh Coal and Navigation, 35¼@35½; do., 6s, 1884, 86@86½; do., R. R. Loan, 91@91½; do. Gold Loan, 89⅛@89⅝; North Pennsylvania, 40@43; do., 6s, 96@97; do., 7s, 90@90¼; do., Chattle 10s, 109@110; Philadelphia and Erie, 29⅜@29⅝; do., 6s, 91@92; Minehill, 53⅞@54; Catawissa, 13@—; do., pref., 37¾@38; Lehigh Valley, 57½@58; do. 6s, 98@100; do., 6s, reg., 95@96; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@46¼; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 44½@45½; Hestonville, 14⅛@14½; Union, 43@43¼.

Boston.—Vermont Central 1st mort., 86¼; do., 2d mort., 43½; Vermont Central and Vermont and Canada 8s, 104; Eastern R. R. 6s, 1889, 96¼; do., 1885, 95; do., 1874, 99; Kalamazoo, Allegan and Grand Rapids 8s, 95⅜; Burlington and Missouri River R.R., 7s, Land Grant, 87¼; Stanstead, Shefford and Chambly 7s, 82¾; Ogdensburg and Lake Champlain 8s, 102½; Cedar Rapids and Missouri R. R. 7s, 1916, 87¾; Kalamazoo and South Haven R. R. 1st mort., 8s, 92; Rutland pref., 76; do., 7s, 1880, new, 78¼; Norwich and Worcester R. R., 106½; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 40½; Cincinnati, Sandusky and Cleveland, R. R., 35; do., 7s, 1890, 83¼; Connecticut and Passumpsic Rivers pref., 98¾; do., 6s, 1876, 94¼; Eastern (N. H.) R. R., 117⅛; Boston Water Power Co., 16¾; Cary Imp., 7⅛; Waverly Land, 1½; Rhode Island 6s, 1894, 101⅞; Maine 6s, 98½; Massachusetts 5s, 1874, gold, reg., 103; do. 5s, 1893, gold, reg., 98; do. 6s, 5-20s, currency, 100⅞; Bath 6s, 1882, 92; do., 1891, 90¼; Salem 6s, 1898, 99⅜; Cook Co., Ills., 7s, 1885@1890, 96¾; Chicago 7s, sewerage, 99; do., Water Loan, 99; Brooklyn 6s, W. L., 93¼; do., 7s, 101⅜; Charlestown 5s, 1877, 91¾; do., 6s, 1876, 99¾; Portland 6s, 1887, R. R. Loan, 91¾; Roxbury 5s, 1877, 91⅞; Cambridge 6s, currency, 91; Covington 7 3-10s, 100; Allouez Mining Co., 87½c.; Hancock 1.

Baltimore.—Virginia 6s, old, reg., 54; Orange, Alex. and Manassas 7s, 79½; Central Ohio R. R. 1st mort., 84½; Western Maryland 2d mort., pref., 66; Northern Central 6s, gold, 1900, 98; Orange and Alexandria 4th mort., 75; City 5s, 74; Memphis City 6s, 54⅛; George's Creek Coal, 63; Bare Hill Mining Co., 0.26. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@93⅛; Baltimore and Ohio, 140@142; do., 6s, 1875, 95¾@96; do., 1880, 95¾@96¼; do., 1885, 94⅛@95; Northern Central 45@46; do., 6s, 1885, 92@92½; do., 1900, 87¼@87¼; do., 6s, 1900, gold, 98@99; Parkersburg Branch, 23½@26; N. W. Va. 1st mort., 96@—; do. 2d mort., 95@96¼; do., 3d mort. 1885, 94@95; Marietta and Cincinnati 7s, 1892, 93¼@94¼; do., 2d mort., 75@75; Central Ohio, 24@24; do., 1st mort., 84½@84¾; Western Md. 6s, 1890, 78½@80; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 66@66½; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 76½@77; Orange and Alexandria 1st mort., 6s, 79@79⅛; do., 2d mort., 6s, 79@80; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74½@75; Orange, Alexandria and Manassas 7s, 79⅜@79½; Virginia and Tennessee 8s, 85@89¼; do., 6s, 1st mort., 81@—; do., 6s, 2d mort., 75@76½; Baltimore 6s, 1875, 95@95½; do., 1884, 94@96; do., 1886, 96¼@96½; do., 1890, 94½@—; do., 1893, 93@94½; do., 5s, 1838-'70, 76@80; Memphis City 6s, 51¼@54¾; Maryland Defense Loan, 1883, 100@102¼; City Passenger R. R. 21⅝@23; George's Creek Coal, 63@64; Atlantic Coal, 2.00@2.50; Bare Hill, 0.25@0.30.

Franklin Forge.

The owners and proprietors of the long established and well-known FRANKLIN FORGE, having concluded to retire from business, offer for sale the entire establishment on the corner of First-ave. and East Twenty-fifth st., N. Y. There are 6 LOTS fronting on the avenue and three on Twenty-fifth st., running through to Twenty-sixth st., making together one of the largest available pieces of property now in that section of the city. The tools embrace everything necessary to carry on the business of Forging and Finishing in all its branches, and capable of making and finishing Shafts, Cranks, etc., of the largest size, as they have done for the last 20 years. This being the only Forge in the city, offers superior inducements to any one wishing to engage in that business. The property will be sold entire or in separate parcels.

For particulars apply to the office of the FRANKLIN FORGE, corner First-ave. and East Twenty-fifth st.

TUGNOT, THOMPSON & CO.

☞ The attention of Railroad Companies and Car Builders is called to the advertisement of Messrs. GEO. W. READE & Co. This old established firm is prepared to supply all kinds of veneers for Railroad Companies and Car Builders.

☞ The completion of the Cherry Valley, Sharon and Albany railroad was celebrated by an excursion and barbacue on the 15th inst.

The New Railroad Bridge over the Connecticut River.

The new bridge constructed by the "New York and Boston Shore Line," over the Connecticut River at Lyme, was formally opened on the 11th inst. The entire length of the bridge is 1,130 feet. The substructure consists of fourteen column piers to support the stationary spans, besides the abutments at the shore ends, and eleven column piers to support the turn-table and draw, or swing span. Each column pier is formed by driving a number of piles in close proximity, covering in the aggregate an area of five feet square. The piles are firmly bolted together; iron cylinders, some seven or eight feet in diameter, are then let down in sections over the piles so as to completely surround them, and the space between the cylinder and piles is filled up with concrete. This portion of the work was done under the patent of S. B. Cushing, the engineer in charge of the substructure, assisted by Col. J. A. Monroe.

The stationary spans of the bridge are constructed upon the truss principle, of wood and iron, according to Howe's patent. The draw or swing span is constructed entirely of wrought iron, except the flooring, which is of wood. The draw turns upon a table of Seller's patent. It is 280 feet long, leaving ample room when open for the passage of the largest sized vessels. It is built on the old Pratt style, with some peculiarity in arrangement of the gallows-frame and cords, designed by the contractor, Mr. J. R. Smith, of Springfield. The draw is provided with friction rollers under the center and ends to facilitate the operation of turning it, which can easily be done by two men.

The anticipated strain upon the bridge is estimated at 2,500 pounds to the running foot, while the breaking weight is set down at five times the figures given. The cost of the bridge has been about $225,000.

Baltimore, Pittsburg and Western Railway.

The Toledo *Commercial* says that the certificate of incorporation of the Baltimore, Pittsburg and Western Railway Company has been filed at the Secretary of State's Office. The proposed road is to extend from the eastern line of Ohio, in Unity township, Columbiana county, to the western line of the State in Harrison township, Paulding county, passing through the counties of Columbiana, Mahoning, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Putnam and Paulding, via Salem and Akron. The capital stock is $3,000,000, in shares of $50. The corporators are Lewis Miller, Charles Brown, David L. King, Zadoc Street, Thos. C. Boone, Amos Rank, Samuel H. Bradley, Harrison G. Blake.

☞ The Superintendent of the New York and New Haven Railroad, in his Report to the Directors for the year ending March 31, 1870, says: "There were laid in main track about 2,750 tons steel rails, which completes the laying of about one-half the track with steel rails, with a heavy iron fish joint, called '*Pratt's Patent Compensating Fish Joint.*' There has not a single rail, steel or iron, broken in the track during the year." These Joints are manufactured by Messrs. VERREE & MITCHELL, No. 939 North Delaware Avenue, Philadelphia, Pa. See Advertisement.

☞ The Westchester *Record* says: "Mr. Wilson, with a corps of engineers, was engaged last week in surveying a railroad route from Westchester, to connect with the Reading and Wilmington road at Brandywine Creek. It was under the direction of the Westchester Railroad Company."

Journal of Railroad Law.

COMMON CARRIERS—LIABILITY OF LOSSES CAUSED BY COLD—WHEN CARRIERS RESPONSIBLE FOR LOSSES CAUSED BY ACT OF GOD—BURDEN OF PROOF—DEGREE OF CARE DETERMINED BY CHARACTER OF GOODS.

The facts of the recent case of Wolf *vs.* The American Express Company, (43 Mo., 421,) are clearly and fully stated in the following opinion by

WAGNER, J.—This was an action commenced by the plaintiff to recover damages sustained by reason of the freezing of his wine while in the charge and custody of the defendant. The facts are shortly these: The plaintiff delivered at New York, to defendent, a common carrier, a quantity of wine in casks and cases, to be transported and delivered to him at St. Louis. The wine arrived at East St. Louis on Saturday, the 31st day of December, 1863. At the time of its arrival the weather was severely cold, and on account of the ice floating in the river, it could not be ferried across and delivered to the plaintiff. Defendant had it taken from the cars and stored on a platform, where it was exposed to all the severity and inclemency of the weather from Saturday evening till the next Monday or Tuesday, and while it was lying in this situation it was badly frozen and greatly damaged in value. It is in evidence that wine properly stored or protected was not frozen or injured during the cold weather at that time. The only ground requiring any attention relied on to exonerate the defendant is that the cold weather which caused the freezing was the act of God, and therefore no liability resulted.

The liability of a common carrier has been often discussed and clearly defined. He is held to a very stringent responsibility. He is not only responsible for any loss or injury to the goods he carries which is caused by his negligence, but the law raises an absolute and conclusive presumption of negligence whenever the loss occurs from any other cause than "the act of God or the public enemy." Where no restriction is stipulated for, he is held liable as an insurer, and is responsible in that high degree of diligence commensurate with the duties he assumes. And his liabilities will extend to agencies which the violence of nature causes in consequence of his negligence or defective means. (Levering *et al. vs.* Union Transportation and Insurance Co.; 42 Mo., 88.) Prof. Parsons, in his work on contracts, says: "We take the true definition of the 'Act of God' to be a cause which operates without any aid or interference from man. For if the cause of loss was wholly human, or became destructive by human agency and co-operation, then the loss is to be ascribed to man, and not to God, and to the carrier's negligence; because it would be dangerous to the community to permit him to make a defence which might so frequently be false and fraudulent." (2 Pars. Cont. 159, 5th ed,)

The act of God which excuses the carrier must not only be the proximate cause of the loss, but the better opinion is that it must be the sole cause. And where the loss is caused by the act of God, if the negligence of the carrier mingles with it as an active and co-operative cause, he is still responsible. (Amies *vs.* Stevens, 1 Stra. 128; Williams *vs.* Branson, 1 Mur. 417.)

After the damages to the goods have been established, the burden lies upon the carrier to show that they were occasioned by the act or peril which the law recognizes as constituting an exemption, and then it is still competent for the owner to show that the injury might have been avoided by the exercise of reasonable skill and attention on the part of the persons employed in the conveyance of the goods. For then it is not to be deemed to be, in the sense of the law, such a loss as will exempt the carrier from liability, but rather as a loss occasioned by his negligence and inattention to duty. Therefore, although the loss occurs by the act of God or the public enimies, yet if it might have been avoided by skill and diligence at the time the carrier is liable. It is true that storms, thunder, lightning, and extreme cold, are all the acts of God, but when these occur, and they directly act upon the goods in course of conveyance, it will be no justification to the carrier if loss or injury happen through his carelessness, neglect, or failure to exert reasonable diligence for their safety and preservation. The cold weather was not the sole nor entirely the proximate cause of the injury which happened to the wine by means of freezing. Had not the negligence and inattention of the defendant co-operated with the cold, the loss would not have taken place, nor the damage occurred. The carrier must not only exercise diligence, but he must use that degree of attention and care which the occasion and subject committed to his trust demand. What would be sufficient care in case of ponderous articles, not liable to be deteriorated by exposure, might be the most palpable neglect in case of costly and perishable goods. His acts and exertions must be commensurate with his duties. If in consequence of his negligence or defective means, a loss occurs, springing out of the agencies which the violence of nature causes, he will not be excused.

I see nothing objectionable in the action of the Court in giving or refusing instructions. The question of negligence was fairly submitted to the jury, and, they having found for the plaintiff the judgment will be affirmed.

South Shore Railroad.

At an adjourned meeting of the stockholders of this company held in Boston on the 11th inst., the committee appointed at a previous meeting submitted their report, which gave a thorough statement of the condition and a calculation of the prospects of the road under independent management, and closed by recommending that the road be put into the hands of the Old Colony Railroad Company. The report was accepted, and by it stockholders can dispose of their stock at $11 per share to the Old Colony and Newport Company, with the privilege of taking half of their pay in stock of that company. The meeting also unanimously ratified the action of the directors in subscribing for $125,000 worth of stock in the Duxbury and Cohasset Railroad, and then dissolved.

☞ The contract for building two sections of the Midland Railroad, near Newark, N. J., and a bridge over the Passaic, at Woodside, have been awarded to Messrs. Backus, Sanford & Sandford, and Overton & Lewis, for $250,000.

☞ Peter Zinn has been elected President of the Covington and Lexington Railroad Company.

Northern Pacific Railroad.

The following is an official copy of Public Resolution No. 44, authorizing the Northern Pacific Railroad Company to issue its bonds for the construction of its road and to secure the same by mortgage, and for other purposes:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchise as a corporation; and, as proof and notice of its legal execution and effectual delivery, said mortgage shall be filed and recorded in the office of the Secretary of the Interior; and also to locate and construct, under the provisions and with the privileges, grants and duties provided for in its act of incorporation, its main road to some point in Puget Sound, via the Valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the direction of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as excepted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the Act of July two, eighteen hundred and sixty-four. And that twenty-five miles of said main line between its western terminus and the City of Portland, State of Oregon, shall be completed by the first day of January, Anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter, until the whole shall be completed between said points: *Provided*, That all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclosure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situated, after not less than sixty days' previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further*, That in the construction of the said railroad, American iron or steel only shall be used, the same to be manufactured from American ores exclusively.

Section 2. *And be it further resolved*, That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company, and any other parties.

Approved May 31, 1870.

☞ E. Norton of Paducah, Ky., has been elected President of the Mississippi River railroad. He is also President of the Paducah and Gulf railroad.

Intercolonial Railway.

The Privy Council have confirmed the report of the Intercolonial Railway Commissioners on the following sections, and they are let as follows:—No. 3, T. H. Berlinquet & Co., Quebec, $462,444; No. 6, T. H. Berlinquet & Co., Quebec, $456,946; No. 4, Smith & Pefflado, Amherst, $438,325; No. 7, J. Simpson & Co., Londonderry, $557,750; No. 5, A. McDonnell, Hamilton, $533,000. New sections—No. 13, W. E. McDonald, Glencoe, $934,-933; No. 14, Nelson & McGaw, Belleville, $245,-475; No. 16, King & Gough, St. John, $206,000; No. 17, P. P. Tuck, St. John, $440,000; No. 18, R. H. McGreevy, Ottawa, $648,600; No. 19, P. P. Tuck, St. John, $395,733.

ORDINANCES OF THE CENTRAL PARK.

The Board of the Department of Public Parks do ordain as follows:

All persons are forbidden

Section 1. To enter or leave the Park except by the gateways.

Sec. 2. To climb or walk upon the wall.

Sec. 3. To turn cattle, horses, goats or swine into the Park.

Sec. 4. To carry firearms, or to throw stones or other missiles within it.

Sec. 5. To cut, break or in any way injure or deface the trees, shrubs, plants, turf or any of the buildings, fences, bridges or other constructions upon the Park.

Sec. 6. Or to converse with, or in any way hinder these engaged in its construction.

Sec. 7. Two pounds are hereby established within the Central Park, for the impounding of horses, cattle, sheep, goats, dogs, swine and geese, and other animals found trespassing upon said Park. All such animals found at large upon the Park may be taken by any person or persons, and driven or carried to one of the said pounds, and may be kept inclosed therein during five days, at the end of which time, if not previously claimed, they may be sold at public auction; provided that two days' previous notice of the sale thereof shall have been conspicuously posted at the pound.

The owner of any animal so impounded by virtue of the ordinances of the Central Park, may redeem the same before the day of sale, by the payment to the Treasurer of the Board as follows:

For each animal other than goats and geese, two dollars, and the expense of keeping.

For each goat, four dollars, and the expense of keeping.

For geese, twenty-five cents each, and the expense of keeping.

The expense of keeping shall be reckoned as follows:

For each horse, dog or head of neat stock, fifty cents per day.

For each goat, swine or sheep, twenty cents per day.

For each goose, five cents per day.

If, within one month after the sale of any impounded animal, their former owner shall appear and claim the same, the Treasurer shall, after deducting the full amount of the charges provided for, pay over to him the proceeds of their sale.

Sec. 8. No animal shall travel on any part of the Central Park, except upon the "ride," or equestrian road, at a rate exceeding seven miles per hour. Persons on horseback shall not travel on the "ride," or equestrian road, at a rate exceeding ten miles per hour.

Sec. 9. No vehicle shall be permitted on the "ride," or equestrian road, the same being devoted exclusively to equestrians; nor shall any vehicle, horse or animal of burden go upon any part of the Central Park except upon the "drive" and other carriage and transverse roads, and upon such places as are appropriated for carriages at rest.

Sec. 10. No animal or vehicle shall be permitted to stand upon the "drive" or carriage roads of the Central Park, or any part thereof, to the obstruction of the way, or to the inconvenience of travel, nor shall any person upon the Central Park solicit or invite passengers.

Sec. 11. No hackney-coach, carriage or other vehicle for hire shall stand upon any part of the Central Park for the purpose of taking in any other passengers or persons than those carried to the Park by said coach, carriage or vehicle.

Sec. 12. No person shall expose any article or thing for sale upon the Central Park, except previously licensed by the Board of the Department of Public Parks, nor shall any hawking or peddling be allowed on the Central Park.

Sec. 13. No omnibus or express wagon, with or without passengers, or any cart, dray, wagon, truck or other vehicle carrying goods, merchandise, manure, soil, or other article, or solely used for the carriage of goods, merchandise, manure, or other articles, shall be allowed to enter any part of the Central Park except upon the transverse roads.

Sec. 14. No threatening, abusive, insulting or indecent language, shall be allowed on the Central Park, whereby a breach of the peace may be occasioned.

Sec. 15. No person shall be allowed to tell fortunes or play at any game of chance at or with any table or instrument of gaming, nor to do any obscene or indecent act whatever on the Central Park.

Sec. 16. In case of an emergency, where life or property are endangered, all persons, if required so to do by the Superintendent or any of his assistants, shall remove from the portion of the Central Park specified by the Superintendent or his assistants, and remain off the same till permission is given to return.

Sec. 17. The Central Park shall be open daily to the public during the months of December, January and February, from 7 o'clock in the morning until 8 o'clock in the evening; during the months of March, April, May, October and November, from 6 o'clock in the morning until 9 o'clock in the evening; and during the months of June, July, August and September, from 5 o'clock in the morning until 11 o'clock in the evening.

Sec. 18. The Superintendent may direct that any of the entrances to the Park be closed at any time, and may, on special occasions, also direct that the Park, or any portion thereof, remain open at other times than those above specified.

Sec. 19. No person other than employes of the Board of the Department of the Public Parks shall enter or remain in the Central Park, except when it is open as above provided.

Sec. 20. No dog shall be allowed upon any portion of the Central Park, unless led by a chain or proper dog-string, not exceeding five feet in length, nor shall any person be allowed to lead any quadruped (except dogs) in the Central Park.

Sec. 21. No person, except in the employ of the Board of the Department of Public Works, shall bring upon the Central Park any tree, shrub, plant or flower, nor any newly plucked branch, or portion of a tree, shrub, plant or flower.

Sec. 22. No person shall bathe, or fish in, or go, or send any animal into any of the waters of the Park, nor disturb any of the fish, water-fowl, or other birds in the Park, nor throw, or place any article or thing in said waters.

Sec. 23. No person shall fire, discharge or set off in the Central Park, any rocket, cracker, torpedo, squib, balloon, snake, chaser, or double-header, nor any fire-works or thing under any other name composed of the same or similar material, or of the same or similar character, as the fire-works above specified.

Sec. 24. No person shall place or propel any invalid-chairs or perambulators up any portion of the Central Park, except upon the walks.

Sec. 25. No person shall post or otherwise affix any bill, notice, or other paper, upon any structure or thing within the Central Park, nor upon any of the gates or inclosures thereof.

Sec. 26. No person shall, without the consent of the President of the Board of the Department of Public Parks, play upon any musical instrument within the Central Park, nor shall any person take into or carry or display in the Central Park, any flag, banner, target or transparency.

Sec. 27. No military or target company, or civic or other procession shall be permitted to parade, drill, or perform upon the Central Park, any military or other evolutions or movements.

Sec. 28. No fire-engine, hook and-ladder, cart, hose, truck or other machine on wheels, commonly used for the extinguishing of fire, shall be allowed on any part of the Central Park, except the transverse roads, without the previous consent of the President of the Board of the Department of Public Parks.

Sec. 29. No funeral procession or hearse, or other vehicle or person carrying the body of a deceased person, shall be allowed on any part of the Central Park except upon the transverse roads.

Sec. 30. No person, except in the employ of the Board of the Department of Public Parks, shall light, make, or use any fire upon the Central Park.

Sec. 31. No person on foot shall go upon the grass, lawn, or turf of the Central Park, except when and where the word "common" is posted, indicating that persons are at liberty at that time and place to go on the grass.

Sec. 32. No person arrested in the Central Park for violating any ordinance or any regulation of the Board of the Department of Public Parks shall be conveyed before any Magistrate, nor shall any complaint be entered against any person until they shall have been brought before the Captain of the Central Park Police, or the chief officer in charge, and his approval of making such complaint first obtained by the officer making the arrest.

By order of the Department of Public Parks.

PETER B. SWEENY,
President of the Department of Public Parks.

Dated New York, May 26, 1870.

Flint and Pere Marquette Railroad.

The directors of the Flint and Pere Marquette railroad on the eastern shore, are pushing their work rapidly. The board have voted to put under contract another section of twenty miles, reaching to Hersey on the Muskegon river, at the crossing of the Grand Rapids and Indiana road, with a view to having it ready for iron in the summer of 1871. This will complete 120 miles from Flint or 137 miles from Holly. They also directed the Executive Committee to put under contract 20 miles of road from Ludington, on the Pere Marquette river, eastward, as soon as depot grounds shall be secured. Capt. E. B. Ward, of Detroit, is President of the company, and W. B. Sears Chief Engineer. The general office of the company is at East Saginaw, Mich.

Des Moines and McGregor Railroad.

At the annual meeting of the stockholders of this company on the 1st inst., a new board of directors was elected, and the following officers chosen: President, J. M. Woodbury, Marshalltown; Vice President, Wm. Larrabee, of Fayette county; Treasurer, G. W. Couch, of Blackhawk; Secretary, F. M. Mills, Des Moines. The Executive Committee were authorized after the conference with the directory of the Milwaukee and St. Paul railway, to make arrangements for commencing work on the northern portion of the line, anywhere on the route sufficient tax will be voted to authorize them to break the ground.

☞ The Green Bay *Advocate* says the surveying party under Chief Engineer Rice, have completed the preliminary survey for the G. B. and L. P. R'y, as far as New London, and find the route a very favorable one. The locating party will commence operations at once.

Northern Pacific Railroad.

The executive committee of the Northern Pacific Railroad Company have awarded the contract for the construction of the Minnesota Division of the road (230 miles in length, extending from the Dalles of the St. Louis River westward to the Red River of the North,) to a combination of the old Canadian firm of Ross, Payson & Co., with the Minnesota firm of Brackett, Morrison & Co. The entire work is to be completed by July 1, 1871. The committee have also contracted for 20,000 tons of rails with the iron appendages necessary, and the engines, cars, &c., required for the work.

☞ The Westchester, Penn., *Republican* says: "We are in possession of a rumor that the directors of the Pennsylvania Railroad Company are making efforts to get possession of the Westchester Railroad, and that indirect heavy purchases of stock and bonds have recently been made for them. It is said that the main trunk of the Pennsylvania road has become too much crowded near the city, and they desire the West chester road as a relief, and to that end it will be extended as far as Downingtown."

☞ A survey of an important railroad link connecting the towns of Peterboro' and Hillsboro,' N. H., is now being made. This connects the Hillsboro' road from Concord with the Peterboro' and Monadnock, and with the Fitchburg road at Winchendon, Mass., making the distance from Concord to New York some twenty-eight miles shorter than the existing routes. President Jonas Livingston, of the Monadnock road, says that the road will be put under contract within three months.

☞ The contract for the iron superstructure of the new Hudson River Bridge, at Albany, has been awarded to Kellogg, Clark & Co., Bridge Builders, of Phœnixville, Pa. The whole work will be completed during the season of 1871. Messrs. Brainard, Fenner & Ketchum, of Albany, have been awarded the contract for dredging for the new bridge, and Stephen Miles, of Greenbush, has the contract for driving the spiles.

☞ The Chicago and Northwestern Railroad Company have declared a dividend of 2 per cent. on the preferred stock, making, with the 5 per cent. in December last, 7 per cent. out the profits of the fiscal year of the company, ending 31st May ult. There will be no Summer dividend on the common stock.

☞ The Arkansas Western Railroad will run from Van Buren or Fort Smith, to the Missouri border, connecting with the Southwest Branch of the Pacific Railroad, now completed to Pierce City in Missouri, 27 miles from Springfield. By the 1st of July passenger trains will run from St. Louis to Pierce City.

☞ By a contract between the President of the Delaware and Hudson Canal Company and the President of the New York and Oswego Midland Railroad Company, the latter company transports from Sidney Plains, Delaware county, to the Lakes, and to Central and Northern New York, the coal of the former company.

☞ The preliminary survey of the railway from Woodstock, Vt., to River du Loup has been completed as far as Edmondstone. The report shows an easy route with few engineering difficulties.

Northern Pacific Railroad.

The grading, bridges, engine and station houses, &c., on the portion of this road in Minnesota between the Lake Superior and Mississippi Railroad and the Red River, the western boundary of Minnesota, a distance of 233 miles, has been let to a company of contractors mostly residents of Minnesota.

The iron rails and fixtures for this portion have also been contracted for, mostly with Pennsylvania manufacturers, and the work is to be commenced immediately and prosecuted to an early completion.

Upon the entire line just under contract but little rock is to be found, and timber of the best quality is abundant and convenient. The prices for the work are very reasonable, such as to bring the cost within the estimate of the Engineer.

☞ A meeting was recently held at New Holland, Lancaster county, Pa., to make arrangements for having a preliminary survey for extending the East Brandywine and Waynesburg Railroad from its present terminus at Waynesburg to New Holland. Books were opened and liberal subscription made. A competent engineer is to be engaged and a survey made immediately after harvest. New Holland is located in Lancaster county, about twelve miles from Waynesburg. The road would pass through a very fertile agricultural district.

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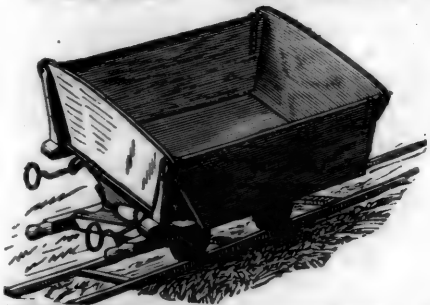
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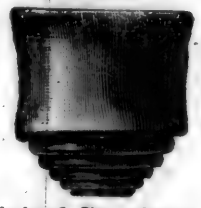
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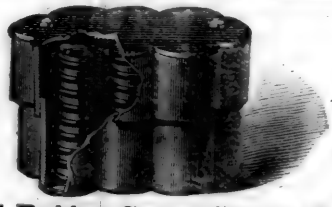
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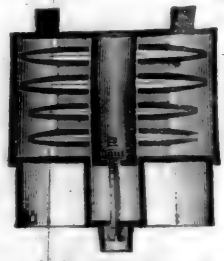
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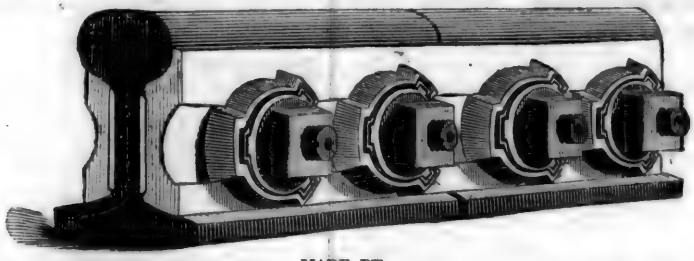
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

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ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, June 25, 1870.

Little Rock, Pine Bluff and New Orleans Railroad.

This road, which is now in course of construction, runs through the prolific cotton region of the State of Arkansas, and will become one of the most important and profitable roads in the southwest. Penetrating a section of country thus favored, and primarily an outlet speedier and more certain than any other for the immense products of the valley of the Arkansas, this road is something more. Built as a levee, it will protect whole districts of country from inundation; at the same time, the continuous line of ditches, which are necessary to its construction, will serve to effectually drain and reclaim thousands of acres of the most valuable cotton lands—lands capable of producing a bale to the acre—thereby fitting them for settlement, by making them at once tillable and healthful. And further: intrenched behind the substantial barrier presented by a railroad embankment, the position of which is chosen in entire disregard of all petty local interests or preferences, and with a view to permanency alone—rendered doubly secure by a guaranty of constant watchfulness on the part of the Railroad Company—sentineled day and night by its employees—with the telegraph to warn of danger, and with every possible facility to instantly command and concentrate labor at the threatened point—so guarded and protected *in perpetuity*, the vast and fertile region above referred to, embraced within the richest counties must by reason of its more inviting soil and readier accessibility, largely out grow in population all other sections of the State; and with this growth of population, who can estimate the business which this great alluvial basin may send over the road?

Changeable Gauge Cars.

The Erie Railway Company, having a road of six feet gauge, have long suffered from the inconvenience of transhipping their freight to and from the Western railroads connecting with them, which have gauges varying from four feet eight inches to five feet and a half. This annoyance will soon be obviated by the recent invention of a car with shifting wheels, which can accommodate itself to roads of any of the five gauges existing in the United States A steel feather, one and a half inches in width, is inserted in a lateral groove in the axle, five-eights of an inch deep. This strengthens it, instead of weakening it. Notches are cut in this feather, in order that the wheels may be spread apart or moved nearer together.

In order to test the experiment, a car constructed in this manner was sent, a fortnight ago, over the various gauges between this city and San Francisco with perfect success. The construction of 1,000 freight cars of this description, and several passenger cars, has therefore been ordered.

The change in the position of the wheels of these cars will be created by running the cars for a short distance over a gradually contracting track at the station where the changes of gauge occur.—*N. Y. Standard.*

Portland, Saco and Portsmouth Railroad.

At the annual meeting of the stockholders of this company at Portsmouth, N. H., on the 6th inst., the following gentlemen were elected directors for the ensuing year; Ichabod Goodwin, Portsmouth; Charles E. Barrett, Portland; Stephen H. Bullard, Boston; John B. Brown, Portland; Nathaniel Hooper, Boston; S. Lothrop Thorndike, Boston; Asahel Huntington, Salem. It was voted by a large majority of the stockholders that the present contract with the Boston and Maine and Eastern Railroads, and Portland, Saco and Portsmouth road, be annulled, and the matter was left in the hands of the Directors to carry out the provisions of the vote.

Portland and Ogdensburg Railroad.

A letter to the Boston *Journal*, dated Portland, June 13th, says the contractors are fast pushing ahead the work of construction on this road. Two miles of track have been laid from Cumberland Mills toward Portland, and so straight is it that, standing on the western promenade in this city, the track can be seen distinctly for five miles without interruption. The Portland and Kennebec depot here will be used by the Portland and Ogdensburg until the new Union depot is built in the course of a few years. The bridges between here and Cumberland Mill are in a forward state of construction. Mr. John E. Donnell, one of the directors, who is in Europe, has purchased 2,000 tons of rails in South Staffordshire, which will be shipped at once. The Portland Rolling Mills are also busy at work on rails for this and other roads. A contract has been made with Osgood Bradley of Worcester for two first-class passenger cars, and they are now being built. The Portland Company here are building two first-class locomotives, forty platform and twenty box cars.

The improved Whitman sleeper is being laid on the Portland and Ogdensburg road, the improvement being in the insertion of a hard wood block in the soft wood tie, where the rail rests, thereby equalizing the wear of the whole sleeper, equal to 100 per cent. longer use, at a small cost.

The Otter Pond filling near Lake Sebago has been successfully accomplished, many more difficult places being met with on other roads in Maine, as in other States. The managers of the Portland and Ogdensburg are experienced men, and the work is therefore being well done.

☞ The St. Francis and Megantic International Railway Company was organized at Cookshire on the 26th May, with J. H. Pope, Esq., President, J. S. Sanborn, Vice President, and R. W. Heneker, Esq., Secretary and Treasurer. This proposed line will connect the Massawippi Valley and Grand Trunk roads with a line passing through Maine to the Lower Provinces, making the most direct route between Montreal and the West and Halifax, St. John and other Eastern points.

☞ Advices from the surveying expedition on the Isthmus of Darien to the 30th of May report no material progress in the work.

☞ The route of the Newark and Hudson Railroad which was chartered by the legislature New Jersey last winter is from the foot of Gouverneur street, Newark, directly to the Erie tunnel, and thence up the Hudson toward Hoboken. The corporators named in the act are: G. N. Abeel and Nehemiah Perry, of Newark; G. Delir and H. Holmes, of Belleville, and Job Hopper, of Paterson The corporators will soon meet to effect an organization and take measures for the construction of the road.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,292,604 84	$1,786,956 73
" freight	3,575,915 56	3,587,002 20
" mails	34,848 48	50,931 52
" express	81,386 83	91,351 52
" rents, etc	70,315 27	84,415 44
" inter't on loans, etc	176,908 77	394,608 79
	$5,231,979 75	$5,995,266 20
Disbursements:		
Salaries of agents and clerks	$164,097 81	$181,096 39
Books, printing and stationery	22,996 20	50,527 90
Station house expenses	45,206 51	85,100 61
Labor of handl'g fr'ght, watchmen, etc	215,822 25	289,744 07
Conductors, baggagemen and brakemen	106,506 50	146,467 20
Enginemen & firemen	187,898 93	225,589 98
Fuel account	247,617 05	296,487 27
Oil, tallow and waste	33,990 87	58,106 37
Loss and damage of goods and baggage	9,387 46	14,541 90
Damages for injuries to persons	20,659 83	10,110 40
Exchange, interest and discount	62 57	40 00
Contingent account	36,405 77	71,717 23
Repairs of engines and tenders	201,676 44	277,011 42
Repairs of cars	234,779 83	299,141 36
Tools & machinery in shops	18,202 85	29,972 17
Repairs of roadway & track	402,634 59	572,793 17
Cost of iron for repairs and renewal of rails	255,362 16	446,120 80
Repairs of fences and gates	32,029 42	34,591 53
Repairs of bridges and draws	64,446 80	72,363 91
Repairs of buildings & fixtures	40,373 49	63,170 87
Damages for cattle killed or injured	21,492 68	43,522 80
Repairs of telegraph	3,128 36	7,689 85
Car service	1,900 76	
	$2,366,679 18	$3,276,367 20
Legal expenses	6,621 14	19,221 25
Taxes on real estate	118,158 85	116,849 94
U. S. Gov. tax	32,426 99	44,452 85
	$2,523,880 61	$3,456,791 24
Net earnings	$2,708,099 14	$2,538,474 96
From which deduct—		
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	615,650 00	
Dividends, including tax	1,326,301 57	
	2,066,951 57	
Leaving a balance of		$471,523 39
Add balance of income accou't March 31, 1869		1,597,244 02
Total, as in Balance Sheet		$2,068,767 41

There has been expended during the year an account of construction and equipment, as follows:

Land and land damages	$102,603 18
Equipments	835,075 31
Engineering and contingent expenses	11,377 61
Grading	478,267 82
Superstructure and bridging	299,787 57
Fencing	72,669 07
Station buildings, shop and fixtures	179,525 20
New shops, Chicago, including machinery and tools	78,534 40
Construction repairs	538,823 68
Total	$2,581,663 84

The leading items of expenditure for renewals of Track during the year, are as follows:

190,116 Ties	$103,876 84
2,924 Tons new iron rails	247,868 14
4,021 " rails re-rolled	141,073 77
1,419 " new steel rails	188,313 95
387,350 Lbs. spike	19,367 50
6,000 " screw spike	543 56
54,395 " steel fish bars	3,145 40
369,461 " iron fish bars	13,974 68
129,975 " bolts for fish bars	8,847 85
3,000 Pratt's Compensating fish joints	5,250 00

During the year 31.64 miles of track were relaid with new iron rails; 42.85 miles with re-rolled rails; and 15.72 miles with steel rails. Total steel rail now in use, 29.9 miles. The number of rails repaired at company's shops was 26,470, costing $17,987 59—an average of 67.96 cents for each rail repaired.

The Superintendent, in his report, says that "nothing has occurred since the date of the last annual report to change the opinion therein expressed of the economy and expediency of using Steel Rails, and contracts have been made for the delivery of 3,000 tons of English Bessemer Steel Rails and 100 tons of Booth's Steel Capped Rail, the coming season. This, with the worn out iron rails re rolled, it is anticipated will be sufficient to maintain the track in its present good condition, and fully meet the requirements arising from wear and depreciation." The average cost per ton in currency for steel rails has been $132 70; for new iron rails, $84 75; and for re-rolling iron rails, $35 07. The President, in his report, says:

Since the date of the last annual report your railroad was opened for business to the Missouri River at Council Bluffs, on the 7th day of June, 1869, as promised therein, and has been constantly operated since that time with a fair degree of success. The extreme wet summer and fall of 1869 has increased the expenses of keeping up the track on the new part of the road above what may be expected in the future.

The new bridge across the Mississippi River, the building of which is in charge of the United States, has progressed slowly, but it is expected that it will be completed within a year from this time. The company have not been required to expend any money in connection with it except for the purchase of property for right of way, (about $80,000), which has been charged to construction account.

The bonds of the Railroad Bridge Company, the payment of which were guaranteed by the Chicago and Rock Island Railroad Company, and by the Mississippi and Missouri Railroad Company, became due on the 10th of January last, and have been provided for entirely by this company.

By the terms of agreement between the two companies, the Miss. and Mo. R. R. Co. should have paid one-half the amount, and it is supposed that this company have a legal claim for that amount against the M. & M. R. R. Co., and if so, under the ruling of the Circuit Court of the United States in a case where that company was a party, it is believed that it may eventually be collected.

It will be seen by reference to the report of the General Superintendent, that there has been expended for construction and equipment during the year the sum of $2,581,663 84, the details of which are fully set out therein. It should be observed, however, that considerable of this sum is for work done and materials supplied prior to April 1st, 1869, which had not then been estimated and paid for. It will be perceived that a large increase of motive power and rolling stock has been made, both by purchase and construction in the company's shops, but still more is required, and the necessity for an increase will be constant with the increase of business. The company now operate 598¾ miles of road, and the tonnage is and will continue to be largely increasing from year to year.

The Superintendent states that the general condition of the motive power is materially improved, and the rolling stock fully maintained.

Ninety miles of track have been relaid during the past year. The company have about thirty miles of track laid with steel rails, and it is the intion to continue to add thereto. The opinion of the Superintendent in relation to the use of steel rails is fully endorsed by the Board of Directors from past experience.

LAND GRANT.

The Land Grant made by the United States and by the State of Iowa to the Mississippi and Missouri Railroad Company and to this company, has been all adjusted, except in one Land District in Iowa, of such lands as were acquired by Act of Congress of June, 1864, (estimated at 15,000 acres,) and it is expected by the Land Commissioner that this will be disposed of at the General Land Office very soon. That done (and there being the amount so estimated), the company will have obtined under the grants and purchase 552,649 acres to which the title is deemed clear from any difficulty. There is also about 50,000 acres known as "Rejected Swamp Selections," which have been certified by the United States, but there is a question as to whether the company can hold it. Most of the lands belonging to the company are in the counties west of Des Moines, and are generally of good quality. The completion of the road to Council Bluffs has made the lands accessible for settlement, and sales have been commenced. The policy of the company thus far has been to sell only to those who desired actually to settle upon and cultivate them. To such, inducements are offered by fair prices and liberal terms. There have been disposed of up to April 1st, 1870, about 14,600 acres, and sales since that time have been increasing.

CHICAGO AND SOUTHWESTERN RAILWAY.

Some two years since a project was started to build a railroad from Leavenworth, Kansas, in a northeast direction, to connect with the railroad of this Company at such point as might be deemed most desirable. A company was organized in Missouri, under the laws of that State, and one subsequently in Iowa, under its laws, which two companies were afterwards consolidated, in accordance with the laws of the two States. Work was commenced at the west end, and had progressed to a considerable extent before the consolidation. Application was then made to this Company to guarantee the bonds of the consolidated company to the extent of $20,000 per mile, and not to exceed $5,000,000, the proceeds of which it was alleged, with the stock subscriptions that would be obtained, would build a first class railroad and complete every part of it ready for the rolling stock. In June last several of the directors visited Leavenworth and made an examination into the matter, and subsequently the Chief Engineer of this Company made an examination of the country through which the line would pass. From those examinations and other information obtained, it was believed that there was no doubt that when the road was built and in operation it would certainly earn enough net to pay the interest upon the bonds as well as a fair sur-

plus, and that it would prove a valuable feeder to the road of this Company. It was finally decided to connect the road with that of this Company at Washington, the present terminus of the branch from Muscatine, making the line from Leavenworth to Washington about two hundred and fifty miles in length. Negotiations commenced and were continued until it was agreed that this Company would guarantee the bonds to the extent heretofore stated. At about the same time a contract was made by that Company, with responsible parties, for the construction of the entire line on such terms that no doubt existed of the ability of the Company to comply with its conditions, if the bonds could be sold and the money realized therefrom. The bonds were prepared, secured by a first mortgage upon all the property of the Company present and prospective, and were guaranteed by this Company. It is understood that nearly all the bonds are sold, and that there is no doubt of the Company's ability to comply with its contract for construction. From Leavenworth to Cameron, about fifty miles, the road is nearly completed. The remainder of the road is to be built from the east end. The grading to Fairfield, a distance of twenty-eight miles, is nearly completed, and work is going on west of Fairfield. It is expected that track-laying will immediately commence, and be pushed forward vigorously. The contract requires the completion of the entire line by November 1st, 1871, and it is the intention of the contractors to finish it before that time. All proper safeguards are inserted in the contract between the two companies to insure the application of the proceeds of the bonds so that the money shall be applied *pro rata* to each section of the entire line.

The bonds and proceeds thereof, are held by this Company, and only paid over upon the order of its President, upon satisfactory estimates of the work done and the location thereof. A sufficient amount is set aside to pay for the superstructure of the whole line. It is expected that this Company will equip and operate the road upon such terms as are just and equitable, to be agreed upon hereafter. There are proper clauses in the contract to ensure a running arrangement, by which the business of that line going east of Washington, shall pass over the line of this Company, whether or not it is operated by it. Other clauses there are and acts done by which for several years at least, this Company can easily insure itself that the contract shall be fully complied with. On the whole, it is believed by all the directors, that its construction and operation will add very largely to the earnings of your line, and no principle is better settled than that when a railroad will likely prove self-sustaining and be a valuable feeder to another railroad company, that company is perfectly justified in taking the risks of the guaranty to insure its construction.

ASSETS OF THE COMPANY WHICH DO NOT APPEAR IN THE TABLES ATTACHED TO THE REPORT.

Several years since, as a matter of policy, the Company purchased certain stocks and bonds of the Sterling and Rock Island and Warsaw and Rockford Railroad Companies, at a cost of about $170,000, which was paid from the earnings of this Company, and after a time, was charged to profit and loss account. This Property is worth now all its cost and probably more, and from present appearances will likely soon be disposed of.

There is also on the debit side of the balance sheet, "Securities in the hands of the Treasurer as Trustee, &c," $50,845 25, out of which are to be paid $14,000 income bonds, and "Sundry Balances," $7,122 82, and the balance, about $30,000, will go to profit and loss account.

There are also certain securities held by the Company, arising from items heretofore charged off to profit and loss, which are now valued at about $350,000; a portion of which are in Mississippi River Bridge bonds, bonds of this Company, and bonds and stock of the Peoria, Pekin and Jacksonville Railroad Company.

In addition to these items there is as before stated, about 552,000 acres of land. Taking these items together, it is believed that the Company has assets over and above what is shown by the tables attached hereto, from which will be realized at least four millions of dollars.

The Company has 133 locomotives—125 coal burners, and 8 wood burners. Twenty-four locomotives have been added by purchase, and two by construction in the company's shops; 56 have been overhauled and thoroughly repaired; 25 have had new boilers and fire boxes; 14, new steel tyres; 9, new tenders; 23, new tender-frames; 30, cabs; 83, smoke stacks; 11, driving axles; and 2, steel fire boxes; 110 pairs truck wheels and axles, 126 pairs tender wheels and axles, and 7 new cylinders have been fitted up and applied; 42 have been repainted and varnished, and 43 supplied with Patent Safety Valves.

The company own 10 sleeping and 52 day coaches; 3 railway post office, 23 baggage, mail and express, 260 stock, 1,695 box, 745 platform, 54 caboose, 2 pile driving, 1 wrecking, 1 pay, 40 gravel, 117 hand, and 152 truck cars. 252 freight cars have been purchased, and 7 sleeping coaches, 7 day coaches, 5 baggage and mail, and 108 freight cars built in company's shops; 55 trucks, 13 freight car bodies, and 81 car roofs have been rebuilt; 36 coaches and 15 freight cars have been repainted; 13 coaches new upholstered; 55 hand and 28 rubble cars for track repairs in addition to the new cars heretofore enumerated and the general car repairs.

The number of miles run by locomotives with passenger trains was 1,990,265; with construction trains, 365,231—total miles run, 3,227,404, at an average cost per mile run for repairs, oil, waste, fuel, and wages of engineers, firemen and wipers of 26 cents. Earnings per mile run by passenger trains, $2.21; by freight trains, $1.80. Expenses per mile run by all trains, $1.07.

The number of passengers transported during the year was 631,336, of which, 616,718 were first-class, and 14,618 second-class. Of the total number, 68,968 were through and 562,368 way; 303,161 going east, and 328,175 west. Number of passengers carried one mile, 44,017,275; equivalent to carrying each passenger 69.72 miles. Av. rate per passenger per mile, 4,059 cents.

The amount of freight transported during the year was 1,713,335,409 lbs.—an increase over the previous year of 99,759,793 lbs., or 49,879½ tons. Freight carried one mile, 130,683,871 tons; equivalent to moving each ton 152 miles. Av. earnings per ton per mile, 2.74 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 572,947,774—an increase over the previous year of 35,206,927. The number of loaded cars passed over the bridge was 40,618. Number of foot passengers, 110,929. The number of steamers, barges and rafts passing the draw was 2,244.

There are now in use 11½ miles of second track, viz.: from Seneca to Marseilles, 4¾ miles; from De Pue to Bureau, 4¼; miles; and from Moline to Rock Island, 2½ miles. In addition to which, about 12 miles is mostly graded, and can be made ready for the superstructure at small expense.

The company own—from Chicago to Missouri River (Main Line) 498 miles; from Milton to Washington (Washington Branch) 50⅛ miles—total, 548⅛ miles; and lease Peoria and Bureau Valley Railroad, 46½ miles—making the total number of miles operated, 590. To which add 98 miles of side track; making of main line and sidings, 688 miles.

BALANCE SHEET.

Capital stock account	$15,999,900	00
Fractional shares convertible into Stock	100	00
Bonds Chicago and Rock Island R. R. Co	1,397,000	00
Income bonds Chicago and Rock Island R. R. Co	14,000	00
Mortgage sinking fund bonds	7,876,000	00
Fractional agreements convertible into bonds	643	37
Due Railroad Bridge Company	20,000	00
Sundry balances	7,122	82
Chicago, Rock Island and Pacific R. R. Co. of Iowa	49,852	75
Profit, balance of income account.	2,068,767	41
	$26,933,385	85
Cost of road and equipment	$25,025,906	34
Securities in hands of Treasurer as Trustee for guaranteed bonds	50,845	25
Stanton, Elliot and Wilson Committee	1,086	59
Trustee Land Grant Division, M. & M. R. R. Co.	19,084	22
Railroad Bridge bond account	152,678	91
Chicago and Rock Island bond ac't.	38,987	00
Cash and loans in hands of Assistant Treasurer	1,078,320	12
Balance in hands Cashier, Chicago.	566,477	42
	$26,933,385	85

President.—JOHN F. TRACY.

Vice President.—EBENEZER COOK.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Marvin, New York; Rob't A. Forsyth, Newburg, N. Y.; Milton Courtright, Wm. L. Scott, John Hearn, Erie, Pa.; John F. Tracy, Henry H. Porter, Chicago, Ill.; Ebenezer Cook, George L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Gen'l Superintendent.—HUGH RIDDLE.

Ass't Gen'l Superintendent.—P. A. HALL.

Canada Southern Railway.

At a meeting of the shareholders of this company at Niagara Falls, Canada, on the 17th inst., the following gentlemen were unanimously elected directors for the ensuing year: John F. Tracy, President of the Chicago, Rock Island and Pacific railroad; Wm. L. Scott, President of the Erie and Pittsburg Railroad Company; Sidney Dillon, contractor and director of the Union Pacific Company; Milton Courtright, director of Lake Shore, Rock Island and Union Pacific Railroad Companies; Daniel Drew, of New York; Wm. A. Thomson, President of the Erie and Niagara Railroad Company; Oliver S. Chapman, of New York; Benjamin F. Hall, of New Jersey, and Jerome W. Wetmore, of Erie, Pa.

☞ The Plover (Wis.) *Times* says that the road from Berlin to Plover is to be surveyed and located immediately. The engineers will be on the route next week, and the road will be completed at an early day. This road will form a junction at this place with the Green Bay and Lake Pepin Railroad.

☞ Mr. Edwin Stratton of Shelburne Falls has been appointed acting chief engineer of the the Boston, Barre and Gardner Railroad.

Lake Superior Copper Mines.

The Portage Lake *Mining Gazette* says that the closing of the copper mines of Lake Superior still continues. The Cliff, one of the oldest, finest, and most successful of the mines in the mineral range, suspends operations on July 1st., and the same step will soon be taken by such leading mines of its district as the Franklin, Pewabic, South Pewabic, Huron and Schoolcraft. The *Gazette* concedes that this course is the most judicious, and thus reviews "the situation":—

The production of copper, stimulated by the excessive demand during our protracted war, became too great for the consumption of the country in the time of peace. Government, instead of being a purchaser, not only withdrew from the market, but came into direct competition with the mines by disposing of old war materials, accoutrements, and old vessels broken up, which threw upon the market some 5000 tons of copper, in addition to the regular production of the mines. The result of this was the creation of a large surplus stock, which had the effect to depress prices and to limit the sale of copper to the actual consumption, which, by careful investigation, has been computed to be about 20,000 pounds per annum. It is estimated that the stock on hand in the market at this date is about 6,000,000 pounds, from which has been exported 3,500,000 pounds surplus against 10,000 pounds the year previous. The product of our mines last year was 23,483,-079 pounds ingot copper; the mines closed during the year, and those which will close by July 1, will make a production of about one-half of the amount they sent to market last year, say 2,771,000 pounds, while the Hecla and Calumet will produce 2,000,000 pounds more. From these data it may be fairly estimated that the whole product from our mines sent to market this year will not exceed 23,000,000 pounds; from Vermont, Tennessee and Baltimore smelt works, 6,000,000 pounds, which, with the surplus on hand, makes 31,500,000 pounds; government has no longer any old stock to throw upon the market; general business, after its long depression, may be expected to revive after Congress rises, and with its resumption an impetus to all manufacturing business, creating a more active demand for our staple, and with a product so near the actual consumption, it is difficult to conceive why the price should remain so much below the cost of importation, which, at the present low price abroad, and rate for gold, is about 24 cents. Nor can we understand why manufacturers are able to sustain a price of 31 to 33 cents per lb. for manufactured copper which costs them but 19½ cents per pound in the ingot, while the difference in England is put three cents per lb. Certainly the producers are entitled to a small proportion of these profits, and with the stoppage of so large a number of the leading mines, we trust the few who now control the copper market will have the will, as they have the power, to advance the price to an approximation to the cost of importation, and instead of allowing the manufacturer to make a profit of 64 per cent. let him be content with 33 per cent., at which rate our mines, with *strict economy*, could manage to live.

Cartersville and Van Wert Railroad.

The report of the President of this road, Hon. Mark A. Cooper, to the stockholders, shows that the enterprise is now in excellent condition, and the work progressing as rapidly as could be desired.

The track is laid from Cartersville to the Etowah river, four miles, and a construction train furnished by the State road runs to the latter point. The abutments of the bridges are in process of construction, and the frame work will be ready as soon as the abutments are completed.

The grading of the road has been nearly completed to the slate quarries at Van Wert, and depots selected at suitable points along the line. The right of way has been secured over the entire line with very slight exceptions, and the prospects of the road are brightening daily. New discoveries of slate and iron have been made along the line of the road, and the transportation of these will give a new impetus to the whole work.—*Augusta Chronicle.*

Pittsburg and Connellsville Railroad.

The earnings of this road for the fiscal years ending October 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$163,456 48	$166,675 75
" freights	337,621 19	430,016 88
" mail	3,650 00	3,650 00
" miscellaneous	3,898 25	8,576 06
	$508,625 92	$608,918 69
Expenses, viz.:		
Conducting transp	$80,113 16	$94,819 76
Rep'rs of motive power	104,950 34	116,708 03
Maintenance of cars	26,363 75	36,011 79
Maintenance of road	100,275 01	137,165 36
General expenses	16,858 29	16,860 03
	$327,560 55	$401,564 97
Leaving net earnings	$181,065 37	$207,353 72

Compared with the previous year, the gross earnings of 1869 show an increase of $100,292 77, with an increase in cost of maintenance and working the road of $74,404 42. The net earnings are about 34 per cent.; in 1868 they were 35.50; and in 1867, 34.73. The gross earnings are sub-divided as follows:

	1868.	1869.
That part between Pittsburg and Port Perry, 6.6 miles long	$128,909 48	$142,985 63
Between Port Perry and Connellsville, 47.8 miles long	350,784 17	434,824 69
The Fayette County Br., about 12 miles long	28,932 27	31,607 37
Total, as above	$508,625 92	$608,918 69

The net earnings have been appropriated approximately as follows:

On account new work on extension to Cumberland, not drawn from funds credited by sale of bonds	$16,384 33
Interest on real estate bonds, and improvements at Pittsburg upon Monongahela wharf property	8,502 58
Repairs and improvements of depot grounds and buildings, including new cattle yards at Uniontown, but exclusive of Pittsburg	11,222 43
Locomotive engines	29,252 68
Passenger and baggage cars	11,537 24
Freight and repair cars	14,673 41
Graduation—filling trestles	19,680 15
Masonry at Four Mile Run, Nine Mile Run, and Port Perry	13,035 17
Addition to machine shops	466 30
Shop machinery	2,988 34
New iron turntable, etc., at Connellsville	2,166 10
Insurance	1,532 48
Taxes to the U. S. Government	4,271 00
Taxes to State of Pennsylvania on tonnage and gross receipts, for two years, in part	14,643 38
Taxes to county, city and township	4,435 70
Rent of Fayette County road	9,000 00
Payments made during the year upon rolling mill property	15,000 00
Land at Uniontown for cattle yards	3,388 81
Other items and balances in hands of agents	25,173 62
	$207,353 72

The transportation of coal and coke has increased nearly 22 per cent. In flour, bacon, &c., a considerable increase; grain and grass seeds have about doubled. Manufactured iron, including steel and nails, has increased 25 per cent. Iron ore, pigs and blooms, 10 per cent. Groceries, 20 per cent. Live stock, over 12 per cent. Machinery, over 33 per cent. The increase in sand for glass manufacturing, building-stone and fire-clay is somewhat remarkable, being about 100 per cent., or about forty-five million pounds. This is in some measure due to the portion of new line opened above Connellsville, from which also is derived part of the increase in bark and lumber.

It has been the object of your Board to commence the task of putting the line between Pittsburg and Connellsville in such condition, that by the time the road shall have been completed to Cumberland, competition with opposing roads in speed and comfort may be fully and safely maintained.

In pursuing this object during the past year, the revenue of your road has been applied with strictest economy, and it is hoped, that by the 1st of January, 1871, the task will have been fully performed by the removal of all trestling, and substitution of earth embankments, and the rebuilding of such bridges as may be required.

LITIGATION.

The only suit of importance against the company, is that being pressed by the County of Alleghany, and which has lately been argued in the Supreme Court of this State. It is but just that a short history of this case be presented.

The County subscribed for $750,000 of your stock and paid therefor in its bonds, bearing interest. The company was also to pay interest upon its stock, and become endorser or guarantor for the County to the holder of these bonds.

In 1857, at a critical moment in our history, when a great financial panic prevailed, the County repudiated its bonds, injured its own credit, involved us in the disaster, and, putting a stop to our progress, prevented, by its own act, the possibility of our complying with the agreement. The holders of the bonds sued for interest, and obtained from the court confirmation of their claim. To satisfy this debt, by order of U. S. Court, the stock of the County was sold at Marshal's sale, and, upon mandate, transfer was made to the purchaser.

The County repudiated, also, the ownership of this stock, and denied the legality of its issue. Interest-bearing certificates are held by the purchasers.

For damages for non-compliance with this contract, you are sued by the County.

If the case has been clearly presented you may see that the County first prevents the fulfilment of our contract, and then sues for damages for its non-performance.

It is sought, also, to involve the company in a double liability for the interest upon the same debt; that is, upon the stock, to its holders, and, to the County, upon the bonds, which were paid for the stock. Other circumstances relative to this case can best be elsewhere presented, and may hereafter prove both necessary and interesting.

CONSTRUCTION.

The line is well manned, and construction is proceeding vigorously. Considerable difficulty was experienced in the earlier part of the year, from the inability of some of the contractors to proceed with their work. We have, however, replaced those who have to ally failed, and have assisted others in procuring laborers. The first two sections east of Connellsville have been completed, and revenue is being derived from their use.

The total number of bonds delivered has been 691, which at 90 per cent. amounts to	$621,900 00
Add amount received for interest	27,605 49
Making total	$649,505 49
Amount expended has been	363,581 81
Leaving a balance of	$285,923 68

in the hands of Baltimore and Ohio Railroad, for which we are receiving 6 per cent. interest.

In aid of the work the citizens of Baltimore have been most liberal. Thus far Pittsburg has done but little, although the recipient of all the benefits which have resulted from the road so far as completed. These benefits are neither few nor small. A glance at our analysis of the table of products brought into this city, and note of their character, will show that it is really more valuable to Pittsburg than any other of its roads.

That the citizens fully understand its value has been manifested by their hearty denunciations of the policy of a rival, which endeavored to prevent the building of this line. It is manifested daily by inquiries as to progress, and impatience at any appearance of delay. Yet of all the vast wealth of Pittsburg, a comparatively small amount has been invested in our bonds.

The security is admitted to be perfect, and the rate of interest entirely satisfactory.

There is perhaps no other city which would be thus apparently indifferent to an enterprise so vitally necessary to its welfare, and should there be any delay in completion from lack of funds, it may be attributed entirely to citizens of Pittsburg.

Your board desires now to establish the fact of this responsibility. The effort is again being made to obtain aid here, and it is hoped that better results will follow. The investment is not only safe, but remunerative, as we are for the present placing our first mortgage 7 per cent. bonds at 90 cents on a dollar.

It is but little to ask of those concerned, safely and profitably to aid in immediately and directly promoting their own interests. Next year will see the road built to Cumberland.

CONNECTIONS AND BRANCHES.

We are constantly asked if our plans and arrangements are perfected for connections north and west of Pittsburg. Favorable progress is being made, and will certainly produce satisfactory results, but negotiations are not sufficiently advanced to permit their being formally presented for your action. The enormous power and influence of the Baltimore and Ohio road is being silently but steadily exerted in this behalf.

In the language of President Garrett, it would be as effective to endeavor to stop the flow of Niagara as to hinder our making the connections desired at the proper time. The grades and terminal advantages of our line insure our being sought eagerly by western roads desiring the nearest and best access to the seaboard. The interests of vast and fertile regions, and of great and opulent cities, demand and will require the use of this most economically advantageous route.

We have located a line from the Monongahela to the Allegheny river.

The line called Baltimore, Pittsburg and Lake Erie Railway, has also been located by our engineers.

From Beaver through to Toledo and Chicago, the Baltimore, Pittsburg and Chicago line is now being examined, and the location will soon be made. This company has been organized, and has elected an efficient board, with Judge Welker at its head as President.

We have also made progress upon the Somerset Branch.

The line from Uniontown to Fairmont, upon the Baltimore and Ohio road, is also receiving attention.

That from Bridgeport to Bedford will be located during the winter or early spring.

The labors of the year have been arduous, and conducted amid much anxiety, but we can fairly offer and claim congratulations upon the favorable results which have followed.

The company have 15 locomotives, 15 passenger, 6 baggage, 37 house, 52 gondola and 26 dumping cars. Total number of miles run by trains, 425,841. Number of passengers carried, 462,124. Av. distance each passenger was carried, 10.6 miles; equivalent to 68,229 over the whole road, or 4,912,503 carried one mile. Number carried eastward, 282,698; do. westward, 179,426. Tons of freight carried, 518,879. Av. distance freight was carried, 31.57 miles, equivalent to 226,199 tons carried over the whole road, or 16,286,331 tons carried one mile. Tons carried eastward, 44,831; do. westward, 471,048.

CONDENSED BALANCE SHEET.

Preliminary survey, etc.	$8,965 47	
Road bed	1,510,168 87	
Railway tracks	680,159 13	
Right of way	130,094 42	
Real estate	303,028 24	
Telegraph	696 16	
Depot grounds and buildings	121,643 31	
Rolling stock	343,213 29	
Engineering department	165,263 98	
General expenses	332,024 60	
Profit and loss	634,037 28	
Interest account	656,479 58	
Securities on hand or hypothecated	3,365,704 18	
Debts due the company	450,168 10	
	$8,701,646 61	
Capital stock	$1,795,253 05	
Real Estate bonds due 1869 and 1883	100,000 00	
Loan of city of Baltimore due 1886	1,000,000 00	
First mortgage bonds	4,000,000 00	
Construction bonds Turtle Creek Division	400,000 00	
Bills payable	40,277 95	
Sundry accounts payable, including October pay rolls, also amount retained from estimate as per contracts, and other amounts due upon Cumberland Extension, $190-103 92	254,639 10	
Transportation department	1,111,476 51	
	$8,701,646 61	

Pres't and Gen'l Sup't.—WM. ODEN HUGHART.

Directors.—Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, Wm. Phillips, Wm. Baldwin, Pittsburg, Pa.; Cyrus Meyers, Somerset, Pa.; Joseph Pennock, Philadelphia; Benj. Deford, Johns Hopkins, Hazeltine G. Vickery, Wm. H. Perkins, Israel Cohen, Baltimore, Md.

Sec. and Treas.—JOHN H. PAGE, JR.

Chief Engineer.—BENJ. H. LATROBE.

Associate Engineer.—C. P. MANNING.

Wilmington and Reading R. R.

The formal opening of this road, connecting the cities above named by rail, took place on the 18th inst. As usual, upon such occasions, the event was celebrated by the officers of the road, city authorities and others, passing over the route on a tour of inspection and extending congratulations. The following facts in reference to the road are from the Pottsville *Miner's Journal*:

The Wilmington and Reading railroad, besides its important connections with Philadelphia and Reading at Birdsboro, and the Pennsylvania at Coatesville, connects also with the Baltimore Central at Chadd's Ford, on the Brandywine, and with the Philadelphia, Wilmington and Baltimore railroad at Wilmington. Its whole length from Wilmington to Birdsboro is sixty-three miles. It is substantially built and well ballasted. The grade from Birdsboro to Wilmington is a gradual descent all the way, with the exception of two places, where it was found necessary to ascend for a short distance. Extra locomotives will be kept at these places to assist down trains.

The total cost of the road thus far has been about $2,000,000. Stock to the extent of $800,000 has already been paid in, all by parties along the road. The whole bonded debt is $1,500,000. Most of this is on first mortgage, was all taken some time ago, and is now selling at 93 cents. The second mortgage bonds are bringing 82½. A sinking fund of $15,500 per annum has been provided for, which, with the interest accumulating, will be sufficient to extinguish all the first mortgage bonds, amounting to $1,250,000, by the time of their maturity in thirty years. The road has been open from Wilmington to Coatesville since January, and on this half of the whole route the receipts have been $10,000 per month. The Schuylkill coal trade must, of course, vastly swell the aggregate of receipts hereafter. The company estimate their earnings for the coming year as follows:

From anthracite coal	$198,428 00
" bituminous coal	23,500 00
" iron, crude and manufactured	43,450 00
" iron ore	45,000 00
" lumber and petroleum	33,512 50
" lime	35 258 60
" rolling mill and glass sand	6,650 00
" passengers	110,620 00
	$496,419 10

They allow sixty per cent. of the above sum to pay working expenses, which leaves a net revenue of $194,567 54. This sum, if realized, will be more than sufficient to pay the interest upon the bonds, and establish the sinking fund, and leave over ten per cent. to apply to a dividend on the stock.

The connections are all at grade except that at Coatesville, where the new road passes on a level seventy feet under the splendid viaduct of the Pennsylvania Railroad Company.

We can only glance at the history of the enterprise which involves a record of struggles and abortive efforts for more than twenty years past. Several different charters were obtained at various times, some of which have been amended, and in 1865 all were consolidated under the present name. Among the representative men of the enterprise, Edward Brooke, of Birdsboro; Hugh E. Steele, of Coatesville; Hon. Hiester Clymer, of Reading; Joshua T. Heald, Joseph Tatnall, Francis Barry, William S. Hilles, James Bradford and Edward Betts, of Wilmington, deserve prominent mention. Foremost among these, by common consent, has been Hugh E. Steele, now President of the Company. It is frankly admitted on all sides that but for his indomitable resolution and admirable tact, the road would never have been built. The following are the other officers of the company:

Directors.—George Brooke, Hiester Clymer, Charles Huston, C. E. Pennock, J. L. Pennock, S. B. Worth, Edward Betts, Joseph Tatnall, Irene DuPont, Victor DuPont, E. C. Stotsenburg, Charles Warner.

Secretary and *Treasurer.*—WILLIAM S. HILLES.

Chief Engineer.—J. DUTTON STEELE.

Superintendent.—J. CLEMSON SAARPLESS.

☞ George D. Roberts, of Pennsylvania, has been elected President of the Washington and Fredericksburg R. R. Co. "This manœuver," says the Baltimore *American*, "gives the Pennsylvania R. R. Co. the controlling interest in the two lines of road from Richmond to Baltimore, having already the supremacy in the Baltimore and Potomac road, thus affording them a southward outlet at the terminus of their great Western line.

☞ At the annual meeting of the New Hampshire Central R. R. Co., at Centre Harbor on the 31st ult., a board of directors was elected with Hon. O. F. Fowler as President, S. K. Mason clerk, and Cyrus Taylor Treasurer. This road is designed to run from the S tate line in Effingham to Danbury, making a through line to the West from Portland by way of Rutland.

☞ The work of grading the railroad between Williamstown, in Camden county, N. J., and Glassboro, has been commenced.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,870,928	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,187,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,350,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 078,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa. 50	1,160,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref.....100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68@2
" Street.....	.....	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A.J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen.100	10,460,930	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar.... 100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norw lk ...	400,000	.....	.....
Dayton and Michigan*.....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 3½
Dubuque and Sioux City..100	1,678,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600	.....	Jan. '70 8
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n,'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Feb. '70 2
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien,100	.....	.....	.....
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,263	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell..... 100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,436,800	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 6
New London Northern.....100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	6,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue..... 100	797,400	.....	.....
Norfolk & Petersb'g guar..100	137,500	J. & J.	Jan. '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" pref.100	8,500.000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,665,000	J.A J&O	Apl. '70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec,...100	583,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke.....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,400	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia....100	3,999,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indinna. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.).....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,476	J. @ J.	Jan.'70 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	4,707,693	.....	.....
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,776	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '70 3
Warren..... 100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,083,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 5.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible]422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	329,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4,858,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,891	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,455	4,797,464
1869	333,319	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,210	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	765,398	774,279	896,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,771
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	329,025	293,613	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,045	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	496,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,848	661,781	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,922
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931,536	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	814,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,085	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,635	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,328	543,896	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,166,066
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,004	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390.671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	360,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,563	7,250 669
1870	396,171	382,823	377,000	443,182	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	264 319	3 793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 [illegible]83
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	285,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	295.027	254,806	2,915,543
1870	196,787	218,234	253,065	270,934	248,286	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,500	451,884	574,486	714,302	815,992	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	792 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,063
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,266
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,610	309,501	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	236,825	260.529	293,344	283,833	484,209	450,203	422,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	316,800	450,246	470,720	423,369	323,377	434,284	4,252,348
1870	.....	293,645	295,298	318,699	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,560	617,585	758,467	857,222	837,288	716,620	5,708,186
1870	528,539	500,126	589,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	115
" " " ..... coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111½
" " " (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	110½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111
" " " (5-20s).....coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
" " " (5-20s).....coupon		6	" "	1885	110½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
" " " (5-20s).....coupon		6	" "	1886	113½
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	109½
" " " (5-20s).....coupon		6	" "	1887	113½
" " 4th series (5-20s)...registered	42,639,350	6	" "	1888	114
" " " (5-20s).....coupon		6	" "	1888	114
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	114½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	var.	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'06	101½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	600,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	96½
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" " ")....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	998,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	77½
" — " " (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	76½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	95½
" — " " (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" —	171,000	6	Various.	'75-'78	....
" —War Loan of 1861.....	800,000	6	"	1871	97½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	101½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	98
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	96
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	70
" —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	103½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " dollar....	1,166,500	5	" "	'90-'94	98
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " "	650,000	6	" "	'72-'73	111
" — " "	720,000	6	" "	'74-'75	106½
" — " "	1,430,000	6	" "	1876	108½
" — " " 1862.....	600,000	5	" "	'77-'78	99½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863....	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
" — " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'78-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	94½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	94½
" —S. W. Pacific, guar.....	1,689,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,287,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	108
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	48½
" — " (new).....	3,069,045	6	" "	'92-'98	47½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,300	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		6	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
" — " " "	7,909,600	6	" "	1877	108
" — " " "	9,273,050	6	" "	1882	112½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,320,750	6	" "	1871	105½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	96
" —Funding Bonds	1,282,971	6	" "	'70-'90	83
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	67
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	69½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	68
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,000	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage, (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	886,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	32
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1890	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	8	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,019,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90½
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96½
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	87½
Equipment Bonds	191,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1889	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1882	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	89½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	106
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	69½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (U.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	6*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	103½
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1883	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	307,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1885	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,900	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	6	" "	Mobile.	1882	72
Montgomery and Eufain:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	308,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1888	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'75	96
Extension Bonds	250,000	6	May & Nov.	" "	1882	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1900	....
2d Mortgage for $300,000	145,000	7	" "	"	1888	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	8	Jan. & July.	Philadelphia.	1890	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1685	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	92½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						90
Company Bonds of 1854	120,800	6	April & Oct.	Boston.	1874	98½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
2d Mortgage (B. & O. R. R. Co.)	140,000	6			1886	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,052,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1870	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	76
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	77
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	108,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London,	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1866 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	93½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'60–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,600	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	960,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	$500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52.000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262.366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87⅝
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,168,500	10	Mar. & Sept.	Boston.	'72–'74	86⅞
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	..
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	94
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722.500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154.000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494.000	6	June & Dec.	New York.	1872	79
2d Mortgage	23.500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990.000	6	" "	" "	1884	66½
Income Bonds	138.500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400.000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400.000	400.000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1896 for $1,000.000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051.520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200.000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400.000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300.000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146.000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576.888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384.162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000.000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Ranking):						
1st Mortgage	485,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764.550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	000,000	6	Jan. & July.	Philadelphia.	1878	72½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	—	—
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶....New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	—	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,632	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,256	20,361,676	379.6	6,640,721	—	—	8,724,916	2,988,809	8	100	140½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	46.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,839	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	135½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	144½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	139
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,451,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...r'enn. & N. Y.	485,350	*	—	—	428,473	—	49,900	—	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	—	—	180.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	841,653	411,228	—	100	87½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	—	—	—	7,830,525	2,527,438	10	100	118½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	34,940	34,940	3	100	....
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West J	ersey.)	250,517	97,729	8½	100	70½
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	50	88
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	6	25	....
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L.	and W.)	54,000	54,000	5	50	28
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	9	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,000	.....	2,008,721	724,656	12	100	122
Dec. 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	—	—	15,000,000	3,034,675	—	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	108½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,600,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 1868	695.0	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505.000	220,445	60.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	47,068	Loss.	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	.....	—	40.0	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,,755	61,013	14,145	—	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	713,526	51,338	5	100	....
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	.....	.....	—	50	64
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	125½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	83½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lessees		of San.	&	Cin.			Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,664	672,834	497,466	1,832,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Central	L)	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	[107,571	93,877	183,305	29,896	—	100	....
																						355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	82
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,452,100				(Leased to Atl. &		Gt. Weste rn.)			8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,588	6	50	109½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,260,000	3,149,000				(	Leased to	Lake Sho re.)			7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. L ouis.)		100	20
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	aml.)		8	50	
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	150
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(Le	ased to	Concord.)			7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	238	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	138½
Oct. 31, 1868	6.8	—	95.8	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)			—	50	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823	—	50	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,685	1,246,515	523,329	163,178	—	50	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143.207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)			—	100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.	—	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	111
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0						—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Mar. 31, 1868	28.6	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107.393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4½	100	100½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In	progres	s.)			—	100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progr ess.)		—	50	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000			(Leased	to Penney	lvania.)			—	50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Balt.)			—	100	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Readin g.)			6	50	
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	505,168	191,033	—	50	84
Jun. 30, 1868	110.8	80.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,539		140.8				512,864	60,909	—	100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,091	133,709	—	100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central.)		25,000	5	100	
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	1,600,000				1,000,000	1,620,000				(Leased	to Northe	rn Central.)		165,000	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 566,705	46,302,210	23,398,800	3,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	24½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369	—	50	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.															—	100	
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,463	63,460	166,758	38,072	—	100	
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	62,366	377,044	132.0	261,697			453,186	117,920	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0						—	100	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815	—	100	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Co	nnellsville.)		7.6	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	133
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)		—	100	
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0						—	100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5						—	100	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.									60.0						—	100	
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In progress.)					—	100	
Dec. 31, 1868	11.5	5.5	1.6	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0						—	100	
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	667,607			1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.6						—	100	
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0						—	100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000		164.2	122,712	39,149		320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.		*			7,600,000	9,760,000			271 0				2,184,167		—	100	118½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased	to Penney	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut	3,407,285	*			3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606		2,037,939	2,055,000			122.4	273,153	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	263	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101.962	119.8				581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135 0				897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	....	....	2	3	7	16	Houston Tap and Brazoria	Texas.									50.0						—	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,069	Hudson River	New York.	16,669 882	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,890	8	100	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	298,895	219,211	80,051	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508		970.9	5,414,403	53,306,016	263,336,118	8,823,482	3,662,516	10	100	141½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.					(Is no	w operating Tere	Haute,	Alton &	St. Lo	uis R.	R.)				—	100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807			302.5						—	50	84
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250					—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.															—	100	
Jnn. 30, 1868	13.0	—	....	—	4	2	—	64	Iron	Ohio.	314,897	*			132.411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,013	87,322	2,107	—	50	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	91
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Central.)			8	100	
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,987	—	100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000			99.0						—	100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa	750,000	*			250,000	500,000			25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)			100	
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.									16.0						—	100	
Dec 31, 1868	31.6	—	13	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.									31 0						—	100	
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,231,358	521,772			1,336,000	2,248,000	68,616		80.0	532,181			842,567	302,538	—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
un. 30, 1866	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,068	Lake Shore (C. P. & A.)....Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	99
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	15,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,356	10	50	116½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.6	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	90
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	—	—	—	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	(In hands of receiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Reading.)	.....	.....	—	50	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	1,000,000	—	—	46,599	28.0	.....	.....	.....	142,796	102,550	10	100	132½
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	(Owned by Co	ncord.)	.....	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	1,288,097	170,470	—	50	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,080	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	(Operat	ed by con	tractors.)	.....	—	100	....
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	.....	.....	(Oper. by L.& N. 4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	50
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,304,934	.....	.....	4,716,293	1,681,848	10	100	125
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	66½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Reading.)	.....	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,357	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	56.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	89.0	.....	.....	(9 mos.)	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	116.9	172,918	.....	.....	1,539,009	382,410	7	100	90
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	—	720,000	—	15,000	89,375	89.0	.....	.....	.....	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	89,375	1,976,434	1,964,000	.....	.....	28.7	236,052	8,350,778	5,539,930	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	173.0	.....	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	132.5	322,136	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	117½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	104
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	118½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,896	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	....	—	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	878,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,080,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	.....	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	31	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	140½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	159
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,550	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	
May 31 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	50	20	11	732	North Louisiana and Texas	La.				(In progress.)														100	
Dec. 31, 1868	233.3	147.8	....	—	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	85	
Oct. 31, 1868	55.3	12.0	22.5	—	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	.....	1,015,394	388,240	5s	50	82	
Dec. 31, 1868	94.3	2.5	17.6	—	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	.....	561,370	128,943	—	100	....	
Dec. 31, 1868	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326	.....	.....	.....	4,303,783	983,768	6	50	91	
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	115	
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*	.....	.....	159,400	400,000	47,373	—	35.3	29,710	5,306,825	541,215	279,360	89,692	—	100	....		
Nov. 30, 1868	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,868	741,607	171,957	8	100	106½	
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	253,994	.....	.....	—	—	....		
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	91½	
Mar. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	38½	
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	—	173,897	101.5	248,880	.....	.....	1,197,090	653,185	—	50	94	
Nov. 31, 1868	180.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	99½	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	—	9.0	.....	.....	.....	147,327	24,479	—	100	....	
Sept. 30, 1868	28.6	—	3.2	—	.....	.....	.....	.....	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	—	.....	.....	.....	.....	111,196	56,811	—	100	....	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	143	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	—	(Leased to Erie.)					53,400	8	100	....		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	—	(Leased to Erie)						—	100	....		
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	—	(Leased to Erie.)					26,500	5	100	....		
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	—	(Leased to Camden and Amboy.)						—	100	....		
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,518	6	50	116½	
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	—	47.0	.....	.....	.....	.....	.....	20	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	—	(Leased to Chic. R. I. and Pacific.)					125,000	8	100	....		
Jun. 30, 1869	80.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	—	82.3	.....	.....	.....	212,892	93,883	—	100	....		
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	—	39.0	87,111	.....	.....	156,746	19,424	—	50	....		
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	—	287.5	.....	.....	.....	2,804,250	.....	—	50	58		
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	—	24.3	342,775	.....	.....	642,639	295,901	10	50	186		
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,510	2,625,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	107	
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	323,063	.....	1,259,120	.....	.....	—	26.5	.....	.....	.....	995,196	290,585	10	100	118		
Oct. 31, 1868	900.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	111		
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	—	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....		
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....		
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....		
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	—	.....	.....	.....	.....	.....	27,450	6	100	86½		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)						23.0	34.971	.....	.....	60,642	5,313	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	115½		
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	.....	.....	350,000	—	.....	—	(Leased to Concord.)					24,500	7	100	....		
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	.....	.....	170,000	200,000	.....	—	(Leased to Eastern.)				77,755	24,737	—	100	....		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	—	14.5	50,896	.....	.....	112,572	21,541	—	100	....		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	798,301	205,118	8	100	138½		
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	73.8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	—	92.3	.....	.....	.....	254,899	30,667	—	100	....		
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	—	.....	159,744	.....	.....	178,456	26,995	—	50	....		
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93		
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	290,726	101,742	—	100	....		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,986	68,728	—	100	....		
Sept. 30, 1868	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	—	.....	(Not in operation.)			.....	.....	—	100	....		
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	—	22.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	—	12.0	(Under construction.)			.....	.....	—	100	....		
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	120		
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	—	166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	25		
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	—	(About $5 0,000 a month.)						—	100	72½		
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	—	132.0	(Leased to Ind. & St. Louis.)			517,941	.....	—	100	35		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	—	120.0	.....	.....	.....	612,000	171,000	—	100	49		
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	—	(Leased to Chi. & Alton.)				240,000	.....	—	100	....		
Dec. 31, 1868	63.7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	—	.....	(Under construction.)			.....	.....	—	100	....		
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	—	.....	(Under construction.)			.....	.....	—	100	....		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	—	80.0	.....	.....	.....	209,534	87,404	—	100	....		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....		
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	—	(Leased to West Jersey.)					16,533	6	50	....		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,642	.....	1,590	243,305	228,900	353	91	.....	.....	.....	.....	.....	17,500	1½	100	....		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	—	116.3	240,299	.....	.....	416,916	106,052	—	100	....		
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,846	*	.....	.....	1,289,150	97,000	148,578	—	54.0	152,360	.....	.....	167,518	344	—	50	....		
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	.....	.....	576,050	—	.....	—	(Leased to Phila. and Reading.)						5	50	....		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,103,564	*	.....	.....	999,050	796,830	.....	—	119.3	.....	.....	.....	312,577	12,900	—	100	....		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	—	160.0	.....	.....	.....	218,441	.....	—	100	....		
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	.....	.....	889,450	700,000	.....	—	28.0	178,706	.....	.....	277,763	83,511	5	50	....		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*	.....	.....	743,100	264,000	121,900	—	25.0	.....	265,000	155,000	32,260	11,145	—	100	....		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	.....	.....	100,000	37,800	.....	—	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....		
May 31, 1868	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	991,300	*	.....	.....	636,200	55,000	.....	—	50.0	167,376	.....	.....	289,288	68,334	—	100	....		
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	—	75.0	.....	.....	.....	127,000	.....	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	—	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....		
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	.....	.....	438,300	—	.....	—	(Leased to Central of New Jersey.)						6	100	....		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	—	(In progress.)						—	100	....		
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	289,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....		
Sept. 30, 1868	56.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	(Not in full operation.)						—	100	....		
Sept. 30, 1868	123 0	0.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,366,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	—	(Under construction.)						—	100	....		
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	250,000	.....	—	100	....		
Dec. 31, 1868	91.0	—	....	236.0	.....	.....	.....	.....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	—	91.0	.....	.....	.....	.....	.....	—	100	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	180,224	207.5	333,302	.....	.....	929,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	366,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	58½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1.923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)				32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	42
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	102½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936.004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,647,650	511,400	.....	.....	113.5	.....	7,261,382	15,554.017	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La. & W'(n.)			863,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George†.D. C. & Va.	.....	.....	(In hands of receiver.)						10.3	20,760	289,515	.....	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,283,600	1,800.000	374,381	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	3,267,693	4,000,000	1,596,447	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	1,208,750	1,400,000	.....	.....	63.7	(Leased to Pennsylvania.)			.....	.....	—	50	51
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	(Under construction.)			.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)					.....	116.9	.....	12,497,271	2,626,929	587,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	218,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	....	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)			—	.....	.....	.....	.....	.....	14	100	120
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,067	397,785	—	50	70½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	25
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,155	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	44
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	15
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	12
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,507	—	50	....
	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....		.....	.....	.....	267,884	29,513	—	50	13
																						124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses a'd Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	80	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101¼
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	162,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia .....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	66,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	169				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	8	Harrisburg City.....Pa.	60,120	41,995	9,350	2,068	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	15½
Dec. 31,'68				Hoboken and Hudson City .N.J.										....
Dec. 31,'68				Hoboken and Weehawken .N.J.										....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	36
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Sept. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham...Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City).N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	228
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	18	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										23
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,483	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	66
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76	....	....	Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'6	4.06	14		Worcester .....Mass.	89,578	75 800	72,000	26,000				100	10	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	46,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	260,000	6	J.& J.	1879	85
Philadelphia and Darby:					
1st Mortgage.....	99,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M.&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham,					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Bloomsburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	...
Catawissa,* pref. and guar.....	2,200,000	7	7	77
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	8	....
Cheshire, preferred.....	2,017,815	7	3	92
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	89½
Cleveland and Mahoning,* guar.....	2,066,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.....	5,253,836	...	...	120
Harrisburg and Lancaster,* guar.....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	76
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,596	6	6	36½
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	70
Schuylkill Navigation, pref.....	2,888,997	6	6	37
Union, preferred.....	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 — @	37 —
Pig, American, No. 1		32 — @	33 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		110 — @	— —
Bar, Refined		— — @	77 50
Bar, Common		72 50 @	— —
Scroll		87 50 @	115 —
Ovals and Half-round		95 — @	110 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ½@3-16 inch		85 — @	120 —
Hoop		105 — @	145 —
Nail Rod	per lb.	— 7 @	— 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	— 11½
Sheet, Single D. and T. Common		— 4½ @	— 5½
Rails, English	(gold) per ton.	59 — @	60 —
Rails, American, at Works in Penna.	c'y.	71 — @	72 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ — —
Clinch		— — @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 40
Straits	(gold).	— — @	— 38
English	(gold).	— 35½ @	— 36
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal.... per box.	8 75 @ 9 —	10 — @	10 50
I. C. Coke	7 — @ 7 75	8 25 @	9 25
Coke Terne	6 — @ 6 25	7 25 @	7 75
Charcoal Terne	7 75 @ 8 25	9 — @	9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 18½ @ — 18½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 25
Refined, Standard White (in ship'g order)		— — @ — 26½
Refined, prime White (in shipping order)		— 27½ @ — —
Refined, S. W. (in jobbing lots)		— 27½ @ — 28½
Refined, S. W. (in tin)		— 31½ @ — 32½
Naptha, Refined, (65 @ 73 gravity)		— — @ — 9
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	....per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co	67½	....	67¾	....	....	67
Central Pacific 6s	93½	....	93½	93¾	93¾	93½
Central of N. Jersey	....	....	109¾	110	....	108½
Chicago & Alton	118½	118½	118¾	....	119	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	160
" 8s, 1883	....	....	....	....	114	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	84¼	....	84¼	84¼	....	83¾
" pref	90¾	90¾	90	90½	89¾	89½
" 1st M	96	....	....	....	....	....
" S. F	....	....	....	....	100	....
" Consol	....	....	93⅜	....	....	....
Chic., Rock Isl. & Pac	121¾	121¾	121¾	121½	120¾	....
Chicago & R. I. 7s, 1870	....	....	....	....	....	101¼
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind	81½	....	81½	81¼	81¼	82
Clev. and Pittsburg	109½	109⅝	109⅝	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	95	....	....
" 4 M	....	....	....	....	....	79
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	21½	21½	22¼	22½	21¾	20
" 1 M	....	83¾	84	84½	84¼	84½
" 2 M	65½	....	69½	69¾	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	124	....	125	....	....	124¾
Del. Lack. & Western	111	....	111	111	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	106¼	....	....	....	....	....
Erie Railway	23½	24¾	25¾	25	24¼	24¾
" pref	....	....	45	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	91	91	....	....	....	....
" 4 M. 7s, 1880	84¼	84	84	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81½	81¼	....	....	....	....
Hannibal & St. Joseph	120	121¼	120¾	121¼	....	....
" pref	119½	....	....	121½	120	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F	....	....	103	....	....	103½
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	141½	....	141¾	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	99⅝	100½	100	100⅜	99¾	99⅛
Lake Shore Div. bonds	94	....	....	94	....	....
Marietta & Cin. 1st pref	....	20	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	124½	....	124½	125	125	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	100	....	....
" 2 M	....	....	....	94¾	94¼	....
Mariposa Mining Co	....	7	....	....	....	....
" pref	16½	....	16	....	16½	....
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	68¾	68¾	67½	67½	67¾	66¾
" pref	82¾	83¼	82½	82¾	81½	81½
" 1st mort	....	....	....	96	....	96½
" 2d mort	....	....	....	....	....	....
" 8s	....	....	107	....	....	....
" 7 3-10s con	....	....	....	....	....	94½
Missouri 6s	93¾	94	94¼	94½	94¾	94½
" H. & St. J. 1s	....	....	....	....	....	94
Morris and Essex	94	90¼	....	90¾	90½	90
" 1st mort	....	....	....	....	....	101¼
" 2d mort	....	....	....	....	99½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	99¾	99½	99¾	99½	99½
" certificates	95¼	95¾	94¾	95	....	94¾
N. York and Harlem	145½	145½	145¾	140½	142	
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	48½	....	....	48¾	....	
" new	25¾	26	....	26¾	27¾	
Ohio and Miss	40½	41¾	41	40¾	38½	38½
" pref	....	....	....	75	75	....
" 1st M	101	....	....	....	....	....
Pacific Mail S. S. Co	44½	44	43½	45¾	43¾	43¾
Panama	144½	....	143	143	....	....
Phila. and Reading	108	108½	107½	107¾	107½	107¾
Pitts., Ft. W. & Chi. gtd.	97	97½	....	97½	97¾	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	7½	....	....	....
St. L., Alton & T. H	35	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	97	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	63½	63¾	64	65¾	66	67
" new	61½	61¾	62¼	65½	65	65½
Tol., Wab. & Western	59¾	60½	59¾	59¾	58¾	57¾
" pref	....	....	74½	76	76	....
" 1 M. ex	....	....	....	....	94	....
" 2 M	83	84½	....	....	....	....
" Equipment	....	....	....	....	78	....
Union Pacific 1st mort	87½	....	87¾	....	....	87½
Virginia 6s, ex-coupon	....	69	....	....	....	....
" new	....	68	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..108¾	....	108¾	107½	108¾	108¼	
U. S. 5s, 10-40s, reg....108	107¾	....	....	108	....	
U. S. 6s, 1881, reg	....	115	....	....	....	
U. S. 6s, 1881, coup...118½	118½	118¼	....	....	118¾	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111¾	....	....	....	....	111¾
U. S. 6s, 5-20s, c. 1862. 112¾	112¾	112¾	112½	112¾	112¾	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	111¾	....
U. S. 6s, 5-20s, c. 1864. 111¼	111¾	111¼	111¾	....	111¾	
U. S. 6s, 5-20s, reg. '65	111¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	111¾	111¼	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	110¾
U. S. 6s, 5-20s, c. n. '65. 113¾	113¾	113¾	113½	113¾	113¾	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	110¾
U. S. 6s, 5-20s, c. 1867. 114	113½	113¾	114	114¼	114	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..114	113¾	114	114	114	....	
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.2
Catawissa	....	....	....	....	....	....
.. preferred	....	38¼	....	....	38¼	
Camden and Amboy...119¾	119¼	118¾	118	117½	118	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	96¼	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889 90	....	....	90	....	....	
.. mort. 6s, '89	94½	....	....	94½	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	96	....	
Lehigh Navigation..... 35¾	35¾	35	35¼	35¼	35¼	
.. 6s, 1884	85	....	86	....	....	
.. Gold L.... 90x	....	90½	....	....	....	
.. R. R. L	91	91	91	....	....	
Lehigh Valley R. R..... 58	58	58	58¼	58¾	58¼	
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	44	....	....	45	....	
.. 7s	....	....	....	....	....	....
Minehill 54	....	54	54	....	54	
Morris Canal	....	....	....	....	25	
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	82¾	....	....	82¾	
North Pennsylvania	....	....	....	....	41	
.. 6s, 1880	96	....	....	....	....	
.. 7s	90½	....	....	....	90¼	
.. 10s, 1887 ...110	....	....	....	....	....	
Northern Central	....	....	....	....	....	....
Pennsylvania R. R..... 57¼	57¾	58¼	58¼	58¼	58¾	
.. 1st M	....	....	....	102¾	....	
.. 2d M..... 98¼	....	....	....	98¾	....	
Penn. State, 6s. 1st series	....	105	....	....	....	
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	112¼	....	....	....	
.. 6s, W. L	....	....	104¾	....	....	
Philadelphia City, 6s	....	....	....	....	....	....
.. new 100¾	100¾	100½	100¾	100¼	100¾	
Philad., Germ. & Nor	....	....	....	83	....	
Phila. & Reading 53¾	53¾	54	54	....	53¾	
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie.. 29¼	29¾	29¾	....	....	29	
.. 6s	....	....	....	....	....	....
.. 7s	93	93	93	....	92¾	93
Schuylkill Navigation	....	....	7¼	....	7¼	
.. pref	18¼	18	....	18¼	18¼	
.. 6s, 1882	75	....	....	75	x72¼	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	14¾	15½	....	....	15½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets 46	....	46	....	....	....	
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	23	23	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	95½	....	....	....	....	95½
.. 1886	....	....	....	....	....	....
.. 1890 ..... 94¾	94¼	....	....	....	94¾	94¾
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	95½	....	....	96¾	....
.. .. 1880	96	....	....	....	96	....
.. .. 1885	94¾	95	96	....	....	96
Marietta & Cin. 1st M	93	93½	93	93¾	....	
.. 2d M..... 75	75¼	76¼	....	76	76	
Northern Central	45¼	....	45¾	....	45¾	
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	....	148¼x	....	148	148¾	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	x144½	
Boston and Providence	....	144¼	144	....	139x	
Boston, Hartford & Erie 5¾	....	5¾	5	4¼	4¾	
.. 7s, new..... 33¾	....	32	31¼	31¾	32	
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	....	....
Fitchburg.....137	....	136¾	....	....	133x	
Manchester & Lawr'ce	....	132¼	....	....	....	
Michigan Central	....	....	....	125	125¼	
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	95	....	....	x91¾	
.. pref	....	....	109	....	110	
Old Colony & Newport. 99½	....	99¾	....	97x	97	
Ph., Wil. & Baltimore	....	....	....	....	55¼	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific	....	42	....	....	42	
" 6s	84¾	....	84¼	84¾	....	84½
" Land Grant 7s 77	....	76¾	....	....	....	
" Income 10s	....	....	86¾	....	86¾	
Vermont & Canada	....	....	....	....	103¾	
Vermont & Mass..... 65	....	65¼	....	....	65¼	
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	101¼	....	....	
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	18	....	....	....	

London Stock Exchange.

	—Closing Prices.— June 3.	June 10.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	70 — 75	68 — 72
Do. do., 2d mort., 1881	65 — 70	63 — 68
Do. Penn., 1st mort., 1877	68 — 72	68 — 72
Do. do., 2d mort., 1882	65 — 70	63 — 68
Do. Consol. 7 per cent. mort. 1890	29½— 30	27½ — 28¼
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c	70 — 75	70 — 75
Erie shares 100 dol. all paid	18¾— 19	17¼— 18
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	109½—110½	111¼—112½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	91½— 92½	91½— 92½
Do. $50 shares	44 — 46	44 — 46
Philadelphia and Erie 1st mort. 1881	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, June 25, 1870.

Stock Exchange and Money Market.

The week's business in most lines has been comparatively moderate, and the demand for Money has been on a restricted scale, on the basis of 3@6 per cent. on call, and 5@7 per cent. per annum in the discount form. The offerings of capital have been unusually liberal, especially on private account. The city banks, in their last weekly statement, exhibited a further reduction of over two millions in their legal tender reserve, partly due to remittances to the interior, chiefly to move breadstuffs, with a loss of $766,438 of deposits, and $372,152 of specie. They added about $270,000 to their loan and discount average; and diminished their circulation $69,545. The U. S. Sub-Treasury reduced its currency balance, last week, about 1¼ millions, while adding nearly half a million to its specie hoard. The coin balances under the control of the Treasury Department on Monday were $109,767,595; and the currency reserves, $21,556,988. The banks, insurance companies, institutions for savings, trust and railroad companies are now making liberal interest and dividend announcements, payable in July.

The specie reserve of the city banks according to the latest return is $28,895,971, against $19,025,444 same time last year. The city bank deposits are now $219,932,852, against $186,144,110 week ending June 19, 1869. The legal tender reserve amounts to $58,120,211, against $49,612,488 same time last year. The circulation now stands at $33,072 643, against $24,198,829 same time last year. The loans are now $276,689,004, against $265,341,996 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $83,145,447 a day, against a daily average of $95,355,343 the preceding week, and $85 575,445 the week ending with June 4, 1870. The current weeks' exchanges average about 98½ millions a day. The city banks, last week, reported a loss of $372,152 of specie, $766,438 of deposits, and $2,038,959 of legal tender notes. They increased their loans, $269,428; and reduced their circulation, $69,545.

The city bank exchanges on Wednesday were about 80 millions.

National Bank notes to the amount of $244,158 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,337,324, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $26,034 342, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,302,982. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,273,050; and for the public deposits, $16,434,000—making a total of $358,707,050. The Treasury Department last week redeemed and destroyed $605,200 of worn and mutilated fractional currency, and issued $952,891 of new.

The U. S. Sub-Treasury receipts, week ending with June 18, were $3,213,414 in coin, (including $2,376,000 from customs duties,) and $5,820,201 in currency; payments, $2,806,839 in coin, (including $402,155 of coin interest,) and $7,079,225 in currency; balance at the close of the week, $88,287,680 (including $75,930,089, of coin, and $9,751,621 of currency,) against $87,923,661 at the close of the preceding week, showing an increase of $363,919. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $331,711 in coin, (including $294,224 from customs,) and $645,303 in currency; payments, $70,092 in coin, (including $44,268 of coin interest,) and $238,322 in currency. On Tuesday, receipts, $2,004,425 in coin (including $258,502 from customs), and $562,819 in currency; payments, $136,105 in coin (including $111,831 of coin interest) and $259,055 of currency. The balance at the close of business on Tuesday stood at $90,971,585, (including $10,462 367 of currency, and $78,160,029 of coin,) against $87,747,582 a week previous; and $88,166,814 on June 7, 1870. The aggregate receipts of the office in May were $63,496,243, including $11,985,468 from customs; aggregate payments, $67,207,341 including $16,919,624 of coin interest; balance at the close of the month, $84,520,151, against $88,231,250 at the close of April.

The U. S. Sub-Treasurer issued in May $5,409,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,023,949 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $89,911,941.

Government revenues have been yielding liberally, n the line of excises, though less satisfactorily in the customs form. The excises, during the week yielded $5,541,856; customs at the port of New York, $2,250,949, and at the outports about $765,000 (in coin) more, making the grand total income for the week equal to about $8,935,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $175,643,883.

There has been but little spirit in the Gold speculation, and the range of the price has been from 112⅛@113⅜ leaving off on Wednesday at 112¼. The customs call has been light. The export drain, last week, was considerably under a million dollars. On Tuesday of the current week, the *Cimbria* took out $74,000 in specie. On Wednesday, the *Scotia* carried off for Liverpool, $211,000 in specie. On the same day, Government marketed a million of Gold at from 112 60@112 67. The bids reached an aggregate of about 2¾ millions. It was announced at the close that on Monday next, Government would commence disbursing the July coin interest on the public debt. This announcement tended to depress the price, and the market wound up quite heavily.

The coin balance of the Treasury Department on Monday was $109,767,595, including $34,094,000 on private deposit; currency balance, $21,556,988.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $76,751,814.

The customs demand for Gold last week, averaged $396,000 a day; thus far, this week, it has averaged $276,363 a day, or equal to a weekly aggregate of $1,658,178. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $27,713; and since Jan. 1, 1870, $7,016,220, against $8,904,140 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $130,840,303 against $121,768,418, in 1868–'69.

The customs revenue of the port on Wednesday was $360,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 12th, was $3,410,000, against $3,011,000 same time last year.

The exports of specie, from this port, last week, were $886,448 against $101,102 same week last year; total, since July 1, 1869, $31,839,108, against $35,093,853 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $402,155, and since July 1, 1869, $86,073,572 against $86,973,586 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to June 12th, were $15,916,000, against $15,608,000 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $55,914.

Foreign Exchange has been quite moderately dealt in, and has shown less buoy ... as to rates. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.20c. @5.15; sight bills on London to 110@110¼, and on Paris to 5.14½c.@5.12½. The offerings of produce bills have been moderate since our last. The week's exports of domestic produce have been to the currency value of $3,870,111, making the total since July 1, 1869, $194,591,256, against $163,828,934 same time preceding fiscal year.

Government securities have been generally well supported in price, on very light offerings, but the dealings have reached an unusually small daily average, and the market closed tamely, pending definite action on the funding and currency bills now before Congress. At the close, there was rather more demand noted for the Sixes 1881; the later 5-20s, and the currency Sixes, at the ruling figures,

U. S. sixes of 1881 closed here at 118⅛@118⅜; U. S. Five-twenties of 1862, 112@112⅛; U. S. Five-twenties of 1864 at 111¼@111⅛; U. S. Five-twenties of 1865 at 111⅜@111½; U.S. Five-twenties of 1865 consolidated, 113¾@113⅞; U. S. Five-twenties of 1867, 113⅞@114; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108¼@108½; U. S. Six per cent. currency bonds, 114¼@114½.

State bonds have been in fairly active demand at decidedly buoyant prices.

Railway bonds have been in fair request, including Central Pacific Sixes, which closed at 93⅛@93⅜. Union Pacific Sixes at 87⅜@87⅝.

Railway and miscellaneous share property has been moderately active but quoted, unsettled in price. The later dealings showed a depressed and yielding market.

At Frankfort on Wednesday U. S. Five Twenties closed at 96¼; and Central Pacific First Mortgage Bonds at 77½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 8.	June 15.	June 22.
Consols	92¾	94⅞92⅞@92½	
U. S. 5-20's of 1862	89⅛	90¼	90
U. S. 5-20s, 1865	88⅞	88⅜	89⅜
" 1867	91	91⅛	88¾
" 10-40s	86½	87¼	87¾
Erie	18½	18¼	19½
Ill. Central	111½	114	113¼
At. and Gt. West	30	28	28½

There has been less animation in the line of domestic produce, and less buoyancy has been noted in values. The breadstuff movement has been less extensive. Middling upland cotton closed tamely on Wednesday at 21⅜ cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 1,750 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,767,100 bales, against 2,012,375 bales in 1868–'9; exports, same time 2,050,300 bales, against 1,400,950 bales same time in 1868–'9; stock on hand at latest dates, 213,550 bales, against 88,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 7,551 pkgs., against 14,468 pkgs., same time in 1869. From Boston, 1,790 pkgs. in 1870, against 4,218 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in less demand at from 10@16½c. per lb.; week's receipts, 8,185. Milch cows continue very quiet, at $40@$100 each, receipts, 103. Veal calves have been less active at from 6@11c. per lb.; receipts, 4,241. Sheep have been in limited request at from 4@7½c.; lambs at 8@13c. per lb.; receipts, 16,608. Swine dull at 9¼@9¾c. per lb., all live weight; receipts, 20,838.

Foreign goods have been in less general request at, however, about previous rates.

Ocean freight have been less active, and less firm. For Liverpool we we quote flour at 1s. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 4½d. by sail, and 4¾@5d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d.@35s. by steamer, per ton. For Havre, flour at 65c., gold, per bbl.; and wheat, 8@8½d. per bushel. Total number of vessels in port on Wednesday, 451.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 21, and since the beginning of the year:

	1869.	1870.
For the week	$4,427,581	$3,370,111
Previously reported	79,535,422	80,115,569
Since Jan. 1	$83,962,953	$83,485,680

The imports for the week ending June 18, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$861,495	$1,165,846
Gen. merchandise	5,494,236	5,272,815
Total for the week	$6,355,731	$6,438,661
Previously reported	145,963,854	135,188,014
Since January 1	$152,319,585	$141,626,675

The balance in the Sub-Treasury on Wednesday was $89,811,941 46.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 25⅞; South Carolina 6s, new, Jan. and July 83; Alabama 8s, 101½; do., 8s, R. R. bonds, 97½; Louisiana 6s, 77½; do. 6s, Levee bonds, 76½; do. 8s, Levee bonds, 95½; Georgia 7s, 96½; Arkansas 7s, issued to L. R. and F. S. R.R., 75⅝; Brooklyn 6s, W. L., 95; Ohio and Mississippi consol. bonds, 91¾; St. Louis and Iron Mt., R. R., 49; do., 1st mort., 89⅜; New York and New Haven 6s, 97; Toledo, Peoria and Warsaw 1s mort., W. D., 82½; Quincy and Toledo 1st mort., 84; Pacific R.R. 7s, guar. by Mo., 98; Milwaukee and St. Paul 1st mort., Iowa Div., 90; Chicago and Gt. Eastern Income bonds, 41; Central of New Jersey new bonds, 102¾; North Missouri 1st mort., 89; Great Western (Ills.) 1st mort., 1888, 90; Chicago and Milwaukee 1st mort., 93½; Rome Watertown and Ogdensburg R. R., 120; New Jersey R. R., 118¾; Long Island R. R., 62; Adams Exp. Co., 66; Wells-Fargo Exp., 17; Am. Mer. Union Exp., 47; U. S. Exp., 45; Western Union Telegraph, 34⅞; do., 7s, 88; Atlantic Mail S. S. Co., 35¼; Consol. Coal Co. of Md., 27⅝; Maryland Coal, 31; Benton gold, 00.9; Black Hawk gold, 0.30; Consol. Gregory gold, 1.20, Casco gold, 0.90; Central gold, 0.29; Grass Valley gold, 0.33; Liberty gold, 0.02; La Crosse gold, 0.12; Quartz Hill gold, 0.30.

Philadelphia.—Wyoming Valley Canal, 20; Chesapeake and Delaware Canal, 40 Lehigh Nav.

Conv. Loan, 80; Penn. and New York Canal 7s, 92; Oil Creek and Allegheny River R. R., 47; do., bonds, 81¼; Pennsylvania R. R. Gen. mort., coupon, 96; West Jersey R. R. 7s, 96½; do. 6s, 93; Junction 2d mort., 90; Germantown Passenger R. R., 30; Dalzell oil, ½; Corn Planter oil, 1⅜; New Jersey State 6s, 105; Pennsylvania State 5s, 103¼; do., 6s, Inclined Plane Loan, 111; Philadelphia City 5s, 1871, 98½. The latest quotations are: City 6s, 98@98¾; do., free of tax, 100¼@100⅜; State 5s, coupon, 103@—; do., 6s, W. L., 105½@—; do. 1st series, 106@—; do., 2d series, 109@—; do., 3d series, 112½@—; Reading 53⅝@53⅝; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 93@—; Camden and Amboy, 118½@119; do., mort. 6s, 1889, 94@94½; do. 1883, 93@94; do., 1889, 89@90¼; Penn. R. R., 58⅜@58¼; do., 1st mort., 102@103; do., 2d mort., 98@98⅛; Little Schuylkill R. R., 45@45; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 82½@83; do., scrip 7s, 68@—; Susquehanna Canal, 8@—; do., 6s, 45@50; Schuylkill Nav., 8@8½; do., pref., 18@18½; do. 6s, 1882, 72¼@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 95½@96½; do., 5s, 60@61; Lehigh Coal and Navigation, 34⅞@35; do., 6s, 1884, 85¾@87½; do., R. R. Loan, 90¾@91¼; do. Gold Loan, 89@89¼; North Pennsylvania, 41@43; do., 6s, 96@96¼; do., 7s, 90@90½; do., Chattle 10s, 110@110½; Philadelphia and Erie, 29¾@29⅞; do., 6s, 91@92; Minehill, 54@54⅛; Catawissa, 14@16; do., pref., 37¼@38⅛; Lehigh Valley, 58¼@58½; do. 6s, 98@100; do., 6s, reg., 95@97; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@49; Thirteenth and Fifteenth, 22¾@23¼; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 45½@46; Hestonville, 15@15½; Union, 43½@45.

Boston.—Rutland R. R., pref., 76; Summit Branch R. R., 42; Cincinnati, Sandusky and Cleveland, R. R., 35; do., 7s, 1900, 76; Connecticut and Passumpsic Rivers R. R. pref., 92⅜; do., 7s, 1876, 94¼; Eastern (N. H.) R. R., 117; Norwich and Worcester R. R., 106¼; Indianapolis and Cincinnati R. R., 17; Kalamazoo, Allegan and Grand Rapids 8s, 95½; Cedar Rapids and Missouri 7s, 1916, 87¾; Old Colony and Newport 7, 103¼; Vermont and Massachusetts 6s, 94; Danvers R. R. 6s, 1875, guar., 100; Michigan Lake Shore R. R. 1st mort. 8s, 1889, 92½; Vermont Central and Vermont and Canada 8s, 1889, 104½; Vermont Central 1st mort., 86½; Northern (N. H.) R. R. 6s, 1874, 98¾; Lowell Horse R. R., 36; Cary Imp. Co., 7⅛; Boston Water Power Co., 17; Massachusetts 6s, 5-20s, currency, 100¾; Connecticut 6s, 1881, 99; Maine 6s, 1888@1889, 98¾; Rhode Island 6s, 1882, 100⅛; Chicago 7s, River Imp., 97¼; do. Municipal, 98; Cook Co., Ills., 7s, 1880, 96⅝; do. 1885, 97; St. Louis County 7, 97⅝; Calais 6s, 1876, 90; Portland 6s, 1887, 91½; Fall River City 5s, 1872, 98; do. 1877, 91¼; Charlestown 5s, 1877, 91¼; Bath 6s, 1891, 88¾; Boston 5s, 1883, gold, 97¼; do. 1878, 99¼; Albany 6s, 1890; 98; Hancock Mining Co., 1.

Baltimore.—Northern Central R. R. 6s, gold, 1900, 99; Western Maryland 2d mort., pref., 66; Orange and Alexandria 4th mort., 76; do. 3d mort., 85; Orange, Alex. and Manassas bonds, 81; Pittsburg and Connellsville bonds, 93¼; Virginia 6s, old, reg., 55; do. 1866, 64½; do. 1867, 61½; Memphis City 6s, 54⅜; Bare Hill Mining Co., 0.23. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 141@142; do., 6s, 1875, 96@96⅜; do., 1880, 96@97; do., 1885, 94⅞@96; Northern Central 45@46; do., 6s, 1885, 93@95; do., 1900, 87@87¼; do., 6s, 1900, gold, 98@99; Parkersburg Branch, 23@26; N. W. Va. 1st mort., 96@—; do. 2d mort., 95½@97½; do., 3d mort. 1885, 93@93⅛; Marietta and Cincinnati 7s, 1892, 94¼@95; do., 2d mort., 76@76¼; Central Ohio, 24@26½; do., 1st mort., 84½@84¾; Western Md. 6s, 1890, 77@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 65@66½; do., 6s, guar., by Washington Co., 82½@85; Richmond and Danville bonds, 77½@80; Orange and Alexandria 1st mort., 6s, 79@79⅛; do., 2d mort., 6s, 79½@81; do, 3d mort., 8s, 85@85; do., 4th mort., 8s, 75¼@76½; Orange, Alexandria and Manassas 7s, 80⅛@81; Virginia and Tennessee 8s, 85@89¼; do., 6s, 1st mort., 85@—; do., 6s, 2d mort., 75@76½; Baltimore 6s, 1875, 95@95¼; do., 1884, 94@96; do., 1890, 94½@94¾; do., 1893, 93@94¼; do., 5s, 1838-'70, —@90; Memphis City 6s, 55½@55; Maryland Defense Loan, 1883, 101¼@102; City Passenger R. R. 22@23⅜; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.50; Bare Hill, 0.21@0.25.

Little Rock and Ft. Smith Railroad.

The Little Rock *Gazette* says the grading to Lewisburg is completed, and there only remains Cadron bridge to be finished to have this distance ready for the rails. That will be accomplished in ten or fifteen days. Grading on the 5th and 6th divisions will also be completed during the present month, and the 7th and 8th by the 15th July, making the distance of 80 miles. Trains will run to Piney by the time the cotton crop begins to come in. A steamer is about leaving New Orleans with iron, and upon its arrival track laying will be pushed forward rapidly.

☞ H. R. Pierson having resigned his position as Vice President and General Manager of the Chicago and North Western Railway Company, Geo. L. Dunlap, for many years General Superintendent of the road, has been appointed General Manager in his place, while the Vice Presidency has been filled by M. L. Sykes, of Chicago, and will not be of an active character as heretofore. John C. Gault, for many years Assistant General Superintendent and General Freight Agent, has been made General Superintendent, in place of Dunlap.

☞ The following gentlemen have been elected directors of the Chicago, Danville and Vincennes Railroad Company for the ensuing year: James W. Elwell, James D. Fish, W. D. Judson, Amos Terry and Mathew Taylor, New York; Jarvis Williams, Boston; N. F. Merrill, Chicago; William Young, Valparaiso, Ind., and Alvan Gilbert, Rossville, Ill. W. D. Judson was elected president, Amos Terry vice president, and Frederick E. Jones secretary.

☞ The Kent *News* understands that the Directors of the Kent County Railroad have made arrangements for iron sufficient to lay the track from Kennedyville to Duyer's, to which point it is expected to have the road in operation by the first of August.

Ohio and Michigan Railroad.

This company was organized on the 9th inst., by the election of the following gentlemen as directors: Gen. Hiram Walbridge, J. Edwin Conant, Henry Clews, D. Randolph Martin, New York; Hon. Richard Mott, H. S. Walbridge, M. R. Waite, Toledo; John D. Loomis, John T. Huss, L. Hall, Tiffan. The following officers were elected: President, Gen. Hiram Walbridge; Vice-President, John E. Conant; Treasurer, Henry Clews; Secretary, Harry M. Bishop; chief engineer and general superintendent, J. H. Sargeant. The road is to extend from some point on the Ohio River to Lexington, Crestline, Tiffan and Toledo, in Ohio Ann Arbor, Mich., and thence to Owasso and to the mouth of the Manistee River, on Lake Michigan.

Canadian Air Line Railway.

A meeting of the Provisional Directors of the Canada Air Line Railway from Glencoe to Buffalo was held at the Great Western Railroad general office, Hamilton on the 3d inst., for the purpose of organizing the company, at which the Hon. W. McMaster was elected Chairman: Jos. Price, Secretary; Geo. Lowe Reid, Chief-engineer, and A. Irvine, Solicitor. A communication was received from the Great Western Company, announcing their determination to construct the line forthwith without applying to the municipalities for bonuses, thus placing beyond doubt the completion of the road, the necessity for which has been long felt in the section of the country to be accommodated.

☞ In the suit of Daniel Lyons against the Erie Railroad Company, to recover $50,000 for personal injuries sustained by the Carr's Rock disaster, on April 13, 1868, the jury, after two hours' deliberation, returned a verdict for the plaintiff for $20,000. Judge Murray, in his charge to the jury, said that the company as common carriers were by law under obligation to keep their road in perfect order, and were responsible in damages for the result of any negligence; and according to the testimony the company was guilty of negligence.

☞ The New York Canal Board at its recent session, adopted a resolution that on and after the 20th day of June, 1870, car-axles, boiler iron, iron and steel in bars and bundles, and all articles exclusively manufactured of wrought or rolled iron not specifically enumerated in the toll sheet, when cleared at tide water, be charged at the rate of one half of one mill toll per 1,000 pounds per mile.

☞ The Exeter and Salisbury Railroad, which lies mostly in the State of New Hampshire, and runs through the town of Exeter, Kensington and South Hampton to connect with a branch of the Eastern road at Amesbury Mills, is likely to be put under contract the present summer, and finished next year. Its cost will not be great, as its length is only some dozen miles: and the stock is mostly taken already.

☞ A company has been organized with Geo. D. Prentiss of Pennsylvania, as President, to build a railroad from Washington to Fredericksburg, uniting with that to Richmond. The work will be immediately commenced and completed by December next.

Journal of Railroad Law.

RAILROAD COMPANIES, WHEN RESPONSIBLE FOR COLLISIONS EFFECT OF STAUTE—PUBLIC SAFETY.

The facts in the late case of Lafferty *vs.* Hannibal and St. Joseph Railroad Company, (44 Mo. 291,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action for damages, and asking for the statutory penalty. The petition, in substance, states, that plaintiff's horses got on the track of defendant's railroad where it was not fenced, and where there was no road crossing, and, while so on the track, they were frightened by the cars and engine of the defendant; and getting off the track of said railroad, they were injured.

They sustained a demurrer to this petition, and, on appeal to the District Court, the decision of the Circuit Court was reversed.

The only question requiring consideration is the true meaning and proper construction to be placed upon the forty-third section of chapter 63, Gen. Stat. 1865. That section declares that every railroad corporation formed or to be formed in this State, and every corporation formed or to be formed under that chapter, shall erect and maintain good and substantial fences, on the sides of the road where the same passes through, along or adjoining inclosed or cultivated fields or uninclosed prairie lands, of the height of at least five feet, with openings or bars and gates therein, and farm crossings of the road, for the use of the proprietors or owners of the land adjoining such railroads; and also to construct and maintain cattle guards at all railroad crossings where fences are required as aforesaid, suitable and sufficient to prevent horses, cattle, mules, and all other animals from getting on the railroad. The section further provides that until such fences, openings, gates or bars, farm crossings or cattle guards shall be duly made and maintained, such corporation shall be liable in double the amount of all damages which shall be done by its agents, engines or cars, to horses, cattle, mules, or other animals on said road.

There was no collision on the road, and the animals were not injured by any actual contact; but, being on the track of the road, they were frightened by the train, and, in running, hurt themselves while jumping off the track.

There is an admission in the record that, where the accident occurred, the road was not fenced or inclosed as required by statute. In such case negligence is an inference of law, and the defendant will be held liable absolutely, without regard to that question, if the injury happened or the damage resulted in a manner contemplated by the above section.

In Indiana they have a statute on the same subject, differing somewhat in phraseology from ours, but in substance and effect identically the same. Under that statute the plaintiff brought suit for the injury done to the mare. The facts were that, at the sound of the whistle on the approaching train, the mare ran on the track before the train until she came to a culvert, and then jumped so as to clear the culvert, and fell on one side of the track. In falling, the mare's left leg was broken, and she was otherwise injured. She was not touched by the locomotive or any part of the train. Upon these facts the court decided that the statute contemplated a direct injury, that the words "shall be killed or injured by the cars or locomotive or other carriages" etc., imported the idea of actual collision, and that it would not be consistent with the intent of the act to give them such an exposition as would cover a case of consequential damage. (The P. & C. R. R. *vs.* Haskett, 10 Ind. 409.)

Redfield, in the last edition of his work on railways, quotes the foregoing case as authority, and lays down the rule, that the liability of a railroad, where the company has failed to fence as required by statute, does not extend to animals injured by fright. (Redf. on Railroad 493.) Hillard says if a horse takes fright at the noise of a train, not caused by any unusual or unreasonable operation, the company is not liable; and to sustain this position he cites Burton *vs.* Philadelphia, etc., 4 Harr. 252; Burdentown, etc., *vs.* Camden, etc., 2 Harr. 314. These cases to which reference is made are not accessible at this place, and we have had no opportunity of examining them. The same author also refers to the case in 10 Ind. as settled the law that a statute making railroad companies liable for injuries to domestic animals whether negligent or not, does not apply to an injury from fright, where the animal is not touched. (2 Hill Torts 372 § 46.)

The counsel for the plaintiff relies strongly on the case of Moshier *vs.* Utica and Schen. R. R. Co. (8 Barb. 427); but that case seems to have been directly overruled in Coy *vs.* the same defendant (22 Barb. 643), and neither of the cases has any particular bearing on the question, we are now considering.

The statute was passed not exclusively for the benefit and protection of owners of stock who were liable to suffer loss and damage, but also as a public regulation for the safety of passengers and the traveling public, who are exposed to danger and peril in case of collision.

The court recently quoted with approbation the remark of the New York Court of Appeals in Ernst *vs.* Hudson River R. R. Co., (35 N. Y. 9) on a kindred question, that the failure of a railroad company to comply with its statutory duty to give the signals at the crossing of a highway was a breach of duty to the passengers, whose safety is imperiled, as well as to the wayfarer, whom it exposed to mutilation and death. (Rohback *vs.* Pacific R. R., 43 Mo. 187.)

In construing the statute we must examine the whole object which led to its enactment. The words are that the company shall be "liable in double the amount of all the damages which shall be done by its agents, engines, or cars, to horses, cattle, mules or other animals on said road." It seems to me plain that a direct or actual collision was contemplated; that where the agents of the road ran the locomotives or cars against any animal, and thereby injured it, or in any other manner it was hurt by actual contact or touch, then the company should be responsible for the penalty; otherwise not.

I am therefore of the opinion that the judgment of the District Court should be reversed.

The other judges concur.

☞ A survey of a railroad from Gardiner, Me., to the military asylum at Togus, Augusta, has been made.

Memphis and Little Rock Railroad.

The Memphis *Avalanche* contains what it styles "a rose colored view of the situation from managerial sources" in regard to the condition, prospects for early completion, rolling stock, bridges, etc., of this road. It says that from the point four miles west of L'Anguille river, where the track ends, there are fifteen miles of road graded and ready for the ties and iron. When the iron is laid down on these fifteen miles of road the cars will run to the point where the military road crosses, on the way to Clarendon on White river. A good dirt road runs from this point to Clarendon on which heavy freights can be carried on wagons. There remains from this point only sixteen miles of road to grade and iron in order to close up the gap and make through connections with Little Rock. Midway, between this point on the military road and Devalls Bluff, winds Cache river with its swamps. Through this section the work of driving piles is rapidly going forward, two powerful pile-drivers being used on the work. Six miles of piling will have to be completed before the road is finished. From five to six hundred feet of piling are put through each day. The company has between three and four hundred men employed on the road engaged in these respective works. Four thousand tons of iron is in New Orleans, *in transitu*, and already delivered at Hopefield, besides 150 kegs of spikes. The officers say this is amply sufficient—that the cars will be running to the military road by the 15th of July, and the entire road finished by October or November.

Manufacture of Iron and Steel in the United States.

From the fifth annual report of Mr. Henry McAllister, Jr., Secretary of the "American Iron and Steel Association," to be submitted at the annual meeting, to be held at the office in Walnut street next week, we have condensed the following interesting facts in reference to the manufacture of iron and steel during the year 1869. The report, after referring to the efforts made by the association in reference to the question of tariff, set forth that in the States north and east of Pennsylvania the production of anthracite iron in 1869 was 269,256 tons, as follows: New Jersey, 54,201 tons; New York, 210,855; Massachusetts, 4,200.

The production of anthracite iron in these States has arisen from 64,969 tons in 1864 to the quantity above given.

The production of anthracite pig iron in Pennsylvania in 1869 was 602,739 tons. Of this quantity 300,916 tons was made in the Lehigh region; 150,400 tons in the Schuylkill region; 123,273 tons in the Upper Susquehanna, and 118,141 tons in the Lower Susquehanna. This product exceeds by 20,784 tons, or 3.09 per cent. that of 1868, or 36¼ per cent. that of 1867. Within the past three years 14 furnaces have been erected in the Lehigh region, increasing its capacity about 140,000 tons. The following shows the whole product of anthracite pig iron in Pennsylvania for the past eight years: In 1862, 370,304 tons; 1863, 433,072 do.; 1864, 519,690 do.; 1865, 377,443 do.; 1866, 573,759 do.; 1867, 594,270 do.; 1868, 671,955 do.; 1869, 692,739 tons.

The total product of anthracite pig iron in the United States in 1869 was as follows:

	Tons.
Massachusetts	4,206
New York	210 855
New Jersey	54,201
Pennsylvania	692,739
Maryland	9,155
Total	971,150

The production of bituminous coal and coke pig iron in 1869 amounted to 553,841 tons, an increase of 213,341 tons, or 62.74 per cent. over

that of 1868. Of the whole amount about 250,000 tons of this class of pig iron were made in Pennsylvania.

In 1854 the production of bituminous and coke iron was 54,485 tons, since which the annual average increase has been 54¼ per cent. The progress made by this branch of business in several localities during the past few years is very great. In 1864 there were eleven furnaces of this class in the Shenango Valley, Pa., the oldest of which was erected in 1844. During the five following years to 1869, inclusive, there were erected ten additional anthracite furnaces, having a capacity of 85,000 to 95,000 tons. During the same time three charcoal furnaces were built in the Valley, with a capacity of 8,000 tons.

The production of charcoal iron in 1869 amounted to 392,150 tons, as follows:

	Tons.
New England States	38,000
New York, New Jersey, Pennsylvania and Maryland	134,000
Western States	206,500
Southern States	13,650

This quantity exceeds by 22,150 tons, or about 6 per cent. the product of 1866.

The product of the rail mills of the country during the year 1869 was as follows:

	Tons of 2,000 lbs.
Massachusetts	32,238
New York	79,463
Pennsylvania	319,653
Maryland	27,328
Ohio	41,837
Kentucky	7,817
Michigan	6,885
Illinois	53,261
Wisconsin	8,680
Other States	16,424
Total	593,586

During 1869, the rails imported from Great Britain amounted to 336,500 tons, an increase of 36,340 tons, as compared with 1868.

The product of the rolling mills, other than rails, for 1869, was 642,420 tons, as follows:

	Tons.
Merchant, bar and rod	292,500
Sheet	36,320
Plate	78,000
Hoop	17,200
Nails and spikes	146,400
Axles and other	72,000

The product of the forges and "bloomeries" in 1869 was 69,500 tons; of steel of all kinds, 35,200 tons.—*Philadelphia Ledger, 15th.*

New York Western Railway.

On the 8th instant, a meeting of railroad officers and other railroad men was held at Cedar Rapids, Iowa, and articles of incorporation, under the laws of Iowa, were adopted, organizing a company called the "New York Western Railway," for the construction and operating of one or more railroads through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska and Missouri, to connect with the *termini* of the Union & Northern Pacific Railroads; and connecting and consolidating with the Pennsylvania Western Railway, in Pennsylvania; the North American Railway Company, in Ohio; the Fort Wayne & Pacific Railway Company, in Indiana; the Muscatine, Kewanee & Eastern Railroad Company, in Illinois; and such other railroads as may be acquired by purchase or otherwise. The capital stock is to be forty millions. The number of directors to be not less than fifteen, nor more than eighteen. Till the fourth Wednesday in June, 1872, the following named persons are to be directors, viz: George Green, Wm. H. Merritt, J. E. Abbott, D. Hammer, J. L. Bevier and Wm. Green, of Iowa; E. V. Bronson and S. O. Dent, of Illinois; R. S. Dwiggins and J. M. Stackhouse, of Indiana; R. G. Pennington and Wm. H. Gibson, of Ohio; Henry Clews, Henry Weston and H. H. Boody, of New York. Meetings of stockholders, after the year 1871, are to be held annually, on the fourth Wednesday in June, at Cedar Rapids, Iowa. The principal place of business is to be at Cedar Rapids. Directors may also meet in New York city and at Fort Wayne. George Green was elected President; E. V. Bronson, Vice President; Henry Weston, of New York, Treasurer, and L. Edwards, Secretary. The Executive Committee consists of Geo. Green, E. V. Bronson, R. S. Dwiggins, R. G. Pennington, Henry Weston, J. E. Abbott, and Wm. H. Merritt. The directors meet at Fort Wayne on the 29th inst., to complete the consolidation.—*Western R. R. Gazette, June 18.*

Sabula, Ackley and Dakota R. R.

The extension of the Western Union Division of the Milwaukee and St. Paul Railway into Iowa, appears to be a settled fact. At a meeting of the directors of the latter company at St. Paul on the 4th inst., the following resolutions were adopted:

Resolved, That this Board enter into a contract with the Sabula, Ackley & Dakota Railroad Company, of the State of Iowa, to take a conveyance of said Sabula, Ackley & Dakota Railroad, and complete the same from Sabula to Marion, and operate it as part of the said Western Union Railroad upon the condition that said Sabula, Ackley & Dakota Company shall on its part, without expense to the Western Union Railroad Company,

1st. Procure the right of way.

2nd. Shall locate said road and prepare it ready for the superstructure.

3d. Shall locate said road and do all the work, under the direction of an engineer, to be appointed by the Western Union Railroad.

4th. Convey the same by a good and sufficient conveyance to the Western Union Railroad Company:—

And in order to enable said Sabula, Ackley & Dakota Railroad Company to so complete said road ready for the superstructure—the Western Union Railroad Company will contribute and pay to said Sabula, Ackley & Dakota Railroad Company three thousand dollars per mile from Sabula to Marion; said advances to be made from time to time, as the engineer in charge of said work shall report to said Western Union Railroad that such amount for any given number of consecutive miles, not less than ten, commencing at the river, will complete the same ready for the superstructure.

It being expressly understood that such advances are to be a lien, charge and incumbrance on said road, prior and superior to any claims until said road shall be conveyed to said Western Union Railroad Company.

Resolved, That this Board enter into a contract with the Sabula, Ackley & Dakota Railroad Company, of Iowa, to take a conveyance of said railroad, from Marion westerly by way of Grundy Centre and Ackley, and to furnish the superstructure and operate the same: Provided, that said Sabula, Ackley & Dakota Railroad Company shall first procure the right of way and prepare said railroad ready for the superstructure—except bridges—and convey the same by a good and sufficient deed of conveyance to the Western Union Railroad Company, and that they will accept, complete and operate any ten consecutive miles thereof, commencing at Marion, as fast as completed ready for the superstructure after said railroad shall have been completed to Marion, and provided further, that said road shall be located and built under and in pursuance of the direction of an engineer of the Western Union Railroad Company.

☞ At a recent sale by Messrs. Thomas & Son, Philadelphia, 253 shares Original (being equal to 506 shares new) Stock of the West Branch and Susquehanna Canal Company, brought $6 50; 20 shares Junction and Breakwater Railroad Company, $10; 20 shares Steubenville and Indiana Railroad, old, $6.

Bridges over the Alabama River.

The following is a copy of an Act passed by Congress entitled an Act to establish certain post roads in the State of Alabama and for other purposes:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and the same is hereby, given to the erection of a draw bridge over the Alabama River, near the city of Selma, by the Western Railroad Company of the State of Alabama, in accordance with an act of the Legislature of said State incorporating said company.

SECTION 2. *And be it further enacted*, That the consent of Congress be, and the same is hereby, given to the erection of a draw-bridge over the said river, above the city of Montgomery, by the South and North Alabama Railroad Company, in accordance with the act of the legislature incorporating said company. *Provided*, That said draw-bridges shall be respectively constructed so as to cross the streams at right angles with the current, and the approaches to such draws shall be protected by piers or other means that boats may enter the draws with safety in such a manner or otherwise as not materially or substantially to obstruct the free navigation of said river.

SECTION 3. *And be it further enacted*, That Congress reserves the right to withdraw the assent hereby given, as to either or both of said companies, in case the free navigation of the said river shall be at any time materially or substantially obstructed by either or both of said bridges.

SECTION 4. *And be it further enacted*, That said bridges, when completed in the manner specified in said acts of incorporation, shall be deemed and taken to be legal structures, and shall, with the railroads of which they are parts, be post roads for the transmission of the mails of the United States.

Approved June 8, 1870.

Railroad Freight Charges.

At a meeting held in Cincinnati on the 21st inst., of the General Freight Agents of the Cincinnati, Hamilton and Dayton, Ohio and Mississippi, Little Miami, Pittsburg, Cincinnati and St. Louis, Baltimore and Ohio, Indianapolis, Cincinnati and Lafayette, Illinois Central, Jeffersonville, Madison and Indianapolis, Evansville and Crawfordsville and Louisville, Cincinnati and Lexington Railroads, freights to New York by rail were arranged on fourth class, as follows; From Cincinnati, 46 cents; from Louisville, New Albany, Evansville and Cairo, 55 cents; from the lower Ohio points and Nashville and Clarkesville, 65 cents. The new tariff is to go into operation July 1, 1870.

Cairo and Fulton Railroad.

About half a mile of this road is graded opposite Little Rock. There are about 60 teams and 100 to 125 men employed in grubbing, clearing away and grading, and the force is being augmented as rapidly as possible. The engineers have located the line a distance of ten miles, and the survey has been pushed fourteen miles.

☞ The Snow Hill *Shield* says that the Worcester (Md.) railroad will be commenced in a few days, and the work actively prosecuted to an early completion under the superintendence of the President of the Wicomico and Pocomoke road.

☞ The Baltimore *American* says that the route to the Western Maryland Railroad from Hagerstown to Williamsport has been definitely located, and will be put under contract immediately.

☞ Governor Baldwin of Michigan, has issued his proclamation convening the Legislature of that State on the 27th of July next. The occasion of this season is that there may be submitted to a vote of the people such an amendment to the constitution of the State as may admit of the lending of the State aid to railroad corporations, the Supreme Court of Michigan having lately adjudged all laws authorizing the extension of such aid to be unconstitutional and void.

☞ B. J. DORSEY, Esq., Commission Merchant, 41 and 42 California st., San Francisco, Cal., desires us to state that he is now prepared to furnish Chinese laborers at $14 gold per month—the employers boarding the laborers.

☞ Messrs. Smith & Reindollar, Contractors, Tanyetown, Carroll Co., Md., will receive proposals until July 1, 1870, for the Bridge Masonry of Pipe Creek Bridge, on the Frederick and Pennsylvania Line Railroad.

CHARLES KELLOGG. EDW. B. BLACKWELL.
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THE COUPONS DUE JULY 1, 1870, on the BONDS OF THE STATE OF ARKANSAS, will be paid on and after that date at the American Exchange National Bank, New York.

D. B. SICKLES,
Financial Agent.

OFFICE OF THE
RED RIVER CONSTRUCTION COMPANY,
Minneapolis, Minn., June 16, 1870.

Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

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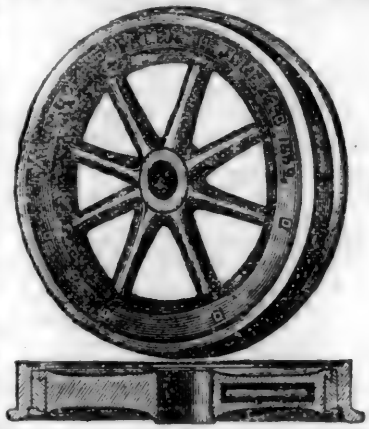
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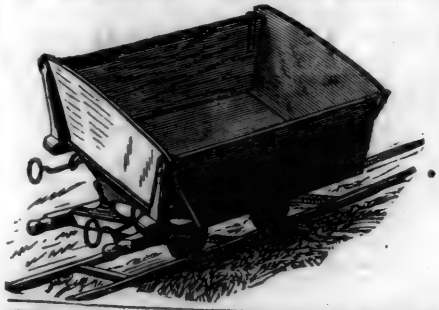
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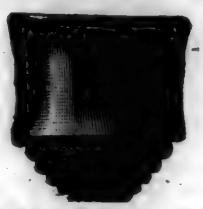
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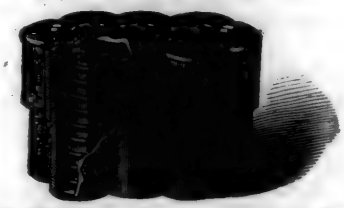
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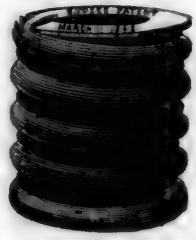
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



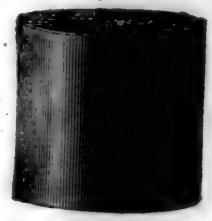
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Large Rubber Centre Spiral.



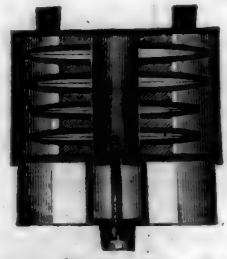
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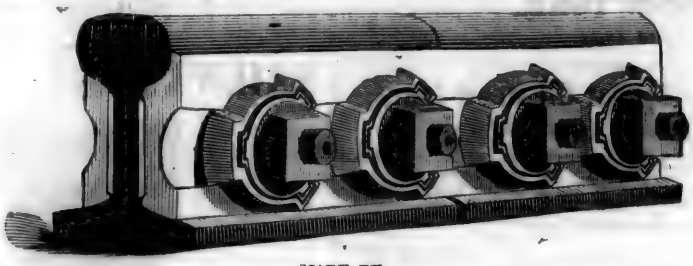
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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ON 5TH AND 21ST OF EACH MONTH,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

July 5, ALASKA, Capt. Gray, connecting with the MONTANA, Capt. Parker.

Steamer CHINA, will leave San Francisco Aug. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, July 2. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, July 1, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVI., No. 27.] SATURDAY, JULY 2, 1870. [WHOLE No. 1,785, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

[New York Saturday, July 2, 1870.

Supplying Locomotives with Water while Running.

The New York Central and Hudson River Railroad Company have recently adopted the English method of giving locomotives water, without stopping. They have constructed at Montrose station, on the Hudson River Railroad, a trough in the centre of the track 1,200 feet in length, 15 inches in depth, and 18 inches wide, lined with sheet iron heavily painted. This trough is perfectly straight throughout its entire length. A spring in the immediate vicinity supplies it with water. Its capacity is 16,000 gallons, which can be let into it at pleasure.

The locomotive to be supplied with water in this way, has been fitted out with an ingeniously formed pipe, curling from the manhole in the tender down through the latter to a position inside of hind trucks, where the pipe forms a half circle, at the end of which is the nozzle which always points the way which the engine goes. Fastened to this nozzle is an iron bar, which connects with a bar from a point near the fireman's box, by which, when the locomotive comes to the trough, the nozzle or pipe can be dropped instantaneously into the water, while the train is running at the rate of thirty miles an hour. The nozzle sinks to only a depth of two inches in the trough, yet even at that depth, when the one thousand feet is passed over one thousand six hundred and thirty-five gallons of water will be found in the tender.

When the first experiment in taking—or as some of the engineers say "jerking"—the water occurred, the locomotive dashed over the rails, even to which is the trough, at the rate of thirty-five miles an hour. As the nozzle struck the water, the fluid rushed into the tender, and when the trough was left behind the fireman found his tender full.

Every movement was crowned with success, and the locomotive later in the afternoon was attached to the New York special which left Poughkeepsie at 4:15 P. M., which train proceeded direct to New York without stopping. It is next proposed to locate a trough between Catskill and Hudson, and points on the Central road, so that in time, trains aided by this process of stopping nowhere for water may run through to Chicago in twenty-four to twenty-six hours.

Choctaw and Chickasaw and 35th Parallel Railway.

We find in the Van Buren *Press*, a letter from Mr. J. M. Pomeroy, in reference to the above enterprise, from which we make some extracts in which are clearly defined the purposes and aims of this company. The company is formed by the union of chartered companies of the Choctaw and Chickasaw nations and the State of Arkansas.

The new company proposes to build a road from Little Rock, westward, along the rich valley of the Fourche le Fevre, and substantially on the line of the 35th parallel of latitude, *to the Choctaw line*. Upon obvious principles, no company could, by virtue of its creation under the law of Arkansas, obtain corporate rights in the Choctaw Nation—the incorporation of a company under the authority of that Nation, and the practical consolidation of the two for purposes of business, presenting the only convenient method of accomplishing the object.

The Choctaw and Chickasaw company was incorporated by special act of general council, approved April 8th, 1870, with a directory composed as follows: Principal Chief Allen Wright, Robert M. Jones, J. McCurtain, James Thompson, Basil L. Leflore, and George Durant, of the Choctaw Nation; Joseph D. Harris, and George D. James, of the Chickasaw Nation; and Dudley E. Jones, S. H. Tucker, D. H. Barnes, S. L. Griffith, John Stoddard, James M. Pomeroy, and Henry S. Brooks, of Arkansas; all of which gentlemen, except Messrs. Leflore and R. M. Jones have intimated their acceptance of their office.

The enterprise is *one*; the two companies are one for all purposes of business, their interests being identical; and I may state in corroboration, if any be needed, that Mr. Dudley E. Jones, of Little Rock, is president of both companies.

Connecticut Air Line R. R.

The Connecticut Air Line Railroad, now building between New York and Boston, has already reached as far as Middletown, about the centre of the State of Connecticut, and the grading of the unfinished half of the route is more than two-thirds completed. Not a stick of timber enters into its construction, excepting for ties, all the work being of wrought iron and stone. The grades are light, the curves large, and everything arranged to meet rapid travel and accommodate the immense through business which must necessarily flow to this, the shortest route between these two great cities. It was begun only about a year ago, and the work has advanced much more rapidly than was expected. The line seldom crosses a highway at a grade, country roads being either bridged or tunneled, a new feature in American railways. The Connecticut River Railroad Bridge will be the finest structure of its kind in the Union. It is to be constructed of stone and wrought iron. The iron work on the road is much heavier than has been used in this country for the same class of work. At Middletown it connects with the Valley Road to Hartford, thus forming a parallel road from New Haven to Hartford, with the New Haven, Hartford and Springfield. At New Haven there are four connecting roads, at Willimantic two, and at Middletown two, besides the Connecticut River traffic.—*Brooklyn Eagle.*

Port Jefferson Railroad.

The extension of the Northport Branch Railroad to Port Jefferson is almost assured—between nineteen and twenty thousand dollars having been subscribed towards the project. If fifty thousand dollars can be raised the road will be built. The cost of the road (sixteen miles) will be in the neighborhood of two hundred thousand dollars, and it is said that part of this amount

can be raised on bonds of the road. The Long Island Railroad will lease the line when completed. The country opened up by this road is the most diversified on the island, and some of the best harbors on the island will also be in close proximity to the road. More tons of shipping are built at port Jefferson than at all the other places on Long Island together, exclusive of Brooklyn. At present eleven miles of staging are necessary to reach this neighborhood, besides a railroad ride of fifty-five miles.—*Evening Post.*

Richmond and Petersburg Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$72,068 37	$82,128 57
" extra baggage and express freight	4,879 23	4,533 58
" U. S. mail	3,675 00	4,936 25
" freight	60,880 32	65,656 34
" miscellaneous	5,482 12	3,691 12
	$146,985 04	$160,945 86
Expenses, viz:		
Repairs of road	$16,852 36	$23,954 53
" bridges	415 47	140 50
" depots, etc	2,267 57	2,129 92
" engines	6,351 83	6,790 00
" cars	7,078 75	13,699 08
" tools, etc	58 00	83 08
Oil, tallow and waste	1,225 38	1,470 66
Wood	11,614 47	10,417 45
Train expenses	12,606 06	12,928 24
Depot "	7,031 53	6,999 99
Officers' salaries	6,750 00	7,300 00
Stationery, etc	1,739 25	1,874 81
Insurance on buildings	1,431 55	1,431 55
Taxes	2,252 40	2,490 05
Loss and damage	657 77	222 00
Clover Hill transp exp	3,800 00	6,683 81
All other expenses	6,850 09	24,986 17
	$88,974 53	$123,601 84
Net receipts	$50,010 51	$37,344 02

Included in the above expenses for 1869, are the following pertaining to extraordinary expenses:

New locomotive	$12,495 50
" coal cars	2,558 97
Reconstruction	4,083 83
" James River Bridge	9,889 39
Total	$29,026 69

—deducting these will leave the total ordinary expenses $94,575 15; and the net balance, $66,370 71, or about 41.23 per cent. of receipts. The President, in his report, says:

The greater business of the year has necessarily been attended with an increase of operating expenses, while the extraordinary expenses have been augmented by the cost of a new locomotive, new coal cars, to provide for that growing portion of our freights; the covering of the James river bridge, and laying on it a new track; our proportion of the new joint depot at Petersburg; and some expenditures at our workshops in Manchester; all of which, we doubt not, will be found hereafter to contribute to the more economical management of our affairs, and the preservation of our property.

The quantity of coal carried, at the reduced rates, during the past fiscal year, has produced a rather greater sum than during the preceding year; but our expenses in transporting the larger quantity are proportionately greater than the receipts. As the Winterpock Coal Mining Company has now begun to send down coal from its mines, we may expect a still greater and steady enlargement of this branch of our business in future.

The income from through travel for the past year exceeds that of the preceding year $4,129 12; and the income from the local travel is greater this year than it was last year by $5,676 65. Our connections with roads south of this are being steadily improved. The completion of our joint depot in Petersburg will add very much to the comfort and expedition of travellers through that city. The bridge at Wilmington, across the Cape Fear river, is finished, and now in use, thus obviating the discomfort of a transfer there by ferry. The Savannah and Charleston railroad is confidently expected to be again in running order during the coming month. When that has been accomplished, the great current of travel between the Northern States and Florida, during the early and latter part of winter, will naturally seek the line through Richmond, Wilmington and Charleston, as not only the shortest but by far the most comfortable for invalids. Some idea of the extent of this travel may be formed from the fact, ascertained by careful railroad agents sent down for the purpose of its investigation, that not less than 30,000 persons visited Florida during the past winter in search of health. Thus, not only have the expectations held out by the Board in their last report regarding our through travel been verified by experience, but we are fairly encouraged to expect a still further improvement in this source of our income.

Since the completion of the track connecting this with the Petersburg railroad, an entirely new and growing branch of business has been developed in through freights between Richmond and points south of Petersburg. For the first year of its commencement it amounted to about 700,000 lbs., whereas for the past year it exceeds 10,000,000 lbs., besides 2,495,500 feet of lumber. This source of revenue is permanent, and must continue to keep pace with the advancing prosperity of this city, and the states south of it.

The funded debt of the company consists of three classes of mortgage bonds; the first being $13,500, convertible coupon bonds, bearing 6 per cent. interest, and payable the 1st July, 1875; the second $130,500, coupon and registered bonds, bearing 7 per cent. interest, and payable on the 1st June, 1875. Both of these are remnants of old debts, the principal and interest of which are payable at the office of the company in Richmond. Lastly, $175,000 of coupon bonds, bearing 8 per cent. interest; principal and interest payable in Philadelphia on the 1st September, 1870. The whole funded debt is, therefore, $319,000. The bills payable on the 30th September last amounted to $21,696 71, which has at this date been reduced to $13,398 79. The open accounts at the close of the fiscal year amounted to $18,634 81. With the present rate of increased receipts it is evident these temporary obligations can be soon extinguished, and a portion of the 8 per cent. bonds be redeemed before their maturity. It was the expectation of the Board that those bonds would be, in great part, if not entirely, provided for before they became due. The causes which have prevented this are too well known to the stockholders to need more than a brief recapitulation. The first estimate of our late experienced engineer and superintendent, made in 1865, for the reconstruction and renewal of the property of the company, and on which the amount of the 8 per cent. loan was based, proved to be insufficient, mainly from the greater outlay which, on a closer examination, was found necessary to repair Swift and Falling Creek bridges; and the loss of the engine "Henrico," requiring the purchase of a new locomotive. The principal diversion, however, of the net income of the company from the payment of these bonds, has grown out of the purchase by this company of its proportional interest in the through trains of cars, to run between Acquia Creek and Weldon, amounting to $8,468 59

The cost of construction of connecting track and bridge at Petersburg 35,352 81

Proportion of this company's joint guarantee to stockholders of the Richmond Connection Company 5,803 81

$39,625 21

The additional comfort to passengers in running through trains between Acquia Creek and Weldon, of the class now provided for that service, became a necessity in order to retain our through travel. As the transportation over each of the connecting tracks is steadily increasing, the direct income from that in Petersburg becomes each year greater, while the contribution of this company toward the maintenance of that in Richmond is in like manner diminished. These tracks should, in addition, however, be credited with the net receipts from the transportation over the whole length of the road of all through travel and traffic attracted to or retained on it by their construction. They have added materially to the value of the property on which the bonded debt of the company rests, and added largely to the revenues out of which those bonds will have to be paid. These connections were vital to our through travel and traffic, and constitute the most profitable investment which could have been made for rendering that portion of our business entirely secure.

While the expenditures beyond the ordinary operating expenses were thus, from unforeseen causes, greater than had been anticipated, we were greatly disappointed in the receipts. Had they continued even at the rate which existed when the eight per cent. loan was created, and we were fully justified in expecting an advance upon that, we should long ago have commenced their redemption; but the course of events which disorganized the labor, and retarded the prosperity of this and the States south of this, beside the untoward disaster in 1867, to the Clover Hill mines, reduced our annual income so as to leave us no surplus to devote to that purpose. We have now, however, a more cheerful future before us, as is assured in our past year's work, and the fact, well known to all, of the reviving prosperity of this State and those south of us upon which we so largely depend, together with the steady influx of new comers, who mainly aim to settle along the line of our railways.

Before the war it was contemplated to make a connection with the Petersburg Railroad by crossing the Appomattox, so as to centre the passenger depots of all the railroads entering Petersburg on the land of the Southside Railroad Company. To accomplish that object, the lots intervening between our Pocahontas depot and that of the Southside Railroad Company were purchased; but in the actual location of the line, as now in operation, it was deemed preferable to abandon the connection by the former route. The lots so purchased are not now needed for any of the company's purposes. The workshops of the company having been removed to our four acre lot, on the opposite side of the river, one, if not two, very valuable lots adjoining our depot lot in this city, are no longer required for our uses. These lots of land the Board authorized the sale of, to be used in the redemption of our eight per cent. bonds, but the value of real estate has been, up to this time, so much below its intrinsic worth, that it has been considered wise not to force them into market at a sacrifice. They are still, however, held for the purpose of meeting these bonds, when they can be disposed of to advantage. As the eight per cent. bonds mature next September, the Board propose, with the consent of the stockholders, to apply to the Legislature to grant the necessary power to negotiate a new loan, to renew them in whole or in part, as may be required.

The company have seven locomotives, 4 first class and six second class passenger cars, 3 baggage and express, 28 freight, 14 platform, 104 coal, and 6 gravel cars; besides this company's proportion of 8 first class, and 4 second class passenger, 4 baggage and 4 express and mail cars, in the four trains running between Acquia Creek and Weldon. Number of miles run, 90,998, at a cost for repairs of about 7.46 cents per mile run. Number of passengers carried, 57,238, of whom 26,758 were through, 29,535 local, and 945

Clover Hill passengers. Number of passengers carried one mile, 1,258,994. In addition to the above, 4,162 were carried free. Tons of freight transported (including 35,455 tons of coal) 61,-7 68.

GENERAL STATEMENT.

Cost of road and property from Richmond to Petersburg including interest		$922,822 39
Less loss by fire, April 3d, 1865		254,318 30
		$668,504 09
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars		45,539 09
Reconstruction of road		219,852 50
Land purchase		44,316 51
Debts due to the company:		
This company's stock	$2,772 56	
Open accounts	48,026 11	
Cash on hand	797 60	
		52,569 27
Profit and loss		176,919 29
		$1,207,727 75
Capital stock:		
Subscribed by individuals		$300,000 00
Converted loan stock at $50		161,500 00
		$461,500 00
Subscribed by State, old stock	$200,000 00	
Subscribed by State, new stock	185,600 00	
		385,600 00
10,086 shares entitled to equal dividends		$847,100 00
Debts due by the company:		
Convertible dividend b'ds, 1867	$1,296 28	
Coupon bonds due July 1st, 1875	13,500 00	
Coupon bonds due June 1st, 1875	94,500 00	
Registered bonds due June 1st, 1875	36,000 00	
Coupon bonds due Sept. 1st, 1870	175,000 00	
Bills payable	21,696 71	
Open accounts	18,634 81	
		360,627 75
		$1,207,727 75

President.—CHARLES ELLIS.

Directors.—R. B. Haxall, B. W. Haxall, D. W. Lassitir, M. D., C. S. Mills, M. D., James H. Platte.

Treasurer.—M. W. YARRINGTON.

Superintendent.—THOMAS H. WYNNE.

American Iron and Steel Association.

The following gentlemen have been elected officers of this Association for the ensuing year: President—Samuel J. Reeves, of Philadelphia. Vice Presidents—James M. Cooper of Pittsburg; Charles S. Wood of Philadelphia; Abram S. Hewitt, of New York; Joseph H. Scranton, of Scranton, Pa.; E. B. Ward, of Detroit, Mich. Treasurer—Charles Wheeler, Philadelphia. Secretary—Henry McAllister, Jr., Philadelphia. Executive Committee—Samuel J. Reeves, Philadelphia; Jas. M. Cooper, Pittsburg; Charles Huston, Coatesville, Penn.; C. S. Kauffman, Columbia, Penn.: J. B. Moorhead, Philadelphia; Charles S. Wood, Philadelphia; James Park, Jr., Pittsburg; Percival Roberts, Philadelphia; James I. Bennett, Pittsburg; Robert H. Lamborn, Philadelphia; Alfred Hunt, Philadelphia; Joseph H. Scranton, Scranton, Penn.; E. Y. Townsend, Philadelphia; Charles Wheeler, Philadelphia.

Canals and Navigation Improvements of Pennsylvania.

A tabulation showing the stock and bond accounts, length and character of Works, Cost, Earnings, Expenses and Dividends for the year ending October 31, 1869.

Compiled from the Reports of Companies returned to the Hon. J. F. HARTRANFT, Auditor General of the State.

Canals.	Capital and Debt. Stocks.	Capital and Debt. Bonds.	Capital and Debt. Debt.	Capital and Debt. Total.	Length of Canals.	Dimensions. Top.	Dimensions. Bottom.	Dimensions. Depth.	Locks. Lift.	Locks. Length.	Locks. No.	Total rise and fall.	Width.	Cost of Works.	Gross Earnings.	Operating Expenses.	Net Earnings.	Divid'ds. Am't.	Divid'ds. Rate.
	$	$	$	$	M.	Ft.	Ft.	Ft.		Ft.		Ft.	Ft.	$	$	$	$	$	p.c.
Delaware and Hudson	15,000,000	3,169,476	.....	18,169,476	108.00	48	30	6		100	106		15 to 15½	6,899,068	110,610	541,070	.....	1,500,000	10
Delaware Division	† 1,638,350	800,000	.....	2,433,350	60.00	44	26	6		90	82		11 to 22	166	2,433,350	231,194	125,444	106,750	130,668	8
Erie	64,000	905,615	662,246	1,631,861	161.00	54	30	4		80	134		15	977	1,562,005	104,961	101,112	2,849	.....	..
Junction	399,060	.....	.....	399,060	18.00	45	26	4		90	11		17	60	399,060	18,268	16,049	.....	.....	..
Lehigh Coal and Navigation	8,739,800	14,375,891	.....	23,115,691*	48.00	60	45	6		102	53		22	375	4,455,000	405,174	192,800	212,374	.....	..
Muncy	2,625	.....	.....	2,625	0.75	45	40	3⅔		...	...		.....		6,182	220	42	176	.....	..
Pennsylvania	‡4,300,000	1,361,000	.....	6,261,000	178.00	45	24	4		90	108		15 to 17	{ 806	4,261,000	735,303	476,867	258,436	.....	..
Wyoming Valley		600,000	.....	64.00	40	28	4½		90	11		17		2,000,000						
Schuylkill Navigation	4,797,185	7,753,945	648,780	13,199,901	109.23	60	40	6		110	76		18	619	13,105,278	1,159,085	1,057,910	101,175	.....	..
Susquehanna and Tide Water	2,002,746	2,632,810	195,232	4,830,288	45.00	50	30	5		33	33		17	233	167,435	85,721	81,714	.....	.....	..
Union	2,907,850	3,000,000	20,000	5,927,850	87.64	43	28	4½		88	88		17	501	5,927,850	43 587	68,698	.....	.....	..
West Branch and Susquehanna	1,100,000	708,000	86,000	1,894,000	123.00	40	28	4½		38	38		17	223	1,894,000	(Included in Pennsylvania.)		.....	.....	..
Wiconisco	58,925	15,000	16,000	89,925	12.00	45	28	4½		7	7		17	24	512,000	11,641	14,279	.....	.....	..

* Including railroads, mines, &c., of companies. † Leased to Lehigh Coal and Navigation Company. ‡ Consolidated January 1, 1869 under the title of "Pennsylvania" Canal, Pennsylvania Canal Company, and since date consolidated in said company. § Leased to

Atlantic and Great Western Railway.

With regard to the affairs of this Company, we have to call the attention of our friends to the plan of reorganization prepared by the President of the road. The scheme proposes what we consider to be—and have long considered to be—the only reasonable solution of the difficulties in which this Company has been placed, viz: the foreclosure of the road. By this plan the bondholders will have the road at a price of from thirty-one to thirty two millions of dollars, free from encumbrance of every kind, whether they be claims in England, or whether they be claims in America. It will dissolve any liability, real or otherwise, on account of the Catawissa lease, and relieve the Company at once, and for ever, from all judgments which have been obtained against the road for real claims, as well as for many claims either disputed or imaginary. It will also get rid of the lease to the Erie Railway Company, as the opinion of an eminent counsel in America (which we have before us), says, "the foreclosure clears the Atlantic and Great Western railway of all complications, bargains, and arrangements of every nature heretofore made with the Erie Company." The parties nominated in America to carry out this plan are men of the very highest character and reputation, and there can be no doubt that, in the hands of General McClellan, William B. Duncan, Esq., and Senator Thurman, the bondholders will be perfectly safe.—*Satterthwaite.*

Schuylkill Navigation Co.

A special meeting of the loan and stockholders of this company was held in Philadelphia on the 20th of June. Mr. John Weigand was called to the chair, and Mr. William M. Tilgham selected to act as secretary. Mr. Frederick Fraley, President of the company, stated the object of the meeting to be to consider a proposition of the Reading Railroad Co. to lease the franchises of the company. He gave a brief statement of the different arrangements made by the company from the time of its organization until 1863, at which date an arrangement was made that nearly obliterated the severe competition between the Reading Railroad Co. and their own corporation. But since then new and impossible to be foreseen combinations had been made by other companies, competition and increased facilities for the transportation of coal had largely increased, attended by a great reduction of the income of the company. The stoppages by drouth and flood last year had caused the company great loss. The only remedy he could see was to be found in a closer arrangement with the railroad company, by which a certain sum could be assured to the company—such an arrangement as exists between the Camden and Amboy Railroad and the Delaware and Raritan Canal Companies. To effect this the necessary legislation had been obtained, subject to their approval. The strike that had existed since April 1st of this year in the coal regions, had practically deprived the company of an income from that time up to the present date, and he had been obliged to borrow nearly every dollar paid for interest on loans and current expenses. If this proposition of the Reading Railroad Co. was not accepted (and he deemed it fair and equitable), he could not conscientiously continue borrowing, and the terrible crisis of a suspension must come.

A letter was then read from Eli K. Price in favor of accepting the terms proposed.

The following was then read as the proposition of the railroad company:

The Philadelphia and Reading Railroad Company propose to take on lease the canal, corporate rights and franchises of The Schuylkill Navigation Company, for the term of nine hundred and ninety-nine years—and an absolute transfer of the real and personal property of the latter company—at a yearly rental of $655,000, payable

quarterly, to commence from January 1st, 1870, upon the following conditions and provisions, viz:

I. That the several debts of The Navigation Company shall be extended and provided for, as follows:

1. For the old mortgage loans of the company, commonly called the loans of 1872, and the loan of 1882, the existing mortgages to remain as security—the outstanding certificates therefor to be commuted for new ones, which shall extend the payment of the principal for the period of twenty-five years from the 1st day of December, 1872, in the one case, and the 1st day of January, 1882, in the other—in consideration of which extension and commutation, the Reading Railroad Company will guarantee the payment of the interest from the date of the extensions.

2. The holders of the boat and car loans to surrender their present obligations and the trusts by which they are secured, and to accept new obligations of the Navigation Company, maturing twenty-five years later than the present, and bearing the same rate of interest as at present.

The principal and interest of these bonds to be guaranteed by the Railroad Company.

3. The holders of the improvement loans to surrender their certificates and the trusts and pledges by which they are secured, and accept new ones, extending payment of principal for ten years from maturity of the existing loan. The interest of these to be guaranteed by the Railroad Company, and the discharge of the principal to be secured by pledge and appropriation of five cents per ton on all coal carried on the canal, for interest first and principal afterwards.

4. The floating debt and Common Loan of 1876 to be met by the proceeds of a new mortgage on the Canal and its corporate rights and franchises, subsequent to those securing the loans of 1872 and 1882, for $1,200,000—the principal payable at twenty-five years, with interest at 6 per cent., payable half-yearly—and both principal and interest to be guaranteed by the Railroad Company.

II. All payments of interest by the Railroad Company on obligations of the Canal Company, or on liens against its property, to be deducted from the rental, and the principal of any such obligation or lien which may be purchased or acquired by the Railroad Company shall, at the option of the latter, be held by them as creditors, or cancelled and surrendered, and in the latter event, the rent will be reduced by the interest on the obligations so cancelled.

III. The rental so proffered was designed to be sufficient for, and to be applied to the following purposes:

1. Interest on loan of 1872	$104,737 41
2. Interest on loan of 1882	239,154 21
3. Interest on boat loan of 1863	49,938 90
4. Interest on boat loan of 1864	42,512 00
5. Interest on improvement bonds.	18,510 00
6. Interest on loan to absorb Floating Debt and bonds of 1876	72,000 00
7. Interest on existing incumbrances on real estate	7,838 95
8. Expenses of maintaining corporate organization and transfer department	10,392 53
9. Dividend of three per cent. per annum to preferred stock	80,556 00
10. Dividend of 1¼ per cent per annum to common stock	28,360 00
	$655,000 00

IV. The business of the Navigation Company to be settled by it to the 1st of June, 1870, and the lease to take effect from that date, except that the whole year's rent be paid for 1870, as above provided. In reply to an inquiry as to what would become of the suit against the city newly made, it was stated that it would go to the Reading Railroad Company.

Resolutions were then adopted providing that a written vote of the stock and loanholders should be taken on certain resolutions, the amount of coupon improvement bonds to be excluded from the vote in all cases where such bonds were not provided by the voter; that the polls shall be open from 10 o'clock A. M. to 3 o'clock P. M., up to the 22d inst.; and that a meeting shall be held at 11 o'clock A. M. on the 23d inst., to receive a report of the vote.

The resolutions to be voted on provided that the Board of Managers be directed to lease for 999 years the works and franchises of this Company, and to convey absolutely its real and personal property to the Philadelphia and Reading Railroad Co. upon the terms and conditions mentioned; that the Board of Directors be empowered to execute and deliver the lease, with such modification as they may deem necessary or expedient to make to carry out the objects of the proposition, provided that the proposition relative to the division of the dividend fund between the preferred and the common stockholders shall not be altered; and that immediately after the execution of the lease and before receiving any dividend thereunder, the holders of both stocks be required to surrender their existing certificates, and receive them back from the company stamped with a memorandum containing the terms of that proviso; that each bondholder, by giving his written assent to the resolution, is to be considered as agreeing to extend the time of the payment of the principal of his several loans, and to receive new certificates therefor in the terms and manner set forth in the proposition of the Reading Railroad Company.

Mr. William M. Tilghman was appointed judge, and Mr. Richard Wilkins teller. The voting commenced, and was continued until Wednesday noon, when the tellers reported that 152,263 votes had been polled in favor of the resolutions, and 2,982 against them, a clear majority of 149,281 in favor of their adoption.

Copper Mines of Lake Superior.

We have received from H. McKenzie, Esq., Editor *Portage Lake Mining Gazette*, Houghton, Mich., a statement showing the Lake Superior Copper Business from the commencement of operations in 1845 to January 1, 1870, including detailed statements of the operations for the year 1869, carefully collected and compiled by himself. From this we make the following extracts:

Product of the Copper Mines in 1869.

Portage Lake District:	Tons.	Pounds.
Hecla	4,652	1,687
Calumet	2,508	886
Quincy	1,466	054
South Pewabic	1,237	1,940
Franklin	925	567
Huron	673	1,905
Pewabic	615	485
Schoolcraft	267	1,020
Shelden-Columbian	118	.....
Isle Royale	109	363
Hancock	70	550
Grand Portage	39	1,714
Concord	26	935
Adams	8	748
Tributors	11	696
Total	11,730	1,550
Total in 1868	8,288	736
Increase in 1869	3,442	814
Keweenaw District:		
Central	1,117	1,455
Pittsburgh and Boston (Cliff)	590	067
Phœnix	575	383
Copper Falls	345	1,229
Amygdaloid	21	871
North Cliff	3	1,565
Allouez	2	767
Total	2,656	337
Total in 1868	3,503	068
Decrease in 1869	846	1,731
Ontonagon District:		
National	205	1,332
Ridge	169	1,537
Minnesota	166	519
Aztec	100	.....
Evergreen Bluff	92	1,551
Rockland (tribute)	80	1,410
Caledonia	62	895
Ogima	7	1,359
Lake Superior (tribute)	6	1,271
Mass	6	024
Nonesuch	3	218
Adventure	..	1,480
Total	901	1,596
Total in 1868	1,257	954
Decrease in 1869	355	1,358

Recapitulation.

Portage Lake district	11,730	1,550
Keweenaw district	2,656	337
Ontonagon district	951	1,596
Grand total	15,288	1,483
Grand total of 1868	13,048	1,758
Increase	2,239	1,725

The product of the Lake Superior Copper Mines from 1845 to 1870, has been as follows:

	Tons.
1845 to 1854	7,642
1854 to 1858	11,312
1858	3,500
1859	4,200
1860	6,000
1861	7,400
1862	9,962
1863	8,548
1864	8,472
1865	10,791
1866	10,376
1867	11,785
1868	13,049
1869	15,288
Total	128,275

All the above figures are of "Mineral Products." The Mineral of 1869 yielded about 80 per cent. Ingot Copper.

The following is an approximate statement of ingot copper produced, and its value:

	Tons.	Value.
1845 to 1858	13,955	$9,000,500
1858	4,100	1,886,000
1859	4,200	1,890,000
1860	6,000	2,610,000
1861	7,500	3,337,500
1862	6,300	3,402,000
1863	6,500	4,420,000
1864	6,500	6,110,000
1865	7,000	5,145,000
1866	7,000	4,760,000
1867	8,200	4,140,000
1868	9,985	4,592,000
1869	12,200	5,368,000
	99,440	$56,661,000

The assessments to conduct the business of 1869 were as follows:

Allouez, May 4, $1	$20,000
Copper Falls, Aug. 16, $1	20,000
Dana, June 21, 15 cts	3,000
Flint Steel July 14, $2	40,000
Hancock, March 12, $1 50	30,000
Hanover, July 24, 15 cts	3,000
Minesota, June 10, $1	20,000
Phœnix, July 6, $2	40,000
Total	$176,000

The assessments levied, as nearly as can be ascertained, since the commencement of operations in 1845, have amounted to $16,646,500.

DIVIDENDS FROM EARNINGS OF 1869.

Central, $4—Feb. '70	$80,000
Hecla, $5—Dec. '69	100,000
Quincy, $6—Feb. '70	120,000
Total dividends	$300,000
Total assessments	176,000
Excess of dividends over assessment	$124,000

TOTAL DIVIDENDS DECLARED.

Central, Feb. '70	$370,000
Copper Falls	60,000
Franklin	220,000
Hecla	100,000
Minesota	1,760,000
National	280,000
Pewabic	380,000
Pittsburg and Boston	2,280,000
Quincy, Feb. '70	920,000
Grand total	$6,370,000

TOTALS OF LAKE SUPERIOR COPPER BUSINESS.

Proceeds sales of copper	$56,661,000
Proceeds from assessments	16,646,500
Total proceeds	$73,307,500
Returned by dividends	6,370,000
Balance	$66,937,500
Percentage of divid'ds to total proceeds	8.07
Percentage of dividends to copper sales	11.24
Percentage of divid'ds to assessments.	38.26

Sodus Bay, Coring and New York Railroad.

This company propose to construct a road 86 miles long, by the most direct route, to the villages of Savona and Bradford in Steuben county, Penn Yan in Yates county, Geneva in Ontario county, and Lyons in Wayne county, terminating on Great Sodus Bay. The capital is $1,500,000. The directors are Henry Sherwood, Quincy W. Wellington, Doctor Boyan, Edgar Munson, Fletcher Heald, F. McDowell, M. F. Sheppard, Farley Holmes, James M. Sowerhill Johnson, J. Maxwell, Dewitt Parshall, N. R. Merrick, and Merritt Thornton.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$181,846 57	$201,755 87
" merchandise	413,787 96	467,378 51
" mails	11,160 00	11,160 00
" rents	2,436 23	1,658 65
" express	6,375 00	7,500 00
" miscellaneous	10 83	175 00
	$615,616 59	$689,628 03
Expenses, viz.:		
Passenger department.	$22,163 16	$28,506 33
Merchandise "	49,773 96	50,237 07
Locomotive "	114,021 55	127,337 37
Maintenance of way	87,819 18	89,527 06
General expenses	16,336 50	15,480 76
Miscellaneous expenses	44,422 30	35,187 58
State tax	54,692 94	49,889 84
United States tax	4,699 33	4,990 20
	$393,928 92	$401,156 21
Balance of earnings	$221,687 67	$288,471 82
Less new rail account.	32,923 26	32,199 90
Net earnings	$189,664 41	$256,271 92
Add balance of income per last report		253,474 79
Add balance of interest account		1,119 66
Total income		$510,866 37
Dividends December 1, 1869, and June 1, 1870, 4 per cent. each, and U. S. tax		251,894 35
Balance of income account		$258,972 02

Which, as heretofore, is invested in fuel, shop stock, rails, stock in Northern Railroad, &c.

There have been purchased and cancelled during the past year $5,600 of the bonds of the company, leaving outstanding, March 31, 1870, only $115,000 payable April 1, 1874.

The contingent fund has increased to the sum of $83,091 61 and is safely invested.

The gross receipts were:

For the year ending March 31, 1870	$689,628 03
" " 31, 1869	615,616 59
Increase in receipts	$74,011 44

The expenses for the same time were: viz.,

Yr. ending March 31, 1870	$433,356 11
" " 31, 1869	425,952 18
Increase in expenses	$7,403 93
Increase in net income	$66,607 51

The receipts from transportation of merchandise were more than the previous year by $53,590 55
And of passengers by 19,909 30
And from miscellaneous items by 511 59

The number of passengers as well as the income from them has increased about ten per cent. over last year. The tonnage has also increased about seventeen per cent., while the income from it has increased only about thirteen per cent. This shows that the competition on through business from the West still continues to affect our receipts unfavorably.

We have revised the passenger and freight tariffs, making an average reduction of some eight per cent. in the rates on business of the Northern Road, or more than twenty thousand dollars per year.

The reduced passenger tariff took effect May 2d, and the freight tariff will take effect in June.

It is hoped this reduction will increase the number of passengers and the tonnage over the road.

But, while we are thus reducing the cost of transportation to the public, we are paying higher wages for labor than during the war, and about the same price for the most important materials used in the construction and repairs of the road and rolling stock. The taxes are also nearly as high as at any previous time, amounting to some $67,000 for State tax, and U. S. tax upon gross receipts and dividends, and being equal to two per cent. of the cost of the road or twenty per cent of the net earnings.

The damages caused by the freshet of last October have been repaired, and the road, with the equipment, is now in safe working condition, having been fully kept up in all its parts.

There have been used in the repairs of the track during the past year 685 tons of new rails, and 18,355 sleepers; and 2,933 tons of rails have been taken up, repaired and re-laid.

One passenger car, and forty-nine merchandise cars have been built, all of which are to replace old ones, except eighteen merchandise cars, which are an addition to the equipment of the road. We have also built one locomotive to replace the "Crombie" and made large repairs on two others. These, with other repairs upon the locomotives, make them in better condition than they were last year.

The bridge across the Connecticut River, at White River Junction which was built about twenty-three years ago, is in such a condition that it may be deemed expedient to rebuild it the present year. This would add materially to the current expense.

It has been decided to build the Sugar River Railroad extending from Bradford to Claremont, referred to in previous reports. The grading and masonry of the road have been let, and the work will be commenced as soon as the land damages are settled.

A contract has been made with the Concord Railroad Corporation, which, it is believed, will be advantageous to the roads and the public.

Under this arrangement a considerable annual saving can be made by working the two roads together, while better and cheaper facilities can be afforded to the public.

The equipment of the road March 31, 1870, was as follows: 10 passenger and 14 freight locomotives, 399 long and 101 short merchandise cars, 15 passenger, 5 baggage and 9 gravel cars. Number of miles run by passenger trains, 164,056; by freight trains, 269,329; by other trains, 10,386—total, 443,771. Number of passengers carried 158,625; do., carried one mile, 6,435,927. Tons of merchandise carried, 340,509; do., carried one mile, 21,357,261.

TRIAL BALANCE, MARCH 31, 1870.

Construction		$3,068,400 00
Rails	$19,219 56	
Shop stock	55,288 25	
Fuel	42,928 85	
Waste	174 42	
Oil	413 70	
		118,024 78
703 shares Northern Railroad, N. H.		37,228 34
Contracts		125,329 96
Cash		24,093 18
Bills receivable		105,993 59
Agent's department		34 809 06
Minot & Co.		1,186 00
United States tax		10 41
Post Office Department		2,123 18
Boston, Nashua and Lowell Railroad		18,978 53
Conn. and Passumpsic Railroad		44,621 15
		$3,580,798 18
Stock		$3,068,400 00
Income		258,972 02
Bonds, April 1, 1874		115,000 00
Dividends unpaid	$8,061 76	
Coupons unpaid	237 00	
Coupons April 1, 1870	3,450 00	
		11,748 76
Contingent fund		441 61
Dividend, June 1, 1870		126,235 79
		$3,580,798 18

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, Otis Daniell.

Treasurer pro tem.—URIEL CROCKER.

Superintendent.—GEORGE E. TODD.

Point of Rocks Railroad.

The Washington *Chronicle* says it is stated in a quarter which is, from position, high authority in railway affairs, that it has been determined to bring the Point of Rocks railway into Washington city by next winter. If so, it is to be inferred that the Connellsville road is to be finished by that time, for the two have been regarded in circles of the Baltimore and Ohio railway as twin measures. Such rapid construction would necessitate very energetic steps by the Baltimore and Potomac railway, if it is to be as early in the field for the northwestern travel as Mr. Garrett.

☞ The following gentlemen have been elected directors of the Michigan Central Railroad: James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor, H. H. Hunnewell.

☞ The Central and Western Pacific railroad companies have consolidated under the name of the Central Pacific. It is stated that the Pullman palace cars will be discontinued on the Central Pacific road after the 7th of July.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ...50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,000	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600		
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,300,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov.'69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '76 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 3½
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref..100	2,426,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*.....50	1,786,200	J. & D.	June'70 4
Concord.....50	1,800,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c Rivers.100	139,000		
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,648		
Delaware*.....50	594,200	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	8,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand'e..100	600,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,448		
Fitchburg.....100	3,640,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	160,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 5½
Illinois Central.....100	25,278,719	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar. 100	533,500	F. & A.	Aug. '70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	... ...	June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '70 6
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,360	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 5
Ninth Avenue.....100	797,400		
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref...	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,560	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adama..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	----------
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred. 100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand. Manuf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley*..... 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
Shamokin V. and Pottv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	658,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,686		Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch.....50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	... ...	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 5
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia.....50	249,100	J. & J.	Jan.'70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac.....	----------	J. & J.	Jan.'70 3
Warren.....100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division.....50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania.....50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union.....50	----------		
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal.....25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....100	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	396,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1866	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313.514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566.403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,200	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	663,400	6,114,566
1866	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808 524	797,475	1,000.086	1,200,216	1,010.892	712,359	9,299,4.0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,180	1,288,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	960,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.500	236,435	193,959	203,696	218,347	271,425	287.451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,021	3,095,966
1870	201,500	218,600	244,161	246,046	260,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191.648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6.329.447
1865	571,536	628,972	616,665	616,608	460,573	617,682	578,403	747,469	739,726	641,589	643,887	518,088	7.181,206
1866	603,053	505,266	505,465	411,005	669,250	567,679	480,626	578,253	571,348	661,971	588.219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	625.242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	869,967	931,530	685,401	681,041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	698,677	8,825,482
1870	654,587	663,391	644,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294.096
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,029	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418.575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352.218	4.650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437.600	521,526	543,886	436,399	437.503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279.602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	246,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,620,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	376,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	406,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,080	406,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	856,917	468,880	6 617,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	696,583	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309.261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459.319
1868	211,973	231,361	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,085	270,934	246,266	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714.302	815,902	746,955	528,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,795	874,974	436,990	10,637.124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873,153	958,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	899,924	8,735,062
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,021	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	220,340	205,695	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,606	1,935,753
1869	132,623	127,617	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,065	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382.906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	484,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	240,396	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,389	323,377	434,284	4,252,348
1870	312,133	293,645	295,298	318,690	340,892	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	837,388	716,829	5,709,183
1870	628,529	600,139	639,288	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114
" " " " coupon		6	" "	1881	117
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111
" " " (5-20s).....coupon		6	" "	1882	111
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111
" " " (5-20s).....coupon		6	" "	1884	111
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111
" " " (5-20s).....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110
" " " (5-20s).....coupon		6	" "	1885	111
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110
" " " (5-20s).....coupon		6	" "	1886	110
" " 3d series (5-20s)...registered	379,594,850	6	" "	1887	110
" " " (5-20s).....coupon		6	" "	1887	114
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
" " " (5-20s).....coupon		6	" "	1888	114
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107
" " " (10-40s)....coupon		5	" "	1904	108
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	113
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,800	5	" "	'82-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	101
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" — " —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	....
" —Liquidation Bonds.....	193,400	6	" "	1865	100
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	100
" —War Loan Bonds	643,200	6	" "	1879	....
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	101
" —" " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	....
" — " " (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	78
" — " " (Levees).....	1,000,000	6	Various.	1886	....
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	76
" — " " (" 1868).....	3,000,000	8	" "	1908	95
" — " " (Funding).....	494,800	6	Various.	'86-'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	....
" —War Loan of 1861.....	800,000	6	"	1871	97
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	101
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	98
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	289,000	6	" "	1890	98
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'86	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	97
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111
" — " "	50,000	6	" "	1877	105
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " " "	650,000	6	" "	'72-'73	111
" — " " "	720,000	6	" "	'74-'76	106
" — " " "	1,430,000	6	" "	1876	108
" — " " 1862.....	600,000	6	" "	'77-'78	98
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	97
" — " " .. dol.	4,379,500	5	" "	1894	97
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	98
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	483,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'02-'90	94
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'89-'90	94
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	plens.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	plens.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	106
" — " "	5,726,800	6	" "	1873	108
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	112
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	49
" — " (new).....	3,959,045	6	" "	'92-'98	28
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,028,171	6	Jan. & July.	1870	100
" — " (" ").....	1,600,000	6	" "	1875	102
" — " (" ").....	4,095,309	6	" "	1881	102
" — " (" ").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	5	Various.	Due.	....
" — " "		5	" "	"	....
" —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
" — " "	4,724,000	5	Various.	'72-'82	103
" —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
" —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	111
" — " " "	4,907,150	6	Feb. & Aug.	1872	106
" — " " "	7,909,600	6	" "	1877	109
" — " " "	9,273,950	6	" "	1882	112
" —Military Loan.....	910,200	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1871	105
" — " of 1862.....	30,500	6	April & Oct.	1871	99
" — " of 1863.....	1,157,000	6	Mar. & Sept.	1882	100
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1864.....	776,000	6	Jan. & July.	1893	99
South Carolina—Fire Loan, 1838	881,000	6	Feb. & Aug.	1894	101
" — " (stg.).....	314,454	6	J. A. J. & O.	1870	....
" —State House Loans.....	484,445	5	" "	1868	....
" —Blue Ridge R. R.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Funding Bonds	1,000,000	6	" "	'75-'79	96
Tennessee—State Bonds	1,282,971	6	" "	'70-'90	82
" — " "	1,398,640	5	April & Oct.	Var.	....
" — " "	289,160	5½	" "	"	....
" —Railroad Loans	1,706,000	6	" "	"	....
" —Railroad Endorsements	25,903,000	6	Jan. & July.	long.	60
" —Funding Bonds	2,172,000	6	" "	Var.	....
Texas—No legal debt.....	4,677,950	6	" "	"	64
Vermont—State Bonds.....	.....	...	.....	.....	....
" — " Certificates.....	1,026,000	6	June & Dec.	'71-'78	98
Virginia—State Stock.....	201,000	6	" "	'71-'78	....
" — " Bonds	20,668,962	6	Jan. & July.	long.	69
" — " stg.....	10,968,000	6	" "	"	....
" —Funding Stock.....	2,331,500	5	" "	"	....
" — " Bonds	2,880,801	6	" "	1870	69
" —Guaranteed Bonds.....	3,446,000	6	" "	'80-'90	....
West Virginia—No Debt.....	1,736,380	6	" "	Var.	....
Wisconsin—War Loan Bonds.....	.....	...	.....	.....	....
	167,800	6	Jan. & July.	'77-'78	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	90½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	29½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	955,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	89½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	92½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1882	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	90
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	976,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,000,000	1,033,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	90
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,061	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25.592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	90
Greenville and Columbia:						81½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	103½
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1886	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1900	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1898	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1893	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1907	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1903	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1898	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	89½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	61

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	81½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	76
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	93½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Bosto	'87–'89	76
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	84½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 284 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,276,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam den and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	$2,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	8	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	—	—	—	—	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,419	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	—	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,469	5,832	194,225	20,000	274	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721	—	—	8,724,916	2,968,809	8	100	140½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Brnch ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	1,158,572	—	100	23½
Dec. 31, 1868	49.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*..... Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,298	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Bloesburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,637	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	....
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	148½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	62½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶ M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	75½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	133
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	145
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	5,162,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	140½
Oct. 31, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,896,000	—	—	—	2,286,000	583,500	—	—	—	(Leased to Erie.)	—	—	—	—	—	100	....
Oct. 31, 1869	43.2	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,938	*	.....	.....	428,717	700,000	374,315	—	43.2	121,957	.....	.....	225,909	71,913	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	—	—	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Oct. 31, 1869	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	428,472	*	—	—	428,472	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,465	2,158,545	—	—	180.0	—	—	—	841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,989	9,865,645	—	728,431	165.0	—	—	—	7,830,525	2,527,438	10	100	119
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	—	—	—	326,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased | to West Jersey.)	—	—	—	—	6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	—	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	—	—	89.0	—	—	—	3,729,412	1,350,220	10	100	109
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	895.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	—	—	200.0	—	—	—	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	—	—	—	3,200,000	—	—	100.0	—	—	—	—	—	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	—	—	1,000,000	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	109.6	—	—	—	—	—	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	....	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,600	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	40.0	—	—	—	61,013	14,145	—	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	53.6	495,525	4,733,511	15 891,755	718,5 6	51,338	5	100	....
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	—	—	4,508,643	1,987,896	10	100	117
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	120
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	13,941,343	4,881,189	10	100	83½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,615,073	627,595	806,789	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867		Lessees of San & Cin.							Cincinnati, Dayton and Eastern..... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	—	—	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,468	700	9,973	374,100	560,000	15,258	—	42.0	—	—	—	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,075	—	100	....

Dec. 31, 1868	340.0	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,846	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	844
Jun. 30, 1869	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio.	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)				8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,460,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	906,306	8	50	109½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)				7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000				(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)		100	20½
									Columbus and Xenia	Ohio.	1,464,078		655,580	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	ami.)			8	50	
Mar. 30, 1868	54.7	—	12.8	—					Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	160
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542		100	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(L	eased to	Concord,)			7	100	120
Mar. 31, 1868	58.0	—	3.1	—					Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	3,923,930	6,780,348	649,196	202,840	10	100	134½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	1,242,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	104
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,647,350	6,925,048	27,923	103.429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,893	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	—	4s	107
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progress.)	—	—	—	—	100	—
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)	—	—	100	—
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	—	—	—	—	—	—	50	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124½
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	100	—
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	—
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,309,200	495,900	—	—	—	(Leased	to Phila.	& Readin	g.)	—	7	50	—
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	84
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	47.0	—	—	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	.)	—	25,000	5	100	—
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	60
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	—
Oct. 31, 1869	82 7	3.2	17.1	—	22	11	4	715	European and North American	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,456	386,072	85,072	—	100	—
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	93.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	396,465	—	29,687	6,815	—	100	—
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased	to Pittsburg	and Co	nnellsvill	e.)	7½	50	—
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Flemington	New Jersey.	376,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)	—	—	100	—
Dec. 31, 1868	12.0	—	—	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	78.0	—	2.0	—	14	13	6	168	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	164.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	—	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In pr	ogress.)	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	2	12	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	50.3	1 7	—	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607	—	—	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	—	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	—	—	—	—	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,531.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
Dec. 31, 1868	884.0	523.0	—	—	323	219	85	4,094	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
July 31, 1868	229.0	105.5	—	—	99	125	30	1,413	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	—
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	112
Aug. 31, 1868	200.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	—	—	—	7	50	112½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	706,351	122,688	—	100	—
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	286,095	123,332	2 000,000	291,000	121,023	101.962	119.8	—	—	—	581,983	211,545	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	185 0	—	—	—	897,617	528,297	—	100	—
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Hudson River	New York.	16,609 382	2,516,607	19,484	—	13,932,700	6,074,960	1,167	—	156.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	—
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	140½
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	Indianapolis and St. Louis	Indiana.	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	302.5	—	—	—	—	—	—	50	38
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	—	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	—	—	132.411	35,000	26,399	—	13.0	23,000	31,778	68,378	64.610	8,944	—	100	—
Jun. 30, 1868	13.0	—	—	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	—
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	181,393	116.0	—	—	—	391,849	272,727	—	100	—
Dec. 31, 1868	116.0	—	10.0	—	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	91
Dec. 31, 1868	37.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	—
Dec. 31, 1868	45.0	—	—	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	—
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa	750,000	*	—	—	250,000	500,000	—	—	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	—
Dec. 31, 1868	25.0	—	—	18.0	3	5	2	50	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	—
Dec 31, 1868	31.6	—	118	34.0	2	1	1	20	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000	—	—	1,335,000	2,200,000	125,000	—	80.0	576,046	—	—	966,832	365,659	—	50	—
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	99½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,069,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	116½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	...
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,59.	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	...
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased to Phila. and Read.)			301,290	242,940	8	50	90
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	...
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	—	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	.....	.....	.....	.....	.....	.....	176.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	72,825	33,540	848,315	2,628,000	1,051,31.	155,517	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville..Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,289,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	...
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In progress 66 miles.)		.....	.....	—	100	...
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138.055	.....	—	.....	(In hands of receiver.)		.....	.....	—	100	...
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila.& Reading.)			128,589	loss.	—	50	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	28.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	103	...
Dec. 31, 1868	190.8	86.0	22.0	—	82	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	(Owned by Concord.)		1,288,097	170,470	—	50	...
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	.....	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313 874	.....	.....	514,376	64,343	—	100	...
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,807	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	...
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	...
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	...
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	.....	.....	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129 000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444.768	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	99
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,639,930	472,574	93,814	10	100	140½
Dec. 31, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,555	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	216	Naugatuck .....Connecticut.	2,026,700	*	.....	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	482,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,506	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	...
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned & oper. by Phil., W. and B.)			13.294	—	50	...
Nov. 30, 1869	83.9	16.2	0.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	...
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	...
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,000	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	...
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	.....	100	...
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,645	8	100	139½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	155
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361.017	—	100	90
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60.000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599.091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,696	*	294,611	67 653	4,000,000	433,000	147.045	732,835	—	.....	.....	.....	533,859	25,323	—	100	...
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	1 26,176	23,701	*1,053,950	846,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	...

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.				(In progress.)					422.8							—	100	
Dec. 31, 1868	233.3	147.8		—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000						1,296,961	301,779	—	—	85
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,160,000	3,588,439	133,476		67.7	460,143					1,132,731	463,114	5½	50	82
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,738,284	13,598,080	561,370	128,943	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	91
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	115
Sept 30, 1868	21.8	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			169,400	400,000	47,373		35.8	129,710	5,306,825	541,215	279,360	89,692	—	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106
Jun. 30, 1868	118.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994					
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,389,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	91½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	36
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	92
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940 187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	73
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100	110
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				—	(Leased to Erie.)				53,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			—	(Leased to Erie)					100	
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			—	(Leased to Erie.)				26,500	5	100	
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000			—	(Leased to Camden and Amboy.)					100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	114½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	2,272	—	50	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	58½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	163½
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,353,367	11,275,241	5,002,408	10	50	107½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	111
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,561,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9¼	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	115½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000				—	(Leased to Concord.)				24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000			—	(Leased to Eastern.)			77,755	24,737	—	100	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.																100	
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			500,848	1,000,000	962,859		54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,782,884	811,575			5,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000			—	(Not in operation.)					—	100	
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0	(Under construction.)						100	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000								166.3	694,409	4 069,421	11,712,202	993,239		—	100	25
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000			—	(About $50,000 a month.)					—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to Ind. & St. Louis.)			517,941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000			120.6				612,000	171,000	—	100	49
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—	(Leased to Chi. & Alton.)			240,000		—	100	
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030				(Under construction.)						100	
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.										(Under construction.)						100	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000			—	(Leased to West Jersey.)				16,533	6	50	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050				—	(Leased to Phila. and Reading.)					5	50	
Dec. 31, 1868	80.0	—	7.1	—	18	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000										100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			—	(Leased by Northern Central.)					6	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	40	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	
May 31, 1868	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009			75.0				127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300				—	(Leased to Central of New Jersey.)					6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000				—	(In progress.)					—	100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1868	55.0	0.5	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in full operation.)				—	100	
Sept. 30, 1868	123 0	0.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,579	57,876	1,365,600	1,708,900	475,100	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under construction.)						—	100	
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*											250,000		—	100	
ec. 31, 1868	91.0	—	....	230.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.									91.0							100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	*	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	.....	.....	.....	.....	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part	.....	of the	Rondout	and Oswego Line.)	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	616.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	56½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1.923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)					7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	.....	.....	.....	.....	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)			.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			5,066,650	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	.....	.....	.....	.....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	39½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	(Leased to Vermont Central.)					8	100	102½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,882	70,082	2,860,000	724.500	111,646	.....	107.0	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....		266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,698	882 533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,514	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,508,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'(n.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	68,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	.....	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina...North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800.000	304,413	.....	.....	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	.....	(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1868	50.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,406	.....	.....	768,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)					—	100	....
Dec. 31, 1868	20.8	—	....	6 5	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Not in operation.)					—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	.....	.....	.....	.....	Wilmington.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	.....	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Oct. 31, 1869	13.0	—	1.0	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)					—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal....Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	25	....
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)					—	50	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	231,194	105,751	8	50	94
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	110,610	.....	10	100	125
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64.000	897,759	662,246	.....	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	405,174	213,374	—	50	68½
Oct. 31, 1868	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,270,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	—	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100,000	708,000	86,000	.....	—	—	—	—	43,587	loss.	—	50	....
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
																									50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	6,000	57,580	Loss.		100	100	
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	36,000	20,097	115,172	11,882	8.0	100	100	
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30,'68	8.00	10	39	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	
Sept. 30,'68	8.00			Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30,'68	28.52			Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101⅞
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	178,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	282,829	40,431		50	50	14¼
Dec. 31,'68				Hoboken and Hudson City .N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31,'68	10.47			Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	36
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,000		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30¼
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	
Oct. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	
Dec. 31,'68	3.81			Passenger (Cin.) .....O.	100,000	100,000						100	100	
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	163	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,000	30,082	70,706	9,481	7.3s	50	41	
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,000	66,434	57,592				100	100	
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	
Oct. 31,'68	33.00	435	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										23½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	
Nov. 30,'68		449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)...N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,800	5,000	1,127	3,565	1,319		25	25	
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	
Nov. 30,'68	4.04	44		Worcester .....Mass.	89,573	75 800	72,000	26,000				100	10	

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N	1878	
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	
Real Estate	100,000	7	var.	var.	
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	
Middlesex (Boston 1st Mortgage sinking fund	96,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	
Quincy: Plain bonds	66,424	6	var	var.	
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	
1st Mortgage	16,000	6	J.& J.	18—	
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	
2d Mortgage	100,000	7	J.& J.	1874	
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	
Real estate	500,000	va	r. var.	var.	
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	
Union (Boston): Real estate mortgages	30,200	6	var.	var.	
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	
Watervliet: 1st Mortgage	151,000	7	J.& J.	1872	
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	
Worcester: 1st Mortgage	72,000	6	A.&O	1873	

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	....	....
Catawissa,* pref. and guar.....	2,200,000	7	7	75
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	20
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	92
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.....	5,253,836	....	....	121
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	20
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	78½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,500	6	6	36½
Schuylkill Valley,* guar.....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	70
Schuylkill Navigation, pref.....	2,888,997	6	6	35½
Union, preferred.....	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	32½
Mariposa Mining, pref.....	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @	36 —
Pig, American, No. 1		32 — @	33 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		110 — @	— —
Bar, Refined		75 — @	77 50
Bar, Common		72 50 @	— —
Scroll		87 50 @	115 —
Ovals and Half-round		95 — @	110 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		85 — @	120 —
Hoop		105 — @	145 —
Nail Rod	per lb.	— 7 @	— 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	— 11½
Sheet, Single D. and T. Common		— 4½ @	— 5½
Rails, English	(gold) per ton.	59 — @	60 —
Rails, American, at Works in Penna.	c'y.	71 — @	72 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11½ @	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— — @	— 18
American, Spring, do.		— 9 @	— 11
American Machinery do.		— — @	— 12
American German do.		— 9 @	— 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb	4 25 @	— —
Clinch		— — @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— 35 @	— 36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 39½
Straits	(gold).	— — @	— 38
English	(gold).	— — @	— 35½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal.... per box.	8 75 @	9 —	10 — @	10 50
I. C. Coke	7 — @	7 75	8 25 @	9 25
Coke Terne	6 — @	6 25	7 25 @	7 75
Charcoal Terne	7 75 @	8 25	9 — @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½ @	— 13½
Crude, 40 @ 47 gravity (in shipping order)		— 18 @	— —
Refined, prime L. S. to W. (110 @115 test)		— — @	— 25
Refined, Standard White (in ship'g order)		— 26½ @	— 26½
Refined, prime White (in shipping order)		— 27½ @	— —
Refined, S. W. (in jobbing lots)		— 27½ @	— 28½
Refined, S. W. (in tin)		— 30½ @	— 32
Naptha, Refined, (65 @ 75 gravity)		— 9 @	— 9½
Residuum	per bbl.	4 — @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 20.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Canton Co.	....	....	....	68	....	
Central Pacific 6s.	93½	....	93½	93	93½	
Central of N. Jersey	108½	107½	107½	109½	....	109
Chicago & Alton	118	118	....	....	117½	117
" pref.	118½	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	160	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	84	82½	82½	82½	82	82½
" pref.	89½	88½	88½	88	88½	88½
" 1st M.	96½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	93	....	....	....	....	....
Chic., Rock Isl. & Pac.	118½	117½	117	118½	116½	116½
Chicago & R. I. 7s, 1870.	101½	101½	....	....	....	102
Chi., R. I. & Pa. 7s, 1906.	....	....	....	....	....	....
Clev., Col., C. and Ind.	....	80½	82	....	84½	
Clev. and Pittsburg	109½	....	109½	109½	109½	....
" 2 M.	99	....	....	....	....	....
" 3 M.	96	....	95	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	103½	....
Col., Chi., & Ind. C.	20½	20½	20½	19½	20	20½
" 1 M.	84½	84½	84½	84½	84½	....
" 2 M.	....	....	....	....	68	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	124½	....	124½	....	125	
Del. Lack. & Western.	111	....	....	104s	104	
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	....	107½	....	107	....	
Erie Railway.	24½	24½	....	23	....	25
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879	95½	....	....	....	....	....
" 3 M. 7s, 1883.	92	....	....	92	....	
" 4 M. 7s, 1880	84	83½	....	83½	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	118½	118½	118	118	119	
" pref.	119	119½	120	120½	121	....
Hudson River.	....	....	....	....	....	....
" 1 M. 7s, 1869.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	139½	139	....	139	....	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	98½	99	98½	99½	99½
Lake Shore Div. bonds.	....	....	....	....	93½	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	....	....	....	....	....	....
" S. F. 8s, 1882.	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	100	....	....	....	99½
" 2 M.	95	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	15	15	15½	....	15½	
" Tr. 10s ctfs.	40	....	....	....	....	....
Milw. and St. Paul.	65½	65½	65½	65½	65½	66½
" pref.	81	80½	....	80½	80½	81
" 1st mort.	96	....	96	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	94½	....	....	....	....	95
Missouri 6s	94½	95	94½	94½	94½	....
" H. & St. J. 1ss.	....	....	....	....	....	94½
Morris and Essex.	90	89½	86½	88½	88½	89
" 1st mort.	....	101	....	....	....	....
" 2d mort.	....	....	....	....	99½	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	98½	97½	97½	98½
" certificates.	94½	....	....	93	92½	94½
N. York and Harlem.	140	140	140	138	138	139
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s	49½	49½	49½	49	....	
" new	....	....	....	....	27½	27½
Ohio and Miss.	37½	37½	37½	37½	36½	35½
" pref.	75	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	41½	42½	42½	41½	40½	41½
Panama	....	130	120ss	115	....	
Phila. and Reading.	107	107	107½	106½	106½	107½
Pitts., Ft. W. & Chi. gtd.	95ss	....	....	96	....	....
" 1 M.	....	105	....	....	....	....
" 2 M.	....	100½	....	....	....	....
" 3 M.	....	94	....	....	....	94½
Quicksilver Mining Co.	....	....	7½	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	78
Tennessee 6s.	66½	66½	67	67	66	66
" new.	61½	64½	65½	64½	64½	64½
Tol., Wab. & Western.	56	55½	56½	56½	56½	....
" pref.	....	....	....	....	....	....
" 1 M. ex.	94	94	....	....	....	....
" 2 M.	84½	....	....	....	....	....
" Equipment.	....	....	....	....	....	....
Union Pacific 1st mort.	87½	87½	....	....	....	....
Virginia 6s, ex-coupon.	68½	69½	....	....	....	....
" new	69½	....	....	....	....	69

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108	107⅞	107½	....	108¼	
U. S. 5s, 10-40s, reg	....	107¾	....	....	....	....
U. S. 6s, 1881, reg	114¾	....	114¾	....	....	....
U. S. 6s, 1881, coup	117¾	117½	117¾	....	117¾	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111½	....	....	112¼	111	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110⅞	110⅞	....	111⅝	....	111½
U. S. 6s, 5-20s, reg. '65.	110½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111	110⅞	110⅝	111½	110⅝	111⅝
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113⅛	113	112⅝	113⅝	113	113⅝
U. S. 6s, 5-20s, reg. '67.	109⅝	....	....	....	....	109½
U. S. 6s, 5-20s, c. 1867.	113⅝	113⅛	113	114	113½	113⅝
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅛	113⅛	113	114	....	....
U. S. 6s, Pac.R.R.issue	114½	114	....	....	113¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred	....	38	....	37½	....	
Camden and Amboy	118½	118½	118⅝	119	119	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	89½	....	89¾	....	
.. mort. 6s, '89	94½	94	....	94½	94½	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35	34¾	34¼	34¾	....	
.. 6s, 1884	....	....	....	....	....	85
.. Gold L	89½	89	....	....	....	....
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R.	58⅝	58¼	58¼	....	58½	58
.. 6s new coup	....	....	....	....	96	....
.. 6s new reg	....	....	....	....	....	96
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54	54	54	....	53¾	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	95¼	....	96	
.. 7s	90½	....	89¾	....	89	....
.. 10s, 1887	....	110	109¾	....	....	....
Northern Central	45½	....	....	....	....	....
Pennsylvania R. R.	58⅝	58¼	58	58	57¾	57½
.. 1st M	103	....	....	....	....	....
.. 2d M	98½	....	....	....	....	99
Penn. State, 6s, 1st series	....	....	105¾	....	106¼	....
.. 6s, 2d series	....	....	....	....	109¾	....
.. 6s, 3d series	....	....	....	....	112¾	....
.. 6s, W. L	105¼	....	....	....	....	....
Philadelphia City, 6s	98	....	98	....	98	....
.. new	100⅝	100⅛	100⅛	100½	100⅛	100½
Philad., Germ. & Nor	....	....	....	83	....	....
Phila. & Reading	53½	53⅛	53⅛	53⅛	53⅜	53½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	29⅜	....	....	29½	....
.. 6s	....	92	....	....	92	92
.. 7s	....	93	93⅜	93½	....	....
Schuylkill Navigation	....	8½	....	8⅜	8½	8½
.. pref	....	18	....	....	17⅜	....
.. 6s, 1882	73	74	74	74	70	....
.. 6s, 1876	....	....	70	....	....	....
.. 6s, 1872	....	70	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	45	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	15	....	14¾	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	23½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	95½	....	....	94½
.. 1886	....	93	....	....	....	....
.. 1890	94½	94½	....	94½	94½	94½
.. 1884	....	....	....	....	94½	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	96	....	....	....	....
Marietta & Cin. 1st M	....	94½	....	95½	95	96½
.. 2d M	75½	75½	....	....	....	76
Northern Central	45	44½	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	....	149	....	....	....	148¾
Boston and Lowell	....	133x	....	....	....	....
Boston and Maine	145	....	....	....	....	....
Boston and Providence	....	140½x	....	....	....	....
Boston, Hartford & Erie 4½	4½	3¾	4	....	4¼	
.. 7s, new	28½	27⅛	....	....	29½	
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	x134½	
Eastern	....	....	....	....	....	....
Fitchburg	....	132	....	....	132	
Manchester & Lawr'ce	....	134	....	....	....	....
Michigan Central	125½	121½x	....	....	120	
Northern, N. H	....	115½	....	....	....	....
Ogdens. & Lake Champ 94¾	....	93½	91¼	....	91¼	
.. pref	....	....	....	....	....	....
Old Colony & Newport 97	96¾	....	....	....	96¾	
Ph., Wil. & Baltimore	....	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific 42	41½	....	41	....	39¾	
" 6s 84¾	85¼	....	....	....	....	
" Land Grant 7s	76½	76	....	....	....	
" Income 10s	86¾	86	85	....	84¾	
Vermont & Canada	....	105½	....	....	....	....
Vermont & Mass	....	65½	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101½
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	75	....	75	
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	5	5¼	....	....	....	....
Franklin ..	....	....	....	....	4¼	
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	7	....	....	....
Quincy ..	....	19½	20	....	....	....

London Stock Exchange.

	Closing Prices. June 17.	June 10.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	68 — 72
Do. do., 2d mort., 1881	60 — 65	63 — 68
Do. Penn., 1st mort., 1877	65 — 70	68 — 72
Do. do., 2d mort., 1882	60 — 55	63 — 68
Do. Consol. 7 per cent. mort. 1890	27½ — 28¼	27½ — 28¼
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 75
Do. 2d mort. 8 p. c.	70 — 73	70 — 75
Erie shares 100 dol. all paid	16 — 18¼	17½ — 18
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	113¼—113¾	111¼—112¼
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 93	91½— 92½
Do. $50 shares	44 — 46	44 — 46
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 2, 1870.

Stock Exchange and Money Market.

Money has been moderately active, since our last, on the basis of the old rates of 3@5 per cent. on call, and 5@7 per cent. per annum in the discount form. The demand for accommodation, especially from street borrowers, has been promptly met at the ruling figures. There has been a continued call for currency from the interior, chiefly for grain moving purposes, which has had its effect on the averages of the city banks. The banks, in their last weekly statement, exhibited a further loss of nearly 2½ millions of deposits, nearly a million of legal tender notes, and five-eighths of a million of specie. They added $328,363 to their loan and discount item, and $21,470 to their circulation. The U. S. Sub Treasury, last week, added over three millions to its currency balance, and a small amount to its coin reserve. Further important additions have been made to the half-yearly interest and dividend announcements of the banks, insurance companies, institutions for savings, trust and railroad companies, the commencement of the disbursement of which interest and dividends has been fairly made in the current week. The United States Treasury led off on Tuesday with its July Gold Interest on the Public Funds, to the amount of $2,407,026, and on Wednesday, to the amount of $1,280,913, which sums were not formally embodied in the official statement of daily gold payments by the office, until July 1. Of the $29,000,000 Gold Interest due to the public in July on the Public Funds of the United States, about $9,000,000 will be collected for Foreign account, and to this large sum to go abroad, or to be re-invested here for Foreign account, may be added about $1,500,000 or $2,000,000 Gold Interest on other American securities. The United States Treasury will pay Currency Interest on $65,000,000 of bonds advanced to the Pacific Railroads. The Pacific Roads themselves pay Gold Interest on about $60,000,000 of their own First Mortgage Bonds. Next to these will come about $3,500,000 Dividends on $70,000,000 of the $84,904,000 City Bank Capital, the remainder dividing on other months than January and July. Then will succeed, later in the month, the half-yearly Interest on $119,870,000 Savings Deposits in New York and on $27,333,000 in Brooklyn. The increase of Savings Deposits in this and the neighboring City of Brooklyn in the last year is close upon twenty million dollars, and the half-yearly Interest this July will average 3¼ per cent. The State of Indiana pays off $1,000,000 principal of the old debt of the State: the State of New York $700,000, and the State of California $182,000. The interest on the various State Debts and on a large amount of Railway Mortgages and numerous Miscellaneous Dividends will bring up the grand total of July payments to over fifty-five million dollars, of which full two-thirds will be in Gold.

The specie reserve of the city banks according to the latest return is $28,228,985, against $20,257,140 same time last year. The city bank deposits are now $217,522,555, against $181,774,695 week ending June 26, 1869. The legal tender reserve amounts to $57,215,525, against $48,163,920 same time last year. The circulation now stands at $33,094,113, against $24,214,785 same time last year. The loans are now $277,017,367, against $260,431,782 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $89,537,211 a day, against a daily average of $83,145,447 the preceding week, and $95,855,343 the week ending with June 11, 1870. The current weeks' exchanges average about 88 millions a day. The city banks, last week, reported a loss of $666,986 of specie, $2,410,297 of deposits, and $904,686 of legal tender notes. They increased their loans, $328,363; and their circulation, $21,470.

The city bank exchanges on Wednesday were about 95 millions.

National Bank notes to the amount of $313,810 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,651,134, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $26,183,688, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date

of $299,467,446. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,268,-050; and for the public deposits, $16,434,000—making a total of $358,702,050. The Treasury Department last week redeemed and destroyed $558,373 of worn and mutilated fractional currency, and issued $812,516 of new.

The U. S. Sub-Treasury receipts, week ending with June 25, were $4,501,858 in coin, (including $2,142,000 from customs duties,) and $5,496,698 in currency; payments, $4,309,177 in coin, (including $307,279 of coin interest,) and $2,478,420 in currency; balance at the close of the week, $90,-301,785 (including $76,122,771, of coin, and $12,-769,891 of currency,) against $88,287,680 at the close of the preceding week, showing an increase of $2,014,055. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $408,190 in coin, (including $317,518 from customs,) and $642,521 in currency; payments, $128,697 in coin, (including $119,762 of coin interest,) and $285,169 in currency. On Tuesday, receipts, $1,016,597 in coin (including $418,776 from customs), and $648,-822 in currency; payments, $517,998 in coin (including $23,053 of coin interest) and $253,793 of currency. The balance at the close of business on Tuesday stood at $91,631,902, (including $13,-522,272 of currency, and $76,900,862 of coin) against $90,971,585 a week previous; and $87,-747,582 on June 14, 1870.

The U. S. Sub-Treasurer issued in May $5,-409,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,-809,689 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $90,096,871.

Government revenues yielded moderately last week The excises, during the week yielded $4,-931,116; customs at the port of New York, $2,-037,689, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $8,013,500 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $180,574,999.

Gold has been moderately active, but at a lower range of the price, the extremes having been from 110¾@112, and the closing quotation on Wednesday 111⅛. Early in the week, the failure of an extensive speculative operator for a rise, and the resulting forced sales, on this account, seriously depressed the price. Toward the close, the dealings assumed a more confident form, and the market closed rather buoyantly. The specie exports, last week, slightly exceeded a million and a quarter. On Tuesday of the current week, the *Hammonia* took out $35,000. Government paid out through the Sub Treasury here on Monday and Wednesday, some 3¾ millions on account of the July coin interest. On Wednesday, the Aspinwall steamers delivered $169,117 of California gold. Government marketed a million of Gold on the same day at from 111 51 to 111 56. The aggregate of the bids was $2,900,000.

The U. S. Sub Treasury, at Boston, closed the week with cash balance of $7,330,539, including $5,321,566 of coin. The customs revenue at that port, for the week, was $460,955.

The coin balance of the Treasury Department on Monday was $112,133,057, including $34,823,-500 on private deposit; currency balance, $21,-974,626.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,513,596.

The customs demand for Gold last week, averaged $339,615 a day; thus far, this week, it has averaged $368,147 a day, or equal to a weekly aggregate of $2,208,882. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,104; and since Jan. 1, 1870, $7,016,220, against $8,904,140 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $132,984,544 against $123,703,122, in 1868–'69.

The customs revenue of the port on Wednesday was $448,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 19th, was $3,731,000, against $3,235,000 same time last year.

The exports of specie, from this port, last week, were $1,270,139 against $540,767 same week last year; total, since July 1, 1869, $33,109,247, against $36,633,992 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $807,279, and since July 1, 1869, $86,380,851 against $87,878,047 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to June 19th, were $16,104,000, against $15,-937,000 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $1,297,806.

The demand for foreign exchange has been somewhat brisker, and more firmness has been noted in rates Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 110¼@110½, and on Paris to 5.14½c.@5.13½. The offerings of produce bills have been more liberal since our last. The week's exports of domestic produce have been to the currency value of $4,483,940, making the total since July 1, 1869, $199,075,196, against $167,463,870 same time preceding fiscal year.

Government securities have been more sought after, particularly toward the close, and prices have shown an upward tendency on quite limited offerings for the season. On Thursday of last week, Government bought in a million of Five Twenties at from 110.29@110.48, net; and on Thursday of the current week, two millions more, on account of the Special Fund, at about the market rates.

U. S. sixes of 1881 closed here at 117¾@118; U. S. Five-twenties of 1862, 111⅛@111⅝; U. S. Five-twenties of 1864 at 111¼@111⅜; U. S. Five-twenties of 1865 at 111¼@111⅜; U.S. Five-twenties of 1865 consolidated, 113⅝@113¾; U. S. Five-twenties of 1867, 113¾@113⅞; U. S. Five-twenties of 1868, 113¾@113⅞; U. S. Ten-forties at 108½@108¼; U. S. Six per cent. currency bonds, 113¼@113¾.

State bonds have been in quite general demand at firm and buoyant prices.

Railway bonds have been in good investment request, including Central Pacific Sixes, which closed at 93@93¼. Union Pacific Sixes at 87⅜@87⅝.

Railway and miscellaneous share property has been fairly active but variable in price. The latest dealings showed a livelier and quite buoyant market.

At Frankfort on Wednesday U. S. Five Twenties closed at 96⅛; and Central Pacific First Mortgage Bonds at 77½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 15.	June 22.	June 29.
Consols	94⅞92⅞@92½		92¾
U.S. 5-20's of 1862	90¼	90	90⅜
U. S. 5-20s, 1865	88⅜	89⅜	90
" 1867	91⅛	88¾	89⅜
" 10-40s	87¼	87¾	88
Erie	18¼	19½	19
Ill. Central	114	113¼	114
At. and Gt. West	28	28½	28

At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of at firmer prices, ranging from $4.00@$5.25 (against $4.07½@5.10 at the May sale) per ton of 2,240 lbs., deliverable at Elizabethport, N. J.

There has been a less extensive trade reported in domestic produce, since our last, though prices of most kinds have favored buyers. Middling upland cotton closed at 20¾ cts. per lb. The stock of cotton now here is given at about 45,-000 bales. The receipts at the port this week, have averaged about 1,175 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,780,300 bales, against 2,020,950 bales in 1868–'9; exports, same time 2,070,675 bales, against 1,408,775 bales same time in 1868–'9; stock on hand at latest dates, 193,475 bales, against 73,550 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 7,695 pkgs., against 14,714 pkgs., same time in 1869. From Boston, 2,819 pkgs. in 1870, against 4,267 pkgs. same time in 1869.

Foreign merchandise has been moderately dealt in at, in the main, former prices. The week's imports made an aggregate specie value of $6,268,-588, against $5,204,934 the preceding week.

At the Live Stock markets, this week, Beeves have been in slack demand at from 10@17c. per lb.; week's receipts, 6,499. Milch cows have been in more demand, at $40@$100 each, receipts, 71. Veal calves have been moderately inquired for at from 6@11c. per lb.; receipts, 18,663. Sheep have been in rather better request at from 4@7½c.; lambs at 8@14c. per lb.; receipts, 18,663. Swine dull at 9¼@9¾c. per lb., all live weight; receipts, 22,614.

Ocean freights have been less active, and rates have been quoted lower, in most instances, but closed with reviving firmness. For Liverpool we quote flour at 1s. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 8⅛@4½d. by sail, and 4½@5d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s.@35s. by steamer, per ton. For Havre, flour at 65c., gold, per bbl.; and wheat, 8⅛d. per bushel. Total number of vessels in port on Wednesday, 453.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 28, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,634,936	$4,483,940
Previously reported...	83,962,953	83,485,680
Since Jan. 1.....	$87,597,889	$87,969,620

The imports for the week ending June 25, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,197,486	$1,089,790
Gen. merchandise.....	4,007,448	5,178,798
Total for the week.....	$5,204,934	$6,268,588
Previously reported....	152,319,585	141,626,675
Since January 1.....	$157,524,519	$147,895,263

The balance in the Sub-Treasury on Wednesday was $90,096,871 17.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Missouri 1st mort., 89¼; Central of New Jersey new bonds, 102¾; Quincy and Toledo 1st mort., 84½; Toledo, Peoria and Warsaw 1st mort., W. D., 84; do. E. D., 85; New York and New Haven 6s, 97; Ohio and Mississippi consol. bonds, 92; St. Louis and Iron Mt. 1st mort., 89½; Chicago and Gt. Eastern Income bonds, 40½; Stonington R. R., 90; New Jersey R. R., 119; North Carolina 6s, special tax, 25½; South Carolina 6s, new, Jan. and July, 82; N. Y. State 7s, Bounty Loan, reg., 112½; Louisiana 6s, 78; do. 7s, 81½; Arkansas 7s, issued to Little Rock and Fort Smith R. R., 75½; Brooklyn 6s, W. L., 95; Adams Exp. Co., 67⅜; Am. Mer. Union Exp., 44; Wells-Fargo Exp., 16½; U. S. Exp., 45⅞; Wilkesbarre Coal and Iron, 65; Maryland Coal Co., 31; Consol. Coal Co. of Md., 29; Western Union Telegraph, 84⅞; do., 7s, 89; Atlantic Mail S. S. Co., 31; Black Hawk gold, 0.29; Central gold, 0.27; Grass Valley gold, 0.38; Liberty gold, 0.02; Smith and Parmalee gold, 1.00.

Philadelphia.—Wyoming Valley Canal bonds, 75; Schuylkill Nav. 7s, Boat Loan, 75; Lehigh Nav. Conv. Loan, 79¼; Penn. and New York Canal 7s, 92; Chesapeake and Delaware Canal, 40; Warren and Franklin 7s, 86; Perkiomen bonds, 80; Philadelphia and Reading 1843-80, 94⅛; West Jersey R. R. 7s, 96½; Oil Creek and Allegheny River R. R., 46; do. bonds, 81¼; Pennsylvania Inclined Plane Loan, 111; Union Passenger R. R., 44; Germantown Passenger R. R., 30; Big Mt. Coal, 6⅛. The latest quotations are: City 6s, 98@98½; do., free of tax, 100½@100⅝; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do. 1st series, 105½@105¾; do., 2d series, 109@109¾; do., 3d series, 112@113; Reading 58⅜@58½; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@—; Camden and Amboy, 119@119½; do., mort. 6s, 1889, 94@94¼; do., 1883, 92@94; do., 1889, 89@90; Penn. R. R., 57¼@57½; do., 1st mort., 102½@103; do., 2d mort., 98⅛@99; Little Schuylkill R. R., 45¾@46½; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 83@83; do., scrip 7s, 65@—; Susquehanna Canal, 6½@—; do., 6s, 45@50; Schuylkill Nav., 8@8½; do., pref., 17¾@18; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 88½@—; do., 7s, 1873, 95½@96½; do., 5s, 60@61; Lehigh Coal and Navigation, 34⅛@34¼; do., 6s, 1884, 85¾@86; do., R. R. Loan, 91@92; do. Gold Loan, 88@89½; North Pennsylvania, 41@42; do., 6s, 95¼@96; do., 7s, 88¾@89; do., Chattle 10s, 109@—; Philadelphia and Erie, 29¼@29½; do., 6s, 91⅞@92; Minehill, 53⅞@54; Catawissa, 14@16; do., pref., 37⅛@37¾; Lehigh Valley, 58⅛@58¼; do. 6s, 95@96; do., 6s, reg., 95⅞@96⅛; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@49; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 45½@46; Hestonville, 14½@15; Union, 44@44¼.

Boston.—Vermont Central 1st mort., 86½; Western R. R. 6s, 1875, 100⅝; Maine Central 1st mort., 1900, 99; Maryland and Delaware 7s, 1st mort., 78½; Stanstead, Shefford and Chambly 7s, 82; Vermont and Massachusetts 6s, 91¾; Mansfield and Framingham 1st mort., 7s, 95; Old Colony and Newport 7s, 103⅛; do., 6s, 1876, 96⅛; Boston, Concord and Montreal 7s, 1889, 90¾; do., 1870, 90½; Vermont Central and Vermont and Canada R. R. 8s, 1889, 104½; do., 1876, 104; Northern R. R. 6s, 1874, 99; Burlington and Missouri R. R. 7s, 90; Keokuk and St. Paul R. R. 8s, 99; Cedar Rapids and Missouri 7s, 1916, 87¾; Central Pacific 7s, gold, 107; Indianapolis and Cincinnati R. R., 19; Cincinnati, Sandusky and Cleveland, R. R., 36; do., 7s, 1900, 76; Rutland pref., 78½; do., 7s, 86¼; Eastern (N. H.) R. R., 113½; Connecticut and Passumpsic Rivers R. R. pref., 91½; do., 7s, 1876, 100; Chicago, Iowa and Nebraska R. R., 120; Summit Branch, 40⅞; Norwich and Worcester R. R., 106; Cary Imp. Co., 7¼; Waverly Land, 1½; Maine 6s, 1883@1889, 98¾; Massachusetts 5s, 1894, gold, 97½; do., 6s, 5-20s, currency, 101; Chicago 7s, River Imp., 97¾; Bath 6s, 1891, 90⅜; St. Louis 6s, 1874@1887, 94½; Cook Co., Ills., 7s, 1880, 96⅞; Taunton 6s, 1880, 98¾; Portland Water Co. 1st mort., 6s, 1888, gold, 88¼; Boston 5s, 1883, gold, 97¾; do. 1878, 97½; Portland 6s, R. R. Loan, 91¼; Charlestown 6s, 1876, 99¼; Haverhill 5s, 1889, 85¼; Mesnard Mining Co., 25c.

Baltimore.—Maryland Defense Loan, 102⅛; Virginia 6s, old, reg., 55; do. 1866, 66; Richand Danville bonds, 77½; Orange, Alex. and Manassas bonds, 81¼; Pittsburg and Connellsville bonds, 93¾; Orange and Alexandria 2d mort., 81½; Central Ohio R. R., 24; Parkersburg R. R., 23½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¼@93¼; Baltimore and Ohio, 139½@142⅛; do., 6s, 1875, 97@—; do., 1880, 96@98½; do., 1885, 94¾@96; Northern Central 44⅞@45½; do., 6s, 1885, 93@95; do., 1900, 88@—; do., 6s, 1900, gold, 98@100; Parkersburg Branch, 23½@23½; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@98; do., 3d mort. 1885, 92@93⅛; Marietta and Cincinnati 7s, 1892, 96¼@97; do., 2d mort., 76½@77½; Central Ohio, 23½@25; do., 1st mort., 84½@84¾; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 65¼@66; do., 6s, guar., by Washington Co., —@85; Richmond and Danville bonds, 77@77¼; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 79½@81; do, 3d mort., 8s, 85@85; do., 4th mort., 8s, 78½@79¼; Orange, Alexandria and Manassas 7s, 81@81⅜; Virginia and Tennessee 8s, 85@90; do., 6s, 1st mort., 85½@91; do., 6s, 2d mort., 76¼@77; Baltimore 6s, 1875, 95@95¼; do., 1884, 94@96½; do., 1886, 94@94½; do., 1890, 94½@94¾; do., 1893, 93@94¼; do., 5s, 1838-'70, —@90; Memphis City 6s, 54@55; Maryland Defense Loan, 1888, 102@102⅛; City Passenger R. R. 22@23½; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.75; Bare Hill, 0.21@0.25.

Jacksonville, Pensacola and Mobile R. R.

By the official statement of the officers of this road, it appears, that the earnings for the six months ending March 31st last, were $245,666 85.

Work is progressing towards Mobile to which point it is expected the track will be laid by next summer. Whe the Apilachicola River is reached, and it is contemplated to complete to that point within the coming three months, the immense traffic from Northern Florida and Southern Georgia will find its way to a market over this road, and the earnings will be augmented to an extent that can be estimated only by those who are acquainted with the large product of Cotton and Lumber of that region.

The people of the State of Florida take a lively interest in the completion of the Road to Mobile, and the Legislature has granted aid to the extent of sixteen thousand dollars per mile—the State issuing her Bonds, bearing Eight per cent. interest—principal and interest payable in Gold in the City of New York, in exchange for the Bonds of the company, which are a first lien on the road.

Nelson Tool Works.

In connection with the Advertisement of these works on another page of this week's issue, we take pleasure in calling attention to the following extract from the Report of the Judges in Depart. V., Group 7, at the 38th Annual Fair of the American Institute, held in this city in October, 1869:

No. 22 Mining, Paving and Blacksmiths' Tools.
G. W. Menomy, 157 E. 32d st.

For appropriate design, excellence of material, and high character of workmanship, these tools surpass all others known to the Judges. They are eminently entitled to a First Premium.

New York, Oct. 27, 1859.

John Matthews, Jr.,
L. Bradley,
J. H. Brown. } Judges.

A true copy from the Report on File.
Jno. W. Chambers, Sec'y.

Red River Construction Company.

This company have the contract for the construction of the first division of the Northern Pacific Railroad, and advertise in another column of this paper for proposals from "contractors of ability and experience" for constructing sections of from one to forty miles. Proposals will be received at any time at their office in Minneapolis.

☞ We invite attention to the Advertisement of Mr. John J. Roberts, in another column. Mr. R. has just resumed his business after an absence of three or four years. His experience both here and in England for the last twenty-five years enables him to give every satisfaction to his railroad friends, and those employing him.

☞ The first meeting of the Western Extension Railway Company since the opening of the line was held at St. John, New Brunswick, on the 16th ult. The report shows a considerable surplus of receipts over expenditure; the amount of traffic much greater than expected, and the prospects of the road are considered very promising.

Memphis and St. Louis Railroad.

Our Memphis exchanges are highly elated with the prospect for the early building of this road. It runs through Marion and Osceola, in Crittenden and Mississippi counties, Arkansas, New Madrid and Cape Girardeau, Mo. The *Avalanche* says:

The State of Arkansas will issue to the contractors of this road levee bonds to the amount of $25,000 per mile, and will give $10,000 per mile for the purpose of laying down the iron. The cost of grading will not exceed $20,000 per mile, and the iron will not cost much over $12,000 per mile. The company of which Mr. Porter is President is composed of eastern capitalists, who possess large means and who intend to build the road as rapidly as possible.

Work was commenced on the road at Hopefield, opposite Memphis, last week. Morley is the northern terminus of the road, where it intersects the Iron Mountain road, 163 miles from St. Louis.

Commerce of New York.

The foreign imports at New York for the month of May 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$12,514,151	$13,027,399
Do. for warehousing	12,876,131	10,474,170
Free goods	1,256,112	1,115,039
Specie and bullion	403,267	667,807
Total entered at port	$27,049,661	$25,284,415
Withdrawn fr. wareh'use	8,379,918	10,615,377

The foreign imports at New York for the five months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$70,145,030	$67,608,754
Do. for warehousing	60,730,169	54,895,437
Free goods	6,594,957	4,966,720
Specie and bullion	9,097,255	6,974,809
Total entered at port	$146,567,411	$134,445,720
Withdrawn fr. wareh'use	45,382,895	52,079,845

The foreign imports at New York for eleven months of the fiscal year were:

	1869.	1870.
Six months ending Jan 1	$123,552,971	$134,708,154
January	22,542,529	24,725,375
February	25,827,280	25,367,998
March	34,793,290	29,695,633
April	36,354,651	29,372,299
May	27,049,661	25,284,415
Total for 11 months	$270,120,382	$269,153,874
Deduct specie	12,143,744	12,752,011
Total mdse	$257,976,638	$256,401,863

The duties received at New York for eleven months ending with May, were:

	1869.	1870.
Six months ending Jan. 1	$57,845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
March	13,027,672 02	11,977,328 42
April	10,727,099 86	12,799,598 49
May	9,688,820 34	11,473,412 25
11 months	$112,902,079 08	$119,393,569 96

The exports from New York to foreign ports in the month of May, were:

	1869.	1870.
Domestic produce	$15,443,499	$14,167,414
Foreign mdse. free	49,261	29,879
Do. dutiable	583,846	918,306
Specie and bullion	2,512,330	4,485,373
Total exports	$18,588,936	$19,600,972
Do. exclusive of specie.	16,076,606	15,115,599

The exports from New York to foreign ports for five months from January 1, were:

	1869.	1870.
Domestic produce	$65,237,062	$65,888,123
Foreign free goods	97,869	235,411
Do. dutiable	2,717,486	4,466,297
Specie and bullion	13,116,362	12,583,238
Total exports	$81,168,779	$83,173,069
Do. exclusive of specie	68,052,417	70,589,831

The exports (exclusive of specie) from New York to foreign ports for eleven months of the fiscal year were:

	1869.	1870.
Six months ending Jan. 1	$80,651,068	$109,954,573
January	13,153,017	12,893,166
February	10,824,812	11,940,146
March	12,588,895	15,943,095
April	15,409,087	14,697,825
May	16,076,606	15,115,599
Total produce	$148,703,485	$180,544,404
Add specie	34,854,361	29,239,793
otal exports	$183,557,846	$209,784,197

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF NEGLIGENCE IN CONTINUING TO EMPLOY NEGLIGENT SERVANTS.

The facts in the late case of Harper *vs.* The Indianapolis and St. Louis Railroad Company (44 Mo., 488,) are fully and clearly stated in the following opinion by

CURRIER, J.—Accordong to the plaintiff's brief, "This is an action brought to recover damages for injuries sustained through the fault and negligence of the company in allowing a fireman, in the absence of the engineer, to manage and control the locomotive engine," attached to the train of which the plaintiff was conductor. If this is an accurate characterization of the complaint and cause of action, then there is much force in the views presented in the able brief filed in the cause for the plaintiff. But these views are based on a possible theory of the facts developed at the trial, rather than upon the allegations of the petition.

The plaintiff was in the employment of the defendant as the conductor of a construction train; and while thus employed was thrown from the train and seriously injured. He seeks to recover damages of the defendant on the ground that the injury was caused by the negligence of the defendant in the non-employment of a suitable engineer to control and manage the engine attached to said train.

The petition avers "that it was the duty of the defendant to employ a competent engineer to take charge of and manage the locomotive engine used in drawing said train; and that the defendant failed and neglected to perform this, its said duty." The petition then proceeds to narrate the incidents which are supposed to have eventuated in the alleged injury, giving the time, place, circumstances and instrumentalities preceding and attending the principal event, to wit: the injury to the plaintiff; and to deduce that injury from the alleged negligence of the defendant in the non-employment of a suitable engineer.

Now, the *gravamen* of the charge consists in this: that it was the duty of the defendant to employ a suitable engineer, and that it failed and neglected to do so. The remaining averments pertain to time, place, etc., whereby it is sought to connect the injury of plaintiff with the negligence of the defendant, in the particulars stated, as the source and procuring cause of the casualty.

The grist of the matter, according to the petition, lies in the imputed non-employment of a suitable engineer, and not in "allowing a fireman, in the absence of the engineer, to manage and control the locomotive." There is no allegation that defendant either "authorized" or "allowed" this; nor is there any averment to the effect that the defendant in any manner countenanced this supposed "negligent act." The petition is barren of averments of that character.

The court, therefore, in settling the instructions, were perfectly right in putting out of view the fact that the "fireman was, at the time of the accident, managing and controlling the engine," for it is not alleged that the defendants ever "authorized or permitted" directly or indirectly the fact in question. It is alleged, indeed, that the fireman was in charge of the engine, but it is not alleged or intimated that the defendant had any responsibility in that matter, except as it was responsible for the character of the engineer, which brings us back to the original inquiry; was the engineer a competent and suitable person for the place he was filling? This was the main question for the jury, under the pleadings, and it was neither overlooked or disregarded by the Court.

This disposes of the main proposition pressed upon our attention by the plaintiff's counsel. Nevertheless, the judgment must be reversed on other grounds. In regard to the question of contributory negligence, the Court directed the jury that, if they believed from the evidence that the injury complained of "occurred while the plaintiff was in the voluntary performance of an act not within the sphere of his duties as conductor," then he was not entitled to recover. There was clearly no evidence on which to base this instruction, and it was for that reason erroneous. It was addressed to a material issue in the case, and we cannot know what effect it may have had on the minds of the jury, although the inquiry addressed by them to the Court indicates that the verdict turned upon another issue.

Nor am I prepared to assent to the phraseology of the instruction given in response to the inquiry of the jury, wherein the Court informs them that if the engineer employed by the defendant was competent at the time of the original employment, then defendant would not be liable for his negligent acts, unless his subsequent negligence was known to his employer, and was also gross in its character. The epithet "gross" is inapt and misleading. For that degree of negligence which would have rendered the party unfit for the place in the first instance, would equally unfit him for a continuance therein after the appointment, his negligent conduct being known to his employer. He should be discharged for the same measure of negligence which would have unfitted him for the original employment. (See 1 Redf. on Rail, 520; Ormond *vs.* Holland 1 El. Bl. and El., 202,)

The plaintiff's instruction No. 5, regarding the *quantum* of damages, states a correct rule, provided that the jury had found, upon proper instructions, that the plaintiff, a minor, had been emancipated from the parental service and control, and had thereby become entitled to his own

earnings. (Reeve's Dom. Rel. Park and Bald., 422, note 2, and the cases cited in that note.) As the matter stood, the instruction was properly refused.

I do not deem it necessary to examine the remaining instructions, or pass any judgment or criticism thereon.

For the reasons assigned, the judgment is reversed and the case remanded, the other judges concurring.

Priority of Chesapeake and Ohio Canal Debts.

The Court of Appeals on the 20th inst., gave their decision in the case of The Commonwealth of Virginia, vs. The State of Maryland, the Chesapeake and Ohio Canal Company and others. The decree of the court reverses the decision of the Circuit Court of this city, and remands the case for further proceedings. As the decision reverses the court below, it is of course favorable to the complainant on some points, and without doubt establishes the priority of the repair bonds as claimed by Virginia. The other questions in the case, as to the allowance of interest on overdue coupons and the allowance or rejection of Selden, Withers & Co.'s certificates, &c., cannot be determined until the opinion of the court is received.

The suit was first argued in the Circuit Court in June, 1868, and was taken up on appeal to the Court of Appeals. Pending the suit the Chesapeake and Ohio Canal Company, in December last, appropriated $160,000 to the payment of interest on the preferred and repair bonds, *pro rata*, to be applied to the coupons which fell due prior to January, 1855; and paid to the State of Virginia $58,435. Arrangements were made to continue payments under the resolution, but they were interrupted by an injunction obtained by John S. Gittings and the Chesapeake Bank, restraining further payments until the determination of this suit. The balance of the money appropriated was enjoined in the hands of Alexander Brown & Sons, (about $75,000,) and the decree directs the costs in both courts to be paid out of this fund, in the hands of the court.—*Baltimore Sun.*

New York, Utica and Ogdensburg Railroad.

The directors of this company are: William A. Guest, Horace E. Browne, J. P. W. Otis, F. P. Perkins, Thomas P. Cummings, Harrison Olmstead, Henry W. Howell, J. Warren Lawton, and P. L. Van Schaick, of the city of New York; William W. Deckert, Richard B. Kimball and Francis Morris of Rochester, and C. V. R. Ludington of Monticello. It is proposed to construct this road from Monticello, in Sullivan county, to Oneonta, in Otsego county; also from Denmark, in Lewis county, to Morristown and Ogdensburg. Other lines of road enable the connection to be made the entire route from this city to Ogdensburg. The length of railway to be built is about one hundred and twenty-five miles; and the capital of the company is $12,000,000.

☞ The directors of the Toledo, Wabash and Western Railway Co., have authorized a new issue of $3,300,000 of the capital stock of the company, being the amount authorized by their charter. The stock will not be thrown on the market, but used, if necessary, for the purchase of equipment for the East St. Louis and Decatur Road, just completed, also for equipment of the Hannibal and Naples Road, just passed into their hands.

☞ A railroad along the Tar river in North Carolina is to be constructed on the Welsh narrow gauge plan of 2½ feet.

Pittsburg and Connellsville R. R.

The Pittsburg *Chronicle* says that great activity is now displayed in the region of country to be developed by the Pittsburg and Connellsville railroad. A surprising number of branch lines are not only projected, but surveyed and contracted for, and some of them will be finished almost as soon as the main line is opened for travel. Branches to Somerset, Salisbury, Bedford, the Uniontown Extension, and Mount Pleasant branch are the most notable. The Somerset branch, rom Mineral Point, distance about ten miles, was surveyed last spring, the cost will be about $140,000, and the contracts for building the same are already made. The Mount Pleasant branch leaves the line of the road a short distance west of Connellsville, at Bradford, and in light grades and easy curves it passes for ten miles through one of the richest and most beautiful regions in Pennsylvania. Coal of the best quality, iron ore and limestone abound everywhere. The town of Confluence, thirty miles above Connellsville, has taken a fine start this spring, and the railroad company have appropriated fifty thousand dollars for the erection of work-shops at this place. An eight foot vein of gas coal has been opened between Indian Creek and the Falls.

Montreal and Champlain Railway.

The report of the directors of this Company for the year ending 31st December, 1869, states that the accounts for 1869 show that the proportion of net revenue due to this Company, under the agreement with the Grand Trunk Company, has amounted to $105,555 25; the amount accruing under the lease for the year 1868 was $90,663 56, showing an improvement during the year 1869 of $14,891 69, equal to 16.42 per cent. The amount earned in 1869 is more than sufficient to pay the interest on the Company's bonds and the dividend on the preferred stock, interest on the sinking fund, and incidental expenses, and the debit against the revenue account is reduced from $24,993 69 to $14,513 49. The Grand Trunk Company has erected additional buildings at Bonaventure street during the year, for the accommodation of the increasing traffic, and the directors of the Champlain Railway look forward to increased returns from the additions now being made to the rolling stock on the joint system. The amount now standing at the credit of their sinking fund is $30,254 38.

☞ The Pine Bluff (Ark.) *Republican* says that a full corps of engineers has arrived at Pine Bluff, for the purpose of making an immediate survey of the Little Rock, Pine Bluff and New Orleans Railroad, commencing at that place and going toward the Mississippi River. The Pine Bluff and Devall's Bluff road will be surveyed in a short time also.

☞ The Snow Hill (Md.) *Messenger* says the directors of the Worcester Railroad Company have contracted with Dr. H. R. Pitts for the partial construction of the road. Dr. Pitts has contracted to grade, bridge, and in every respect complete the road for the reception of the ties for the sum of $21,000 in cash and $10,000 in bonds.

☞ The Arkansas (Little Rock) *Gazette* notes the arrival of the Company's packet Colossal, direct from New Orleans, with 1,120 bars of railroad iron for the Little Rock and Ft. Smith railroad—sufficient to lay about three miles of track.

Shenandoah Valley Railroad.

Peter B. Borst, Esq., president of the Shenandoah Valley Railroad, in a letter to the editor of the Roanoke (Va.) *Times* states that the road will be built, regardless of the construction of any other road, and that there is no contingency of its being abandoned in favor of the Valley railroad. The company he says, intends to construct a through line from the Potomac river to some point on the Virginia and Tennessee railroad, which will be the short through line from the North to the South and Southwest, and which ca be fully accomplished with the co-operation friendly Northern lines, and the favorable connections that can be made with the roads under c ntrol of Gen. Mahone. The survey of the route, which was commenced on the 1st of May, will be completed, including branches, to Harrisonburg and Lexington, by the 1st of July. The line is almost straight, and the grade for nine tenths of the distance will not exceed thirty feet to the mile, and no grade exceeds fifty-two. It will not vary from the Potomac to the Virginia and Tennessee road five miles from a perfectly straight line, in a distance of 220 miles. Mr. Borst estimates that the value of property on the route, now about $25,000,000, will be doubled in ten years in consequence of the building of this road.

☞ The Black River Falls *Banner* says: "Last Thursday twenty one car loads of English railroad iron passed by here for the West Wisconsin Railroad Company. Track laying will be pushed forward now as rapidly as possible, and trains will probably reach Eau Claire as early as the 15th of July next, or the 1st of August at the outside."

☞ Mr. S. S. L'Hommedieu has resigned the Presidency of the Cincinnati, Hamilton and Dayton Railroad Co., to take effect the fourth of July, the twenty-second anniversary of his first election to that place. At a meeting of the board on the 27ht ult., Daniel McLaren was elected his successor. Mr. McLaren will continue his duties as general superintendent.

☞ The line of the Cairo and Fulton road is now located about fifteen miles out from Little Rock. About five miles are cleared and two miles graded. Work is progressing as rapidly as possible. Additional force will be put on as soon as it can be obtained.

☞ The loan of the Delaware and Raritan Canal and Camden and Amboy Railroad Companies, due July 1, 1870, will be paid in gold upon presentation at the offices of the companies in New York and Philadelphia.

☞ The Lehigh Valley Railroad company will, until August 1st next, pay off at par and accrued interest any of their first mortgage bonds due in 1873, on presentation at their office, No. 303 Walnut street, Philadelphia.

☞ The officers of the Deer Creek and Marble Quarry R. R. Co., for the ensuing year are: E. S. Ingalls, President, S. P. Saxton, Vice President, Clinton B. Fay, Secretary, and Miles Shephard, Treasurer.

☞ The President has signed the bill donating Long Bridge, over the Potomac, to the southern extension of the Pennsylvania R. R. Co.

☞ A special General Meeting of the Shareholders of the Great Western Railway Company of Canada will be held in London, Eng., on the 6th inst., to sanction aid to the Canada Air Line Railway Company, by subscribing to stock therein, or loaning credit thereto, and also to authorize the issue of additional capital in this Company by Bonds, Shares, or Stock, Preferences or otherwise.

☞ The Lake Shore and Michigan Southern Railroad company have decided to issue twenty-five millions of consolidated mortgage bonds, which, after refunding the present bonded debt, will leave $3,011,000 for a double track, equipment, and redemption of the floating debt.

JOHN J. ROBERTS,
Manufacturers' Agent for
ENGLISH AND AMERICAN
IRON AND STEEL RAILS,
Delivered in New York & other markets in the U. S.
Railroad Supplies of all descriptions.
STREET RAILS & CARS
On the most favorable terms.
Old Rails, Metals, &c., Bought & Sold.
218 PEARL STREET,
Opposite Platt St., NEW YORK CITY.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,
VICE-PRESIDENT'S OFFICE,
CORNER CHAMBERS-ST. AND COLLEGE PLACE.
NEW YORK, June 22, 1870.

ELECTION AND DIVIDEND NOTICE.—At the recent election for Directors of this Company, the former Board was unanimously elected

FOR DIRECTORS.

WM. C. PIERREPONT,	C. ZABRISKIE, JR.,
MARCELLUS MASSEY,	GARDNER COLBY,
CHALES E. BILL,	JOHN S. FARLOW,
SAMUEL F. PHELPS,	DAVID UTLEY,
JOHN FERGUSON,	S. D. HUNGERFORD,
ISAAC N. PHELPS,	TALCOTT H. CAMP,
DELOS DEWOLF.	

At a subsequent meeting of the Board the former officers were also unanimously re-elected, to wit:

W. C. PIERREPONT, President.
MARCELLUS MASSEY, Vice-President.
J. A. LAWYER, Secretary and Treasurer.

This Company will pay a semi-annual Dividend of Five per Cent., free of tax, on and after the 15th July. Transfer-books will remain closed from the 25th inst. to date of payment.

MARCELLUS MASSEY,
Vice-President.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance,
Comptroller's Office,
New York, June 27, 1870.

RICHARD B. CONNOLLY,
Comptroller.

BORDEN & LOVELL
COMMISSION MERCHANTS,
70 and 71 West St., New York,
Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,
BORDEN MINING COMPANY'S
CUMBERLAND COALS.

JOHN BLAKELEY,
DEALER IN
WOOL & COTTON WASTE,
For Railroad and Steamboat Use, Steam Packing, &c.,
No. 233 Church Street, Philadelphia, Pa.,
SOLE AGENT FOR
CLEVELAND STEAM GAUGE CO.,
HOLT'S PATENT STEAM GAUGES,
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Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

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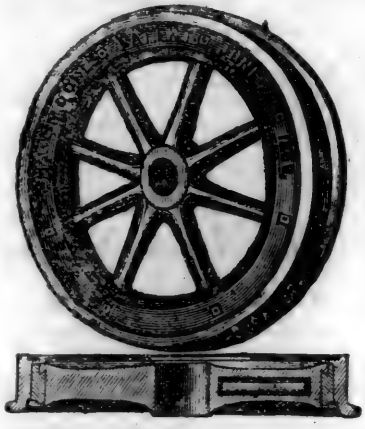
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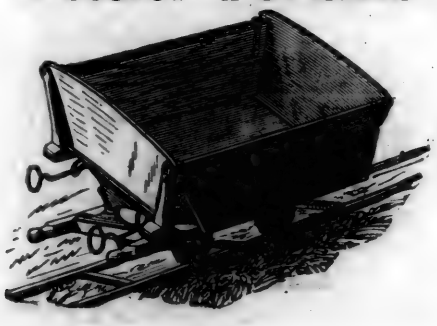
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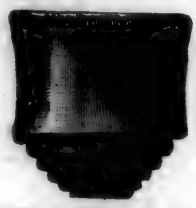
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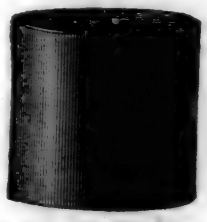
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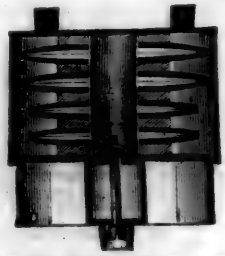
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

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July 5, ALASKA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Aug. 1, 1870, for China and Japan.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 28.] SATURDAY, JULY 9, 1870. [WHOLE No. 1,786, VOL. XLIII.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 9, 1870.

Railways and Telegraphs in Japan.

A parliamentary paper just issued in London on the affairs of Japan gives the views of Sir H. Parkes, the British Minister at Yedo, with regard to the introduction of railways, telegraphs, &c., into that country. In a communication to Lord Clarendon, dated Yedo, the 21st of April last, he states that he has had frequent opportunities of discussing with the Mikado's Government the expediency of introducing railways and telegraphs into Japan. In his opinion it is essential to the establishment of a vigorous and compact administration under the new constitutional system, and of equal importance to the interests of commerce and the industry of the people, that improved means of communication should be provided. Japan, unlike China, does not possess navigable rivers; the rate of traveling averages only 20 miles a day, and provinces that are separated by 400 or 500 miles are at nearly a month's distance from each other. The two capitals of Yedo and Kioto, though connected by the best line of road in the country, are a fortnight's distance apart, and the difficulty of transporting rice often exposes one part of the country to scarcity and distress while another district may be wanting an outlet for its produce. At the close of last year Sir Harry was informed by the Government that they had resolved to construct a railway between Yedo and Kioto. Their difficulty in making a commencement lay in the want of funds, and this was met by an offer on the part of Mr, H. N. Lay, formerly of China, and who has been visiting Japan, to lend the Government 1,000,000*l.* sterling, on the security of the projected line and the Customs revenues. They accepted this offer and Mr. Lay returned to England to raise the above sum and to engage the necessary engineers for the work. These are to be employed by the Japanese Government, under the direction of Mr. Lay, who has the right of superintending the construction of the railway, though all the plans and details have to be approved by the Japanese Government. In the same despatch it is mentioned that an experimental line of telegraph, constructed by Mr. Brunton, is already working between Yedo and Yokohama. Many Japanese foretold failure. It was believed the wires would be constantly cut, and in the popular mind the enterprise was connected with necromancy and Christian propagandism. The only injury done, however, has been some hacking of the posts by two-sworded roughs; and the single wire is now found scarcely sufficient to meet the demand for the transmission of Japanese messages between Yedo and Yokohama. Mr. Brunton is consequently engaged in putting up a similar line between Hioga and Osaka.

Railroad Consolidation in Virginia.

We give elsewhere a copy of the bill passed by the Virginia Legislature which provides for the consolidation of the three railroads which form a line between Norfolk, Va., and Bristol, on the East Tennessee line, and have been for some time under the management of General Mahone. These are the Norfolk and Petersburg, from Norfolk to Petersburg, 81 miles long, the South Side Railroad, from Petersburg to Lynchburg, 123 miles, with a branch from Petersburg to City Point, ten miles; and the Virginia and Tennessee Railroad, from Lynchburg to Bristol—204 miles, with a branch from Glade Springs, (28 miles from Bristol) to Saltville, 8½ miles. These form a trunk line 408 miles long, entirely across the southern part of Virginia, with connections to Mobile, Memphis and New Orleans. The capital represented by the entire line is about $18,000,000.

☞ The Massawippi Valley railroad was formally opened on the 1st inst. This road meets the Connecticut and Passumpsic Rivers railroad at Derby, on the Canada line, three miles north of Newport, and extends to Lennoxville in Canada, where it unites with the Grand Trunk Railway, thus forming a new and much shorter route from Boston and New York to Quebec and Montreal. The saving of distance from Boston to Quebec is about twenty miles, and from New York sixty miles. The road is about thirty miles in length, and runs through a highly picturesque region, not heretofore open to railway travel.

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,307,357 31	$1,399,363 24
" freight	1,676,469 16	1,699,016 88
" express	62,715 32	62,640 86
" mails	45,049 92	52,037 52
	$3,091,591 71	$2,213,058 44
Expenses, viz:		
Repairs of road	$37,525 96	$72,805 98
" track	586,463 56	558,446 06
" bridges	29,511 49	48,560 48
" structures	30,189 43	48,124 13
" engines	132,580 22	50,775 35
" cars	146,716 55	128,074 64
" tools, etc.	7,588 25	12,790 08
Fuel consumed	104,272 63	247,493 73
Oil and waste	32,798 26	38,089 80
Gen'l superintendence	27,285 39	38,904 28
Agents and clerks	107,458 74	126,513 61
Train hands	252,856 66	237,793 65
Port's, flagmen, watchmen & switchmen	86,736 35	62,711 35
Handling freight	69,380 70	86,528 64
Loss and damage	41,634 85	54,809 52
Office expenses, stationery, print'g, etc.	34,268 39	35,924 39
Telegraphing	23,830 45	23,611 93
Taxes on passenger and mail receipts	30,417 64	35,991 32
Expenses for trains	20,308 08	23,420 67
New and rerolled iron	....	319,193 86
All other expenses	58,629 57	28,150 15
	$1,959,653 17	$2,318,713 62
Net earnings	$1,131,938 54	$894,344 82

Compared with the previous year, the gross earnings of 1869–'70 show an increase of $121,466 73, with an increase in expenses of $359,060 45—making a decrease in net earnings of $237,593 72. The operating expenses in 1869–'70 were 72.16 per cent. of gross earnings; in 1868–'69 they were 63.49; in 1867–'68, 67.60; in 1866–'67, 73.10.

The gross earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending Feb. 28, 1870, were:

from passengers, $41,570 53; freight, $20,127 36; mails, $2,166 60—total, $63 864 49.

The gross earnings of the Osage Valley and Southern Kansas Railroad, between Tipton and Boonville, for the year ending Feb. 28, 1870, were; from passengers, $19,816 75; freight, $8,-240 03—total, $28,056 78. The report says:

The operating expenses for 1869 apparently exhibit an unfavorable comparison with the previous year, 1868. It is not so in reality.

The difference is accounted for in the purchase of new iron and ties, exceeding similar purchases made during the year 1868, and amounting in the aggregate to $240,000.

Equalizing these accounts, the comparison would stand as follows:

Operating expenses last year, 1869	$64 90
" " previous year, 1868	63 49

At the date of the last Annual Report, the change in the gauge of the road, at an early day, was in contemplation. The undertaking was regarded as one of serious moment, involving, as it necessarily must, a break in the business of the road, and a protracted derangement in its operations. The labors and responsibilities involved in this change were, after being duly considered, undertaken and successfully carried through, in July last, within the time contemplated when the matter was under consideration. The cost of changing the gauge of the track amounted to, as follows:

Eastern Division	$34,078 47
Western Division	15,566 55
Boonville Branch	1,286 95
	$50,931 97

Average cost per mile, East and West Divisions, including Boonville Branch and thirty-six miles of sidings, $187 84. This may be regarded as satisfactory in its cost, as it was prompt and successful in execution.

The total cost of the change of gauge for labor and material in the machinery and track departments, up to February 28, 1870, amounts to $208,646 90.

During the past year there have been relaid on the Eastern Division (St. Louis to Sedalia) 46 miles of new iron, part re-rolled and part purchased, and 120 new ties put in track.

The bridge over Taylor's Creek, near Meramec station, of 80 feet span, was recently taken down, and an iron bridge, from Keystone Company's Works, of Pittsburg, substituted. This is the first iron bridge ever attempted on this road, but the reputation of the Bridge Co. seems a sufficient guarantee that it will meet the expectations of what is claimed for it by its advocates.

The last annual report gave the boundaries of the Western Division (Sedalia to Atchison) as embraced between Warrensburg and Leavenworth. Early in May, 1869, these boundaries were changed, and Sedalia made the eastern terminus, and Leavenworth, as before, its western. In October, 1869, by the lease of the Atchison and Northwestern road to this Company, this division was lengthened to Atchison, which is now its western terminus.

It may be a question at this time worthy the consideration of the Directory, whether the interests of the Company would not be promoted, by making three divisions in the working of the road, instead of two, as at present. The length of the main line from St. Louis to Atchison is 330 miles; adding Boonville Branch, 25 miles more, we have a total length of 355 miles.

This division is in fair condition. The rails, owing partly to their light weight, and the heavy grades, are fast wearing out, and cannot last much longer.

During the year, therefore, 20 miles of new iron will be needed, and 75,000 cross-ties put in track, which renewals will put this division in excellent condition.

During the past year 5 miles of new iron were relaid and 91,000 cross-ties (equal to 36 miles) put in track, and some 5 miles of track ballasted.

The operations in machinery department, at the close of the fiscal year, show a heavy footing up in the way of labor and expense; this exhibit, however, should be considered in connection with the change of gauge. The amount charged to labor account for the year is $366,640 75; from this deduct $83,148 85, as chargeable to change of car trucks and reconstruction of engines, on account of gauge; and the remainder, $283,491 90, is chargeable to ordinary repairs.

At this time there are in use 57 engines, 46 of which were purchased, and 11 rebuilt and altered. 41 additional engines of the old (5ft. 6in.) gauge are being changed as fast as possible. This work has been slow up to quite recently, owing to the want of working facilities. This want is now supplied in the erection of a brick boiler shop 55×110 ft., and a large addition made to the blacksmith shop, and in the purchase of the necessary machinery and tools, at a cost of $19,666 53.

This Company now own and have in use the following classified number of cars: Passenger and mail, 52; baggage and express, 20; box, 458; stock, 276; flats, 210; coal and sand, 56; caboose, 32; magazine, 2; tool and wreck, 4; paymaster, 1; making a total of 1,111 cars.

In undertaking the change of gauge it was found necessary to add to the rolling stock, in the purchase of additional cars and motive power; accordingly, 46 locomotives were purchased at a cost of $645,308 90, and freight cars and trucks, amounting to $326,324 30—a total of $971,633 29.

The last annual report gave all kinds of cars at 779, and of engines 52. The difference in the totals shows in use at this time, 332 additional cars, and 5 engines. In addition, two first class passenger cars at the shops are nearly completed. Sleeping Car Company own and have in use on the road 6 cars; St. Louis and Pacific Express Company own and have in use 100 box cars.

During the year 4,814¼ tons of iron, equal to 51 miles, were relaid between St. Louis and Kansas City, of which 2,949¼ tons were purchaeed and 1,865 re rolled, costing, including splice bars and spikes, $359,315 77. There were also put in track 210,000 cross-ties, at a cost of $103,000.

The general condition and working of the road, as presented in the reports of the Eastern and Western Divisions, and the machinery department, are both favorable and satisfactory. The change in the gauge of the road having been made, and the condition of the track greatly improved by the large amount of new iron and ties relaid during the year, and the rolling stock both of engines and cars having been increased so as to enable the Company to comply with the demands made by its increasing business, it is believed that a turning point in the progressive and financial history of the road has been reached, and that the business for the present year will show at its close a large increase in receipts and a still more improved and prosperous condition. Harmony and accord, with an economical and judicious administration of affairs, is all that is needed to insure the realization of this belief.

The Company have 98 locomotives, of which 57 only are serviceable; of these 46 are new narrow gauge, and 11 altered from wide gauge. The alteration is nearly complete in 4 of the remaining 41 old wide gauge engines.

The car equipment consists of 52 passenger and mail, 20 baggage and express, 458 box, 276 stock, 210 flat, 56 coal and sand, 32 caboose, 2 magazine, 4 tool and wreck and 1 paymaster's.

Miles run by engines with passenger trains, 660,045; with freight trains, 768,205; switching, 177,650; construction, 158,860—total miles run, 1,764,760, at a cost for fuel, oil, waste and tallow, enginemen and firemen's wages, repairs and cleaning, of $446,291 15. Cost per mile run with wood for fuel, 16.5; with coal, 9.26—average, 14. Total cost per mile run, 25.3.

The receipts from all sources, and expenditures during the year ending February 28, 1870, were:

Balance from March 1, 1869		$451,898 53
Received from county bonds and warrants		66,010 00
Accounts audited		8,463 80
Received for 1st mortgage bonds		2,956,000 00
Received for 321 Real Estate Security bonds		321,000 00
Received for transp.	$3,077,468 73	
Less exp. and repairs	2,318,713 62	
		758,755 11
		$4,569,138 43
Paid for construction		$149,501 88
Rolling stock and machinery		1,001,676 65
Construction Missouri River R. R.		1,926 80
Construction Boonville Branch		1,793 55
Experimental survey to Clinton		1,237 85
Construction L. A. and N. W. R. R.		5,177 59
Office expenses and stationery		53,864 58
Interest account		776,968 18
Commissions		18,075 00
Contingencies		168,076 45
Change of gauge		204,331 69
Change of gauge, Boonville Branch		786 70
Land Grant sales—am'ts refunded		8,275 00
Discount on bonds		229,633 55
Bills payable—notes paid in excess of issue		874,306 01
Mortgage Construction bonds paid		925,000 00
Clark, Dodge & Co		109,926 92
Balance		540,580 53
		$4,569,138 43

The balance ($540,580 53), is accounted for as follows:

Due by Southwest Branch	$65,215 44
Cancelled debts	218,680 97
Suspended debts	3,667 12
Cash in hands of Treasurer	13,025 17
Materials in hands of Superintendent	120,746 80
" Master Mechanic	93,893 18
Bills receivable	3,000 00
Pacific Railroad stock	1,300 00
Due by railroad and express companies	35,369 30
	$549,897 98
Less due Missouri River Railroad and Boonville Branch	9,317 45
Total	$540,580 53

The General Financial Statement of the company up to March 1, 1870, is as follows:

Capital stock—received in cash, bonds, etc		$3,711,196 05
Less discount, interest and commissions		305,162 09
		$3,406,033 96
Land Grant sales and rent	$219,540 48	
Less expenses	10,489 78	
		209,050 65
Net receipts for transportation		4,903,243 14
Mort. constr'tion b'ds	$1,500,000 00	
Less paid	976,226 67	
		524,773 33
St. Louis County b'ds	$700,000 00	
Less Discount	67,627 57	
		632,372 43
Real Estate Security bonds		500,000 00
Pacific R. R. bonds	$6,500,000 00	
Less discount and commissions	363,403 58	
		6,136,596 42
State claim purchase—difference between State claim and amount paid		2,000,000 00
Bills payable		1,076,523 28
Accounts audited		141,971 49
		$19,530,564 70

Construction	$11,789,378 23
Rolling stock and machinery	3,264,917 90
Missouri River Railroad	21,473 36
Boonville Branch	13,304 50
L. A. and N. W. R.R	5,177 59
Experimental surveys	3,778 40
Office expenses and stationery	276,539 65
Interest account	2,534,373 22
Discount on bonds	415,902 19
Commissions	151,138 93
Contingencies	808,881 81
Change of gauge	205,118 39
Balance	540,580 53
	$19,530,564 70

President.—HUDSON E. BRIDGE.

Vice President.—R. J. LACKLAND.

Directors.—Hudson E. Bridge, B. M. Chambers, T. B. Edgar, Oliver A. Hart, R. J. Lackland, Geo. E. Leighton, James H. Lucas, Wm. M. McPherson, Chas. H. Peck, D. Ranken, Jr., Geo. H. Ren, E. O. Stannard, Benjamin Stickney.

Secretary and *Treasurer.*—J. C. PORTER.

Auditor.—J. M. COOPER.

Chief Engineer and *Sup't.*—THOS. MCKISSOCK.

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$274,363 34	$287,494 81
" freight	314,725 14	333,378 65
" mails	5,990 23	6,068 49
" express	17,083 40	14,501 89
" rents	7,186 58	7,752 65
	$619,348 69	$649,196 49
Expenses, viz.:		
Repairs of road	$103,254 17	$104,284 75
" bridges	7,363 01	1,723 99
" buildings	23,886 36	11,172 83
" tools, etc	2,477 40	3,672 91
" locomotives	25,045 68	24,906 98
" cars	36,259 45	43,628 77
Running trains	89,474 64	106,008 96
Station expenses	48,645 19	58,191 35
General expenses	13,540 70	17,117 19
Stationery, etc	5,570 44	4,839 15
Gratuities and damages	3,288 48	2,403 05
Removing snow	2,784 28	3,059 93
Water works	7,529 30	2,772 73
Miscellaneous	11,223 51	9,660 13
	$380,342 61	$393,442 77
Net earnings	$239,006 08	$255,753 72
Surplus per last report	192,055 18	209,092 34
Total	$431,061 26	$464,846 06
Against which are charged—		
Interest paid	$15,921 55	$17,787 88
Payment to Sinking Fund	8,000 00	8,000 00
Government taxes	45,047 37	52,911 52
Dividend January	68,000 00	85,000 00
" July	85,000 00	85,000 00
Surplus Nov. 30	209,092 34	216,146 66
Total, as above	$431,061 26	$464,846 06

Compared with the previous year the gross earnings of 1869 show an increase of $29,849 80; with an increase in expenses of $13,100 16—making the increase in net earnings, $16,749 64. The report says:

Comparative statements embracing various interesting details as to the sources and amounts of business and the cost of doing it are presented in the appendix. The table on the 19th and 20th pages is commended to the special notice of those who take an interest in the subject of railroad management.

From this table it will be seen that the average cost, per mile by the trains, of operating the road in 1859, was only seventy-five cents, and that the cost of the same in 1869, was one dollar and twenty-eight cents, an advance of seventy per cent., while in the same period the average net income advanced only from seventy eight to eighty-three cents (being an increase of only seven per cent.), and the average charge for carrying a passenger or a ton of freight one mile was substantially the same at the two periods, or, taking the currency into account, the rates may properly be considered as reduced more than twenty per cent. In view of the facts thus presented there would seem to be little cause for dissatisfaction with our tariffs.

The same table exhibits the further fact that between the years 1859 and 1869 the gross income per mile in length of road advanced from $3,621 23 to $12,249 00, being an increase of nearly three hundred and fifty per cent. Herein lies the secret of our ability to practically reduce the rates of passenger and freight transportation, notwithstanding the enormous increase in the expense of doing the business. Thus does our experience confirm the statement, so often made by railroad managers, that increase of business tends to a reduction of rates, while the decrease of business, consequent upon the opening of what is termed a rival road, naturally and inevitably results in an advance of rates, for the reason that the two roads have to be operated and maintained out of the income which would otherwise belong to one. If the public could rightly understand the effect upon the cost of transportation of having competing lines of railroad, in localities where the amount of business is fairly within the capacity of one road, there would be less anxiety on the subject.

In addition to the ordinary repairs and renewals of equipment we have purchased one sleeping car, and built one locomotive, one passenger car, six stock cars and two boarding house cars to move with the repair men, the whole cost, which amounts to some $23,000, being charged against the income.

The track has been thoroughly maintained. Its renewals and the extension of side tracks have absorbed 24,000 cross ties, 288 kegs of spikes, 557 tons of iron rails and 100 tons of steel rails, besides the mending of 807 bars at the shops. The steel rails are giving good satisfaction. The prices asked for them are becoming more moderate and it is to be hoped that we may be able ere long to use them for all our repairs.

The greatly increased cost of wood has made it necessary to introduce coal as a fuel. Four of the locomotives are already altered and adapted to its use.

The construction account has been increased by the sum of $65,179 56, expended in acquiring additional lands for station accommodations and in carrying out extensive improvements at Springfield and Greenfield and on the road-way in Holyoke. It will be necessary to increase the capital stock to cover this and other recent additions to the cost of the road.

Ever since the construction of the Holyoke dam on the Connecticut River our road has been subject to overflow and interruption during seasons of freshet. An embarrassment from this cause which occurred in April last was more than usually serious and resulted in a determination by the directors to reconstruct some two miles of the road beginning near the dam. Leave was obtained from the legislature to locate the road anew for about one half the distance; the other half simply required the raising of the embankments from one to three feet and additional protection against moving ice. The work is now well advanced and will be completed early the coming season.

The company have 16 locomotives. Miles run with passenger trains, 163,567; with freight, etc., trains, 143,409—total, 306,976. Number of passengers carried, 750,793; do carried one mile, 8,923,930. Tons of freight carried, 279,212; do, carried one mile, 6,780,348. Earnings per mile of road, $12,249. Earnings per mile run, $2 11.4. Net earnings per mile run, 88.3 cents. Percentage of expenses to earnings, 60.6 per cent.

BALANCE SHEET, NOV. 30, 1869.

Cost of road and equipment		$2,043,922 37
Materials		73,744 28
Paymaster		17,803 86
Suspense account		290 41
Ferry stock and real estate		5,678 12
Post office department		1,974 16
Bills receivable		3,750 00
Balances due from individuals and corporations		24,451 95
Balances due from station agents		79,299 15
Investments		13,553 00
Cash		48,086 45
Commissioners of the Sinking Fund		89,854 84
		$2,402,408 59
Capital stock	$1,700,000 00	
Mortgage bonds, due Sept. 1, 1878	250,000 00	
Sinking fund	89,854 84	
Expense bills payable	45,385 01	
Unclaimed dividends	16 00	
National taxes	1,306 09	
Balances due individuals and corporations	99,749 99	
Surplus earnings	138,291 20	
Profit and loss	77,855 46	
	$2,402,408 59	

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, Edward W. Clapp, Roland Mather, S. M. Waite.

Clerk and *Treasurer.*—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—W. B. BRINSMADE.

Atlantic, Mississippi and Ohio Railroad.

The following is a copy of the Bill passed by the Legislature of Virginia, entitled "A Bill to authorise the formation of the Atlantic, Mississippi and Ohio Railroad Company;" approved June 17, 1870:

1. Be it enacted by the General Assembly of Virginia, That John Goode, Jr., and Thomas S. Corprew, of the city of Norfolk; George W. Bolling and J. A. Johnston, of the city of Petersburg; E. H. Murrell, of the county of Campbell; Thomas S. Bocock and Robert Early, of the city of Lynchburg; William Watts, of the county of Roanoke; James A. Walker, of the county of Pulaski; Robert Crockett, of the county of Wythe; Abram Fulkerson, of the county of Washington; Henry S. Kane, of the county of Scott; and Peter C. Johnston, of the county of Lee, be and they are hereby constituted a board of commissioners, a majority acting, to effect the organization of the Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act.

2. That the said Atlantic, Mississippi and Ohio railroad company may have a capital stock of twenty-five millions of dollars, such part to be made common, such part preferred, and such part an interest guaranteed stock, as the president and board of directors of the said company may prescribe—all, however, to be rated at one hundred dollars per share, par value.

3. That it shall be the duty of the commissioners above named, acting directly or by their agent or agents, to arrange with the stockholders, other than the State, of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, as to the relative value of their stocks, and to receive subscriptions to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, to be paid in the stock of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads at such rate or valuation as may have been agreed upon; provided, that such valuation shall allow to each stock-

holder of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, subscribing to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, at least as many shares as such stockholder now holds in the aforesaid companies; and for the purpose the more readily of arriving at such valuation, it shall be lawful for the stockholders, other than the State, of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, to hold a joint meeting at such time and place as the aforesaid commissioners may designate; and it shall be competent for a majority of the stockholders assembled at such meeting, each company acting separately, to agree upon such valuation; provided, that no stockholder in any one of the said companies shall be required to subscribe or merge his stock in the capital stock of the said Atlantic, Mississippi and Ohio railroad company, without his consent, or accept on terms agreed to by such stockholder.

4. That whenever it shall appear to the satisfaction of such commissioners that a majority of the stock, as to shares held in the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, or of that held in a majority of the said companies, by others than the State, has been subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, a general meeting of the stockholders, so subscribing to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, shall be held at such time and place as may be designated by the said commissioners; notice of the same to be given by publication in one or more newspapers published in the cities of Norfolk, Petersburg, Richmond, and Lynchburg, and in the town of Bristol-Goodson. unless it shall appear, at the joint meeting provided to be held by the terms of the preceding section of this act, that such amount of stock has been subscribed, in which event it shall be competent to proceed then and there to organize the said Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act.

5. That the stockholders of the said Atlantic, Mississippi and Ohio railroad company, may, at the general meeting hereinbefore provided, a majority of the stock subscribed being so represented, proceed, under the supervision of the said commissioners, to organize the said Atlantic, Mississippi and Ohio railroad company, and do such other things in furtherance of the objects of this act as may be lawful to be done; and finally, upon the organization of the said company, so authorized, the functions of the said commissioners shall determine, and the said Atlantic, Mississippi and Ohio railroad company shall be a body corporate and politic, vested with all the rights and privileges conferred by the laws of the Commonwealth, and subjected to such as apply to the railway corporations thereof generally.

6. That in the primary organization of the said Atlantic, Mississippi and Ohio railroad company, as herein provided, and in all subsequent meetings of the same, each stockholder shall be entitled to cast, in person or by proxy, one vote for each share of stock held in the said company; and at such primary organization it shall be competent to elect such number of directors as the stockholders may see fit, and to determine the mode of electing a president and directors.

7. That the said Atlantic, Mississippi and Ohio railroad company, at any time after its organization, shall have authority, should it so desire, to arrange with the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, or with any of the said companies, by lease or otherwise, for the use of the franchise and property of the same, upon such terms as may be agreed upon by their stockholders in any general meeting.

8. That the said Atlantic, Mississippi and Ohio railroad company, acting by such agent or agents as may be appointed by its president and board of directors, shall be entitled to represent in all meetings of the stockholders of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies—so long as there shall remain any such distinctive organizations, from the failure of a majority of the stockholders thereof to subscribe or merge their stock in the capital stock of the Atlantic, Mississippi and Ohio railroad company as herein provided—all the stock of the said companies which shall have been subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, casting the same number of votes for each stockholder who may have so subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, as such stockholder would be entitled to cast by law, if such subscription and transfer had not been made.

9. That upon the formation of the said Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act, the board of public works shall be and they are hereby empowered and directed to sell and transfer, for the consideration hereinafter mentioned, to the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company, all the stock held by the Commonwealth in the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, to be cancelled or distributed among the stockholders of the said Atlantic, Mississippi and Ohio railroad company, in the discretion of the stockholders of the said company; as the stock of other stockholders than the State shall as to each of the aforesaid companies become absorbed in that of the said Atlantic, Mississippi and Ohio railroad company, and the said company shall be authorized to appoint such number of directors in the said Norfolk and Petersburgh, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, so long as there shall remain any such distinctive organizations, as the State now appoints; and upon all such stock so sold and transferred by the State, the said Atlantic, Mississippi and Ohio Railroad company, by such agent or agents as its president and board of directors may appoint, shall be entitled to vote at all meetings of the stockholders of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies which may be thereafter held, casting the same number of votes as the State of Virginia would be entitled to cast by law, if such sale and transfer had not been made; and the board of public works are further empowered and directed to sell and assign or convey unto the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company, all and whatever claims the State may hold or have against the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, and in and with the said Atlantic, Mississippi and Ohio railroad company, every claim, right and privilege shall as firmly vest as to all such claims as were vested in and with the Commonwealth on account of the same.

10. That in consideration of the sales and transfers of claims and stocks herein authorized and directed to be made, the Commonwealth of Virginia shall thereafter be absolved from all and whatever liability for and by reason of her unsatisfied subscriptions to the Virginia and Kentucky railroad company, which it is conditioned shall be completed within six years after the organization of the said Atlantic, Mississippi and Ohio railroad company; and in addition, the Commonwealth of Virginia shall be entitled to receive four millions of Virginia bonds, or at the option of the said company, of money, payable by annual instalments of five hundred thousand dollars each, the first payment to be made during the year 1885; such payment of the four millions of bonds as aforesaid to be secured by a second mortgage upon the property of the said Atlantic, Mississippi and Ohio railroad company, to be duly executed to the board of public works of the State immediately upon the surrender of all the aforesaid claims and stocks authorized to be sold. The said mortgage to be, in all respects, subordinate to such first mortgage or deed as the said Atlantic, Mississippi and Ohio railroad company may have made or may thereafter execute: provided, the amount of such first mortgage or deed shall not exceed the sum of fifteen millions of dollars; provided, that a part of such sum, equal in amount to all existing liens upon the roads to be consolidated, shall be set aside for and employed in the discharge of the same, and the remainder employed in the construction of the road to Cumberland Gap, and the repairs and improvement of the whole line, so that at no time shall the obligations of the line prior in dignity to such second mortgage to the State, exceed the said amount of fifteen millions of dollars; and provided, that the said four millions of State bonds shall bear interest, at six per cent., from the first day of July, 1880; the interest accruing thereon to be paid in lawful money of the United States, or, at the option of the Atlantic, Mississippi and Ohio railroad company, in State bonds, dollar for dollar; and provided further, that the said Atlantic, Mississippi and Ohio railroad company may, at their option, begin the annual payments in liquidation of said four millions of State bonds in the said year 1880, in which event the deferred payments shall bear interest from first July, 1880.

11. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company to take subscriptions for any unsubscribed portion of their capital stock, and to receive in payment, at such rate or valuation as may be agreed, lands, materials, city or railroad bonds and stocks; and it shall be lawful for the cities of Norfolk, Petersburg and Lynchburg, and for the counties of Lee, Scott and Wise, to subscribe to the capital stock of the said Atlantic, Mississippi and Ohio railroad company in such sums as may be authorized by the qualified voters of such cities and counties voting upon the same; and to this end it shall be the duty of the councils of such cities, and the county courts of such counties, in their discretion, to cause a vote to be taken, in the manner prescribed by law, at such time as the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company may ask.

12. That the said Atlantic, Mississippi and Ohio railroad company shall hold all lands acquired under this act in fee simple, with the right to sell and convey the same.

13. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company to issue bonds, or other evidences of debt, at a rate of interest not exceeding the maximum prescribed by law, and to secure the payment of principle and interest by mortgage or otherwise; and it shall be lawful for the cities of Norfolk, Petersburg and Lynchburg, and for the counties of Scott, Lee and Wise, to guarantee such payment of any of the bonds or other evidences of debt so issued, whenever the qualified voters of such constituencies shall, in the manner provided in the eleventh section of this act, so authorize.

14. That as the stock of the said Norfolk and Petersburgh, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, respectively, shall be absorbed by the said Atlantic, Mississippi and Ohio railroad company, as contemplated in the terms of this act, the said company shall become absolutely vested with all the rights of franchise and of property which belong to the same: provided that a separate account of the property, receipts and expenses, as to each of the aforesaid railroad companies intended to be absorbed by the operations of this act, shall be kept, in so far as to protect the claims and preserve the rights of such creditors and stockholders as to each of the said roads, as may remain unsatisfied by the Atlantic, Mississippi and Ohio railroad company.

15. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company, upon such terms as shall be agreed upon, to consolidate with any railroad which may be constructed from Richmond to Lynchburg; provided, that in

the event of the failure of such consolidation, the said Atlantic, Mississippi and Ohio railroad company, and such railroad from Richmond to Lynchburg, shall mutually arrange for the interchange of passengers and freights, and the guage of the two roads permitting, of cars, so that passengers and freights passing from and to the line of such road from Lynchburgh to Richmond, shall be subject to no manner of discrimination.

16. That the said Atlantic, Mississippi and Ohio railroad company shall, as to freights and tonnage passing to or from the line of its railway, for or from Richmond and points on the line of the James River and Kanawha canal, allow the same pro rata charges as by the Southside railroad, and by other lines connecting with the said Atlantic, Mississippi and Ohio railroad at Lynchburg: provided, that in all computation of such rates with the canal, the same shall be made upon the basis or allowance of not less than seventy miles for the canal from Richmond to Lynchburg, and that the said canal shall not, by reason of this act, be divested of any right or privilege to which it is now entitled by an act passed March 6th, 1849, "authorizing a subscription for the Commonwealth to the stock of the Virginia and Tennessee railroad company," or by any other law.

17. The said Atlantic, Mississippi and Ohio railroad company shall allow any connecting work all proper facilities in and for the formation of a physical junction with the railway tracks of the same and for the interchange of freights and passengers. And the said Atlantic, Mississippi and Ohio railroad company shall make no higher rate of charge on passengers and freights coming from the line of any such connecting work and destined for any point on the line of the said Atlantic, Mississippi and Ohio railroad, or upon the passengers and freights coming from any point on said road, and destined for the line of any such connecting work, than is made by the said Atlantic, Mississippi and Ohio railroad company in the like class of passengers and freights for transportation over its own line for the same distance: provided, such connecting work shall observe the same rule in its charges for the transportation of such passengers and freights; and provided, further, that if either company shall so arrange its freight cars as to run upon the track of the other, they shall be received and transported to any point of destination on the line of such other road upon just principles as to the charges for moving, transporting, and delivering such freight cars, as may be agreed on by said companies; and provided, further, that the freight cars of such connecting road shall be of the same size, pattern, and plan, as those of the said Atlantic, Mississippi and Ohio road.

18. This act shall be in force from and after its passage.

Railroads in Massachusetts.

The following is a list of the most important railroad lines chartered by the last Legislature of Massachusetts:

	Miles.
Framingham to Lowell	26
Lancaster Railroad	13
Branch to Turner's Falls	4¾
Attleborough Branch	3¾
Boston and Lowell Railroad Branch to Mystic River	½
New Bedford and Middleborough	18
Shawmut	2½
Southbridge and Palmer	21
Concord to Stow	3¾
Grafton and Milbury	7

☞ The San Antonio and Mexican Gulf Railroad has been purchased by Messrs. Morgan, Mc Comb & Co., for $75,000, subject to a claim by the Government of the United States for $50,000. The Galveston *News* says: "It is understood that there will be a consolidation of the Indianola and Austin charter with the Mexican Gulf and San Antonio road, and that the parties purchasing intend to prosecute the work of extension to San Antonio, and to Austin so soon as the road to Lavaca and Victoria is repaired, and the junction of the Indianola road with the Mexican Gulf and San Antonio Railroad is effected."

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$621,916	$585,340
" cotton	519,355	647,653
" silk	1,120,366	1,225,481
" flax	374,283	486,555
Miscellaneous dry goods	339,853	491,540
Total entered for consump.	$2,975,773	$3,436,569

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$348,987	$294,201
" cotton	195,042	178,490
" silk	147,409	139,535
" flax	179,288	260,843
Miscellaneous dry goods	59,431	78,021
Total withdrawn from warehouse	$930,157	$951,090
Add entered for consump.	2,975,773	3,436,569
Tot. thrown on the market	$3,905,930	$4,387,659

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$506,102	$468,729
" cotton	246,223	152,848
" silk	270,315	199,777
" flax	280,209	264,432
Miscellaneous dry goods	89,562	36,191
Total entered for wareh'g.	$1,392,411	$1,121,977
Total entered for consump.	2,975,773	3,436,569
Total entered at the port	$4,368,184	$4,558,546

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$8,105,721	$8,261,740
" cotton	8,129,502	8,399,028
" silk	10,430,224	10,891,380
" flax	5,307,990	4,945,120
Miscellaneous dry goods	3,551,341	4,723,329
Tot. entered for consump.	$35,524,778	$37,220,597

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$5,031,417	$5,261,344
" cotton	2,421,681	3,513,955
" silk	2,114,180	2,685,727
" flax	2,607,644	3,256,767
Miscellaneous dry goods	773,151	872,853
Total withdrawn from warehouse	$12,948,073	$15,590,646
Add entered for consump.	32,524,778	37,220,597
Total thrown on the market	$48,472,851	$52,811,243

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$5,428,238	$4,952,863
" cotton	2,567,462	3,243,267
" silk	2,415,564	2,387,260
" flax	2,868,123	2,513,121
Miscellaneous dry goods	679,667	854,583
Total entered warehouse	$13,959,054	$13,951,094
Add entered for consump.	35,524,778	37,220,597
Total entered at the port	$49,483,832	$51,171,691

Imports of foreign dry goods at New York for the fiscal year ending with June,

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$16,775,597	$16,531,040
" cotton	12,761,019	13,035,365
" silk	19,930,700	19,900,006
" flax	9,572,605	9,091,385
Miscellaneous dry goods	6,378,428	8,204,255
Total entered for consp.	$65,418,349	$66,762,051

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$11,688,730	$11,927,870
" cotton	3,441,695	5,092,521
" silk	4,126,317	5,400,988
" flax	4,417,973	5,513,250
Miscellaneous dry goods	1,258,524	1,384,247
Total withdrawn from warehouse	$24,933,239	$29,318,876
Add entered for consump.	65,418,349	66,762,051
T'al thrown on the market	$90,351,588	$96,080,927

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$11,631,107	$11,675,624
" cotton	4,138,183	5,392,179
" silk	4,784,005	5,528,684
" flax	5,265,727	5,452,098
Miscellaneous dry goods	1,262,471	1,603,640
Total entered for warehousing	$27,081,493	$29,652,225
Add entered for consump.	65,418,349	66,762,051
Total entered at port	$92,499,842	$96,414,276

Imports of foreign dry goods at New York for the fiscal year ending June 30:

	1868.	1869.	1870.
July	$6,532,575	$6,971,547	$7,936,470
August	12,608,019	12,853,606	12,775,441
September	7,351,223	8,457,768	8,956,602
October	5,382,793	5,702,189	6,059,108
November	4,397,398	5,514 392	5,746,185
December	3,092,350	3,516,508	3,768,779
January	5,119,359	7,661,015	7,629,753
February	8,574,770	9,201,193	10,796,404
March	9,361,654	13,321,059	12,988,106
April	4,826,418	7,938,674	7,982,484
May	5,825,994	6,993,707	7,221,398
June	4,181,629	4,368,184	4,558,546
	$77,254,182	$92,499,842	$96,414,276

Imports of dry goods at New York for the year ending with June.

	1868–9.	1869–70.
Manufactures of wool	$28,406,704	$28,206,664
" cotton	16,899,202	18,427,544
" silk	24,714,705	25,428,690
" flax	14,838,332	14,543,483
Miscellaneous dry goods	7,640,899	9,807,895
Total imports	$92,499,842	$96,414,276

The imports of foreign dry goods at New York.

Year.	Value.
1850–1	$64,613,747
1851–2	57,221,062
1852–3	79,192,513
1853–4	92,389,627
1854–5	62,918,443
1855–6	85,898,690
1856–7	92,669,088
1857–8	67,317,736
1858–9	93,549,083
1859–60	107,843,205
1860–1	83,310,345
1861–2	38,155,720
1862–3	61,963,037
1863–4	83,284,966
1864–5	49,853,939
1865–6	137,055,834
1866–7	103,407,278
1867–8	77,254,182
1868–9	92,499,842
1869–70	96,414,276

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600	.....	.....
Do, do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 5½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'70 4½
Camden and Amboy.....100	6,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa.....50	1,150,000	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,277,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68½2
" Street.....	.....	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chl. & Indiana Cen..100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....100	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum p Rivers 100	139,000	.....	.....
Do. do pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*.....50	594,280	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 5
East Tenn. and Georgia....100	1,290,087	.....	.....
East Tenn. and Virginia...100	1,992,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg 100	3,540,006	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,186,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug. '70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....100	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.A.N	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	M. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,600,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'70 4
North Pennsylvania.....50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jun.'70 2½
Old Colony & Newport ...100	4.848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July '70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D.) pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	11,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '70 3
Warren 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,800	J. & J.	Jul.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union.....50	.....	.....	.....
" preferred 50	2,907,860	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal.....25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....25	500,000	J. & D.	D.,'69 3½
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,090,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,870	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,967	501,259	463,109	403,691	348,996	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139.142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3.313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3.466.922
1867	292,047	224,021	272,454	268,360	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301.952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4797,464
1869	333,319	368,208	398,740	388,386	449.932	523,841	455,607	632,652	736,555	584,156	478,236	393,468	5,684 109
1870	401,275	449,645	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2.811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563.400	6.114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,542	7,976,490
1866	523,566	399,917	523,745	537,519	858.948	925,983	808,524	797,475	1,000,086	1,200,216	1.010.892	712,569	9,299,43 0
1867	696,147	574,664	765,398	774,279	895,712	893.658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,360	11,632,797
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076.674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268.444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262.798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407.992	343,929	511,305	478,576	496,438	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510.100	423,578	640,179	799,236	661,391	657,141	603,402	6,029,447
1865	571,536	528,972	616,665	516,908	460,573	617,682	578,403	747,469	739,736	641,589	645,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,902
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98.043	106.921	104,866	113,504	112,952	123,802	1.201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358.862	402,219	407.107	448,934	411,806	4.120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418.575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,800	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307.474	258,634	2.650,702
1863	242,073	245,858	238,432	238,495	236,453	206.221	193.328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,870	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,004	308,009	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	390,333	4.371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	360,671	4.509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 042	4,744,104
1870	337,992	329,128	380,430	412,030	409,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369.356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	408,880	6 517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801,195	696,567	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3.311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,068	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	284,273	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4.088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,780	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,980	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	514,472	631,143	1,006,631	1,159,726	1,113,398	899,94	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,896	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,833	484,209	450.203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,264	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	687,032	837,288	716,820	5,709,186
1870	49,529	500,129	539,288	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " " coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
" " " coupon		6	" "	1881	115
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,900	6	May & Nov.	1882	112
(5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	8,882,500	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110½
(5-20s).....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
(5-20s).....coupon		6	" "	1886	110½
" " 3d series (5-20s)...registered	379,602,350	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	111
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	111
(5-20s).....coupon		6	" "	1888	111
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
(10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	114
Certificates of Mar. 2, 1867, and July 25, 1868..	45,545 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	253,472	var	.....	Due.	....
Treasury Notes (7-30s).....	661,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,152,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,256	var.	.....	Dem.	....
Fractional Currency	39,878,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,800	5	" "	'83-'86	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	99½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " 1860.	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92½
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1860)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,600	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " (Railroads)	2,092,000	6	Various.	'69-'06	78
" — " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " (Levees).....	1,000,000	6	Various.	1886	77
" — " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " (" 1868).....	3,000,000	6	" "	1908	95½
" — " (Funding).....	494,800	6	Various.	'88-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	" "	1871	101½
" — " 1863.....	525,000	6	Mar. & Sept.	1883	98½
" — " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted.....	2,252,112	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
" — " 1827.....	269,000	6	" "	1890	98
" — " 1834-'35.....	24,000	5	" "	1880	....
" — " 1838-'39.....	1,438,428	6	" "	'70-'85	95
" — " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " "	46,232	5	" "	1890	79
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	97½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
" — " "	650,000	6	" "	'72-'73	109½
" — " "	720,000	6	" "	'74-'75	106½
" — " "	1,430,000	6	" "	1876	108½
" — " " 1862....	600,000	5	" "	'77-'78	98½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " ..... dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	91½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — "	800,000	6	" "	1878	....
" — "	1,189,781	6	" "	pleas.	....
" — "	900,009	5	" "	1875	....
" — "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — "	5,726,800	6	" "	1873	108
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	112½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	53
" — " (new).....	3,959,045	6	" "	'92-'98	86½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	38
Ohio—State Loan (New York).....	2,028,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	Due.	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
" — "	7,909,600	6	" "	1877	109½
" — "	9,273,050	6	" "	1882	112½
" — "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	105½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	80
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	65
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	69½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	69
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	90½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	28
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1890	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	89½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1867	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	25,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1880	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	93
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	97
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	92½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1895	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	93
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	70
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	84
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	680,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	91
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	99
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1.300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £230,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100½
2d Mortgage	276,500	7	— & —	"	18—	90
North Shore, L. I:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	(rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18-	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1886	61

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	89½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	81½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	76
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	97
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,607,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,500,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,900	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	8	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
Consol. M. (T.,W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'96–'99	85
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.& Bosto	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	85
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	611,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1883	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,870	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *Asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Siddings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. &c.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	ps.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,188,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †... New York.	5,839,598	547,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,061,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,160,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	96,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	2	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	274	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio †..... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	6,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	140½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Br[illegible] ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noqud and Marquette*.... Michigan.	800,000	295,397	987,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	(Leased to Fall Brook Coal Co.)			.....	42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,846	.....	.....	.....	250,000	.....	.....	.....	—				.....	.....	7	100	
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany..... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,800	2,873,020	1,235,000	1,752,774	269.6	3,203,392	96,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	75
Nov. 30, 1869	207.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie †. M., R.L., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,160	6,015,251	640,007	176,7 5	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	593	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,380,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,926	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	145
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	140½
Oct. 31, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,896,000	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			.....	.....	—	100	....
Oct. 31, 1869	43.2	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb..... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	374,315	.....	43.2	121,957	.....	.....	225,909	71,913	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—				171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—				.....	.....	7	100	....
Oct. 31, 1869	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	428,472	*	.....	.....	428,472	.....	.....	.....	—				.....	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—				.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,075,000	*	.....	.....	1,815,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,658	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,9[illegible]	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,346	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—				34,940	34,340	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,469	123,864	64,256	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased to West Jersey.)			.....	.....	9	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,000	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	.....	.....	.....	7,546,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,000,800	786,000	45,929	176,351	282.0	.....	95,006	.....	2,008,721	724,858	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,360,220	13	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	220,560	204,630	1,025,545	1 [illegible]	5	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,[illegible]	—	100	...
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	[illegible]	—	100	....
Dec. 31, 1868	109.8	—	8.9	—	15	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	(Chemung..... New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	3	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,055,925	791,500	.....	109,496	53.6	495,525	4,735,511	15 8 1,754	713,5 6	51,388	5	100	6½
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,231	—	50	6½
Dec. 31 1868	243.0	—	20.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,435,525	*	1,002,982	693,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,044	1,987,898	10	100	117
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,137,287	10	100	162
Dec 31, 1868	75.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	.....	.....	.....	3,976,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	9	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,783,801	*	2 017,578	.....	31,249,259	17,200,400	317,065	1,914,055	1,156.0	.....	.....	.....	13,941,343	4,887,185	15	100	89½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	28	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,768,049	50	100	116½
May 31, 1869	—	—	—	24.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—				.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	.....	—				.....	.....	—	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	4	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	12	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			.....	.....	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	730	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,040	10[illegible]	93,877	355,954	17,975	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46.085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Oct. 31, 1869	540.0	405.2	239.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	100½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania	11,189,397	2,730,366	(Owned by Le	high Coal and Na	vigation	Co.)			150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,606,418	.....	.....	16,060,650	4,678,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	114½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	82,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	...
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	...
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	92
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55 463	13,371	—	100	...
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,119	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,766	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville.....Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,289,140	407 711	1,996.818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,615	200,000	67,700	1,523	2.152	.....	.....	.....	.....	.....	21,786	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	...
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,728	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	.....	100	...
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138 055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	.....	100	...
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss	—	50	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Ow	ned by Co	ncord.)	.....	.....	.....	100	...
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,060	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,925,110	463,538	.....	130.6	313.574	.....	.....	514.376	64,343	—	100	...
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 25, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	3,876,580	247,141	863,732	595.5	2,667,191	65,166,897	126,931,971	5,024,108	2,046,036	8	100	...
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 6	mos.)	11,263	461	—	100	...
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	65½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305.282	305,282	8	50	106
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	...
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	946	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17.921	15,302	—	100	...
Feb. 29, 1868	88.5	28.4	....	97.2	21	15	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	...
Dec. 31, 1868	84.0	5.0	63.7	—	56	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	39,375	720,000	—	16,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	90
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	140½
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,186	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,000,155	*	.....	.....	1,167,736	3,464.050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	.....	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,998	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	...
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	...
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	...
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80 210	4	100	...
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	...
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	96	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	602.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	...
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	...
Sept. 30, 1868	5.1	—	....	34.7	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	31	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	139
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	153
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60 000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....South Carolina.	4,950.606	*	294,611	67 653	4,000,000	433,000	147.045	732,835	—	.....	.....	.....	533.859	25,323	—	100	...
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	$ 26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1868	72.0	—	3.0	118.0	—	50	20	11	732	North Louisiana and Texas	La				(In progress.)																
Dec. 31, 1868	233.3	147.8	....	—	—	29	32	16	608	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8								100	
Oct. 31, 1869	55.6	12.1	28.8	—	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,296,961	301,779			100	85
Dec. 31, 1868	94.3	2.6	17.6	—	—	18	19	10	419	Northern	Canada.									96.8		4,798,284	13,598,080	1,132,731	463,114	5s	50	82
Oct. 31, 1869	138.0	—	123.0	—	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			561,370	128,943			100	
Mar. 31, 1868	69.0	13.0	....	—	—	24	16	5	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,302	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	2,928 468	977,748	6	50	90
Sept 30, 1868	21.3	—	4.5	—	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	624,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	115½
Nov. 30, 1869	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,861	11,065,863	741,607	171,957	5	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994					
Sept. 30, 1868	118.4	4.0	18.0	—	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 600	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	91
Dec. 31, 1868	340.0	—	....	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,364,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	35½
Oct. 31, 1869	96.0	3.5	21.5	—	—	28	16	5	814	Oil Creek and Allegheny River	Penn.	6,830,158	839,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	94½
Nov. 31, 1869	130.5	12.2	43.9	—	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.9	—	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	—	52	48	26	706	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,066,692	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000			47.6						24	100	96
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—	—	—	—	(Leased	to Erie.)		—	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....			5,000,000	500,000	....	—	—	(Leased	to Erie)		—	—	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000	....	—	—	(Leased	to Erie.)		—	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....			329,650	160,000	....	—	—	(Leased	to Camden	and Amboy.)	—	—	—	100	....
Oct. 31, 1869	364.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452	—	643.0	9,574,632			17,250,812	4,757,785	10	50	116½
Oct. 31, 1869	47.0	15.9	53.0	—	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000	—	47.0						10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000	....	—	—	(Leased	to Chic. R. I. and Pacific.)		—	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000	....	—	—							100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,560,337	*			1,323,200	67,926	154,299	—	82.3				212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686	—	46.0	124,224			196,672	9,272	—	50	....
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974	—	289.6	2,273,856			3,262,705	loss.	—	50	59½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900	—	—	24.3	376,303			697,620	287,492	10	50	164
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592	....	—	480.4	5,159,301	40,525,071	483,853,367	11,276,241	5,002,408	10	50	106½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	329,675	....	1,259,100	....	....	80,555	26.5	....	....	....	1,077,559	274,081	10	100	118
Oct. 31, 1869	96.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*		821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	107½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941		196,000	....	5,423,200	10,036,690	421,184	....	201.0	1,849,510	....	....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,603	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			....	19,688,948	13,663,000	72,093	....	480.6	5,253,584	....	....	8,131,531	2,891,199	9½	100	....
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	....	....	450,000	....	....	....	....	....	....	....	....	27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In hands of Receiver.)						23.0	34,971	....	....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			....	783,500	1,232,760	4,510	....	109.0	373,501	7,127,219	....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*		445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	....	....	518,592	130,420	6	180	115½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	....	....	350,000	—	—	—	—	(Leased	to Concord.)		—	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	....	....	170,000	200,000	....	—	—	(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			....	437,917	150,000	....	—	14.5	50,896	....	....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	....	49,772	2,000,000	—	55,000	28,544	—	47.3	408,166	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	....	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	—	—	....	....	....	....	....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,228,390	—	92.3	....	....	....	254,899	30,667	—	100	....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,584	220,583	....	....	506,848	1,000,000	952,859	—	—	54.0	155,070	....	....	207,799	55,879	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	....	....	3,000,000	1,500,000	....	—	—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	96
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	....	81,308	4,000,000	2,719,000	288,439	—	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	—	75.5	181,552	4,044,644	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,313	847,100	319,000	25,288	22,589	—	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	....	Richmond and York River	Virginia.	6,250,000	*	....	....	650,000	600,000	....	—	—	....	(Not in operation.)		....	....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	....	....	....	427,402	....	....	—	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	....	Rock Island and Peoria	Illinois.	....	....	....	....	1,080,000	1,384,000	....	—	12.0	....	(Under construction.)		....	....	—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	—	218.2	....	....	....	1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	....	....	....	....	....	....	—	—	166.3	694,409	4 069,421	11,712,202	993,239	....	—	100	31
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	....	....	....	—	—	....	(About $5	0,000 a month.)	....	....	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	—	182.0	....	(Leased to	Ind. & St. Louis.)	517,941	....	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	10,000,000	4,000,000	....	—	120.0	....	....	....	612,000	171,000	—	100	49
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	—	—	(Leased	to Chi. & Alton.)		240,000	....	—	100	....
Dec. 31, 1868	68 7	8.2	....	—	....	....	....	....	....	St. Louis and St Joseph	Mo.	....	....	....	....	2,000,000	1,000,030	....	—	—	....	(Under construction.)		....	....	—	100	....
Dec. 31, 1868	68.9	—	....	—	96	....	....	....	....	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	....	....	....	—	—	....	(Under construction.)		....	....	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	....	....	....	....	2,020,000	....	—	80.0	....	....	....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	—	86.0	142,341	1,791,700	....	282,950	100,415	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	—	Salem	New Jersey.	278,328	....	....	....	180,550	100,000	....	—	—	(Leased	to West Jersey.)		....	16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	62,542	....	1,590	243,305	226,900	363	91	—	....	....	....	....	17,500	1½	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	900,235	2,150,000	50,000	—	—	116.3	240,299	....	....	416,916	106,052	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	—	—	54.0	155,070	....	....	172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	....	....	576,060	....	....	—	—	(Leased	to Phila. and Reading.)		—	—	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	290,000	....	—	—	—	....	....	....	....	....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	....	....	999,050	796,830	....	—	—	119.3	....	....	....	312,577	12,900	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	—	—	160.0	....	....	....	218,441	....	—	100	....
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	....	....	869,450	700,000	....	—	—	(Leased by Northern Central.)			—	—	6	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	—	—	25.0	....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	100,000	37,800	....	—	—	20.0	(Operated by Jeff. Mad. and Louisville.)				—	100	....
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	....	....	686,200	55,000	....	—	—	50.0	167,376	....	....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,009	....	—	—	75.0	....	....	....	127,000	....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	—	—	109.0	373,510	7,127,219	....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	438,300	....	....	....	438,300	....	....	—	—	(Leased to Central of New Jersey.)			—	—	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	—	South and North Alabama	Ala	....	....	....	....	900,000	....	....	—	—	....	(In progress.)		....	....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 186	56.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	....	....	484,000	750,000	150,000	—	—	....	(Not in full operation.)			289,288	68,334	—	100	....
Sept. 30, 1868	123 0	7.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	182.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 186	—	—	—	98.0	—	—	—	—	—	Southern Central	New York.	....	....	....	....	880,000	....	....	—	(Under construction.)						—	100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*	....	....	....	....	....	—	—	—	....	....	....	250,000	....	—	100	....
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	—	91.0	....	....	....	....	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	180,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,282,375	639,342	229,868	23,184	6	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	967,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	830,543	.....	.....	580,900	246,000	.....	.....	24.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	56½
Sept. 30, 1868	34.9	—	7.2	—	18	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	900.0	—	....	....	176	68	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	37½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	104½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,087,328	1,788,406	513,306	—	var.	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,358,679	1,919,550	372,297	618,143	206.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554.017	863,212	75,076	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	35,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....¶....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	35.5	201,230	.....	.....	330,591	68,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,418	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,598,447	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	(Not in operation.)			(Not in operation.)		—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	4	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403.385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	398,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	1	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	125
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)			—	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	897,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	70
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	450,135	162,972	100	25	
Oct. 31, 1868	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,165	7,165,256	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	164
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20.000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single ack.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.).N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.).N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	45	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.35	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.).N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C).N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	—	—	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.58	387	50	42d st. & G'd st. F.(N.Y.C.).N.Y.	1,041 294	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	256,220	150,000	100,000	—	187,103	22,887	7.5	50	15	39
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.).Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	14½
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.										
Dec. 31,'68	—	—	—	Hoboken and Weehawken ..N.J.										
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	36
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.00	—	—	Malden and Melrose (Btn).Mass.	60,246		52,000	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,824	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	15	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	150	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	60½
Nov. 30,'68	7.42	234	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)...Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	75	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.60	48	12	Ridge Av. & Manayunk(Ph.).Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City).N.Y.	1,452,393	800,000	700,000	170,982	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	142	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.										22
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	563,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	205,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,035	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	4.38	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov 30,'68	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	10	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1880	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	18,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1866	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	19—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	90½
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.	5,253,836	...	...	120½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	85
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	70
Schuylkill Navigation, pref.	2,888,997	6	6	36
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @	36 —
Pig, American, No. 1		32 — @	33 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		110 — @	— —
Bar, Refined		75 — @	77 50
Bar, Common		72 50 @	— —
Scroll		87 50 @	115 —
Ovals and Half-round		95 — @	110 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		85 — @	120 —
Hoop		105 — @	145 —
Nail Rod	per lb.	— 7 @	7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	11½
Sheet, Single D. and T. Common		— 4½@	5½
Rails, English	(gold) per ton.	59 — @	60 —
Rails, American, at Works in Penna. c'y.		71 — @	72 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— — @	— 18
American, Spring, do.		— 9 @	— 11
American Machinery do.		— — @	— 12
American German do.		— 9 @	— 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @	— —
Clinch		— — @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— 35 @	— 36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 39½@	— 39½
Straits	(gold).	— — @	— 38
English	(gold).	— 35½@	— 35½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 8 75 @	9 —	@ 10	50
I. C. Coke	7 — @	7 75	8 25 @	9 25
Coke Terne	6 — @	6 25	7 25 @	7 75
Charcoal Terne	7 75 @	8 25	9 — @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @	— 14
Crude, 40 @ 47 gravity (in shipping order)		— 18½@	— —
Refined, prime L. S. to W. (110 @115 test)		— — @	— 25
Refined, Standard White (in ship'g order)		— 27½@	— 28
Refined, prime White (in shipping order)		— — @	— 28½
Refined, S. W. (in jobbing lots)		— 29 @	— 30
Refined, S. W. (in tin)		— 30½@	— 31½
Naptha, Refined, (65 @ 73 gravity)		— — @	— 9½
Residuum	per bbl.	4 — @	— —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.) ... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th. 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Canton Co.	69	....	68½	....	68½	....
Central Pacific 6s	93½	90x	90½	....	90½	....
Central of N. Jersey	108½	109	109½	....	109	108½
Chicago & Alton	117	....	....	118	117	117
" pref.	....	....	118	....	118½	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	162
" 8s, 1883	111x	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	83½	83½	83½	....	83½	....
" pref.	88½	89	89½	....	89½	88½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92½	....	....	....	....	....
Chic., Rock Isl. & Pac.	116½	117½	117½	....	118	117
Chicago & R. I. 7s, 1870.	101½	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	99	....	....	....	98½
Clev., Col., C. and Ind.	....	81½	....	....	81½	....
Clev. and Pittsburg	109½	109½	109½	....	100	109½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20½	21½	21½	....	22	21½
" 1 M.	84½	84½	....	....	....	84
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	125	125	125	....	125	125
Del. Lack. & Western	....	....	....	....	105	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	107	....	....	....	....	....
Erie Railway	23	22½	....	....	23½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	96½
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	84	....	....	....	....	84
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	118½	118½	....	....	117½	....
" pref.	121	....	....	....	120½	121½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	140½	141½	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	99½	100½	....	101½	101
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	20	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	120½	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	100
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	7½	....	7½	....
" pref.	15½	15½	15½	....	15½	16
" Tr. 10s ctfs.	....	....	....	....	....	44
Milw. and St. Paul.	66	66½	67	....	67½	66½
" pref.	81	81½	82	....	82	81½
" 1st mort.	....	....	....	....	92½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	108	....
" 7 3-10s con.	95	....	....	....	96	95½
Missouri 6s	....	92x	....	....	92	92
" H. & St. J. 1ss.	....	92x	....	....	....	....
Morris and Essex	89½	90	90½	....	90½	90
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883	93½	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	98½	99	....	99½	99½
" certificates.	94	94½	93	....	95½	95½
N. York and Harlem.	140	140	....	....	142	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s	49½	50	52	....	53½	53
" new	29½	30½	32½	....	36	36
Ohio and Miss.	35½	36½	36½	....	36½	36
" pref.	....	....	....	....	....	74½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	42	42½	....	....	42½	42½
Panama	110	106	....	....	97½	96
Phila. and Reading	107	107½	107½	....	107½	107½
Pitts., Ft. W. & Chi. gtd.	96½	96	96½	....	96½	95½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	7½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	94
" 2 M. pref.	....	....	86½	....	86	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	66½	66	66½	....	....	65½
" new	64½	65½	66	....	64½	63½
Tol., Wab. & Western.	59½	....	....	....	58½	57½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	85½	....	....	....	86	85½
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	87½	....	....	....	85½	85
Virginia 6s, ex-coupon	....	....	....	....	....	69
" new	....	....	....	....	....	67

New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	108¼	108¼	108¼	....	....	....
U. S. 5s, 10-40s, reg.	107¾	108¼	....	....	109	108¼
U. S. 6s, 1881, reg.	....	115¼	....	....	....	114¾
U. S. 6s, 1881, coup.	115¾	115¼	....	....	115¼	115
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½ y.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	112	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111¾	112¼	....	....	111¾	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111¾	112¼	112	....	....	111¾
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	112	....	....	....	110¾	111¾
U. S. 6s, 5-20s, r. n. '65.	110½	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	114¼	111¼x	111¼	....	....	110¾
U. S. 6s, 5-20s, reg. '67.	110¾	111¼	....	....	....	110¾
U. S. 6s, 5-20s, c. 1867.	114¼	111¼x	111¼	....	111	110¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¾	....	....	....	111¼	111
U. S. 6s, Pac.R.R.issue	113¾	113¾	114	....	....	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	....	....	....	....	....	....
" preferred	37¼	....	37¾	....	....	38¼
Camden and Amboy	119	119	119¼	....	....	119¾
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	94	....	....	....	....
" 6s, 1883	92	93	94	....	....	....
" 6s, 1889	....	89¾	....	....	....	....
" mort. 6s, '89	....	94¾	94¼	....	....	94¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Lehigh Navigation	....	34¼	34¾	35¼	....	34¾
" 6s, 1884	85	....	....	....	....	....
" Gold L.	89¼	....	87¾	88	....	88
" R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	58¼	58¼	57¼	57	....	57¼
" 6s new coup.	96	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	46	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Minehill	54	53¾	53	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s.	89	89¼	89¼	89¼	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	44
Pennsylvania R. R.	57¾	57¾	57¾	57¾	....	58¼
" 1st M.	....	....	....	....	....	....
" 2d M.	98¾	....	....	....	....	....
Penn. State, 6s. 1st series.	....	....	....	102½	....	....
" 6s, 2d series.	....	....	....	....	....	....
" 6s, 3d series.	....	....	....	....	....	....
" 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s.	....	....	....	....	....	....
" new	100¼	100¾	100¾	100¾	....	101
Philad., Germ. & Nor.	81¾	....	....	....	....	82
Phila. & Reading	53¼	53¼	53¾	53¾	....	53¾
" 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	29¾	29¼	29¾	29¾	....	....
" 6s.	....	....	....	92	....	....
" 7s.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	18
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	46
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878.	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	22	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875.	....	....	....	....	....	....
" 1886	94	....	....	....	....	....
" 1890	94¾	94¼	94¼	....	....	....
" 1884	....	....	94¼	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	97	....	....	....	....	....
" " 1885.	....	....	....	95	....	....
Marietta & Cin. 1st M.	....	....	....	96¼	....	96¼
" 2d M.	77	76¼	....	....	....	76¼
Northern Central	....	....	....	....	....	44½
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	148¼	148¼	148	....	....	148¼
Boston and Lowell	....	133	134¼	....	....	....
Boston and Maine	146	....	145¼	....	....	145
Boston and Providence	....	....	....	....	....	142
Boston, Hartford & Erie	4¼	4¼	4¼	....	4¼	4¼
" 7s, new	36	29¾	28	....	....	....
Cheshire, pref.	....	....	91¼	....	....	90¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	120¼	120¼
Fitchburg	132	....	134¼	....	....	132
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120¼	120¼	120¾	....	....	120¾
Northern, N. H.	116	....	115	....	....	115¼
Ogdens. & Lake Champ	91¼	91¼	91¼	....	....	91
" pref.	....	....	109	....	....	....
Old Colony & Newport	....	....	96¾	....	....	96¾
Ph., Wil. & Baltimore	....	....	53¾	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	40¾	41¼	39	....	38¾	37¼
" 6s.	84¼	84¾	84¾	....	....	84¾
" Land Grant 7s.	....	....	....	....	76¾	....
" Income 10s.	85¼	....	85¼	....	85	....
Vermont & Canada	....	....	104	....	....	104¼
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	75	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	....	....	6¼	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	2¼	....	....	....	....
Pittsburg	....	7	....	....	....	....
Quincy	....	....	....	....	....	20

London Stock Exchange.

	Closing Prices. June 17.	June 24.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 55	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½ — 28¾	28 — 29
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c.	70 — 73	70 — 73
Erie shares 100 dol. all paid	18 — 18¾	18¾ — 19¼
Do. sterig. 6 p. c. convertible bonds	64 — 68	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 — 102	100 — 102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	113¾ — 113¾	112¾ — 113¾
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 — 103	101 — 103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 93	93 — 94
Do. $50 shares	44 — 46	45 — 47
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 9, 1870.

Stock Exchange and Money Market.

The old fiscal year closed and the new one has opened on a very easy market for Money. The offerings of capital have been very liberal both on bank and on private account. The inquiry for aid has been comparatively moderate. Call loans have been quoted at 3@5; choice to good mercantile credits at 5@7 per cent. per annum. The city banks added about 3⅜ millions to their specie reserve, and 1⅛ millions to their deposits, during the week; while reporting a loss of less than half a million of legal tender notes. They reduced their loan averages, about half a million, and slightly diminished their circulation. The U. S. Sub-Treasury, last week, reduced its coin balance $2,658,120; and its currency reserve $2,077,493. The office has discontinued the item of general balances, in its daily report, since the first instant. The aggregate receipts of the office in June were $50,401,200, including $10,263,805 (in coin) from customs; aggregate payments, $43,189,172, including $2,034,252 of coin interest. At the beginning of July, the coin balances under the control of the Treasury Department were $112,776,049, against $106,789,732 on June 1st; currency balances, $28,945,067, against $14,243,817 on June 1st. The coin certificates outstanding July 1, amounted to $34,547,120, against $35,395,800 June 1. The unusually heavy interest and dividend disbursements, in progress since July 1, have added largely to available supplies of Money. The Treasury Department has announced that in July it will sell four millions of Gold, and buy in six millions of Five-Twenties. The latest Washington reports of Wednesday were to the effect that the Conference Committee on the Currency bill agreed to report a bill authorizing the issue of $54,000,000 new national bank notes, and the retirement of the Three Per Cent. Certificates, the latter to be withdrawn as the former are issued; also the redistribution of $25,000,000 national bank capital.

Under instructions from the U. S. Treasurer at Washington, the acting Assistant Treasurer at this port, on Friday, July 8, will receive bids for $2,353,687 of coin interest accrued on the Five-Twenties held by the Treasurer for account of the Sinking and Special Funds; and on the following Monday, July 11, will receive offers of Five-Twenties bonds to the amount of the currency proceeds of the Gold interest to be awarded on Friday. These operations will make the Treasury sales of Gold in July $6,353,687; and the purchases of bonds, eight millions, all told.

The specie reserve of the city banks according to the latest return is $31,611,330, against $23,520,267 same time last year. The city bank deposits are now $219,083,428, against $179,929,467 week ending July 3, 1869. The legal tender reserve amounts to $56,815,254, against $46,737,268 same time last year. The circulation now stands at $33,070,365, against $24,217,973 same time last year. The loans are now $276,496,503, against $258,368,471 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $93,789,400 a day, against a daily average of $89,537,211 the preceding week, and $83,145,447 the week ending with June 18, 1870. The current weeks' exchanges average about 88 millions a day. The city banks, last week, reported a gain of $3,382,845 of specie, and $1,560,870 of deposits, with a loss of $400,271 of legal tender notes. They reduced their loans, $520,864; and their circulation, $23,748.

The city bank exchanges on Wednesday were about 96¼ millions.

National Bank notes to the amount of $275,010 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,926,144, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $26,657,138, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,269,006. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,278,553; and for the public deposits, $16,402,500—making a total of $358,681,053. The Treasury Department last week redeemed and destroyed $104,000 of worn and mutilated fractional currency, and issued $238,195 of new.

The U. S. Sub-Treasury receipts, week ending with July 2, were $6,032,136 in coin, (including $2,181,000 from customs duties,) and $4,250,138 in currency; payments, $8,690,256 in coin, (including $6,229,230 of coin interest,) and $6,327,682 in currency; balance at the close of the week, included $73,464,651, of coin, and $10,692,398 of currency, against a general balance of $90,301,735 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Tuesday, receipts, $546,-817 in coin (including $420,680 from customs), and $988,843 in currency; payments, $1,186,291 in coin (including $1,157,200 of coin interest) and $1,186,291 of currency. The balance at the close of business on Tuesday included $11,210,956 of currency, and $72,875,178 of coin,) against a general balance of $91,631,992, a week previous; and $90,971,585 on June 21, 1870.

The U. S. Sub-Treasurer issued in June $4,-363,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,-796,124 of coin certificates, received for customs.

Government revenues have yielding less liberally since our last. The excises, during the week yielded about three millions; customs at the port of New York, $2,037,125, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $5,923,-015 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $183,500,000.

The Gold market has been without remarkable animation. The speculative demand has been less confident. The export and customs inquiry has been light. The offerings of "cash gold" have been on a liberal scale. The coin interest disbursements on Government and corporate account have been unusually extensive. The range of price has been from 111⅛@112½, and the closing quotation on Wednesday was 111¾. The Gold Exchange Bank clearances have averaged about 38 millions. Government has announced that in July it will sell four millions of Gold, as follows: Wednesday, July 6, $1,000,000; Wednesday, July 13, $1,000,000; Wednesday, July 20, $1,000,000; Wednesday, July 27, $1,000,000. The bids will be received at the U. S. Sub-Treasury here, on the usual conditions. On Wednesday, Government made its opening sale for July of a million of Gold at from 111 12½@111 31. The aggregate of the bids was $2,075,000, and the range from 110 76@111 31. On Friday, Government was to offer the Treasurer's interest gold, amounting to $2,353,686, to the highest bidder.

Chicago is paying off its city debt in coin. All the railroad companies whose offices are in Philadelphia paid the half year's interest, July 1st and 2d then maturing, on all of their debts created before the passage of the legal tender act, in 1862, in coin or its equivalent. The Pennsylvania Railroad Company led off, paying out not only the interest on its first mortgage loan of $4,972,000, without rebute of the 5 per cent. government tax, but giving notice also that the amount of the memoranda previously given for Pennsylvania second mortgage and Philadelphia and Erie Railroad coupons, maturing on the first of April last, will be paid in coin on the 25th instant. The amount of the Pennsylvania Railroad Company's second mortgage 6s is $4,886,840, and of the Philadelphia and Erie first mortgage 6s $1,000,000. The interest payable on these three several items of principal at 3 per cent. amount to about $325,000, the premium on which will cost some $40,000 at the present rate of premium. The Philadelphia and Reading Railroad Company paid interest in coin or its equivalent on its bonds of 1880 and 1886, and the North Pennsylvania on its $2,275,-000 of first mortgage bonds. The Reading Company, and we believe, the North Pennsylvania, also paid the full interest without deducting the 5 per cent. government tax.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $72,465,554.

The customs demand for Gold last week, averaged $339,521 a day; thus far, this week, it has averaged $415,000 a day, or equal to a weekly aggregate of $2,490,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $128,453; and since Jan. 1, 1870, $7,176,326, against $9,597,838 same time in 1869. The total customs revenue of the Government, in coin, at this port, during the fiscal year, ending with June 30, 1870, was $134,527,931 against $124,688,174, in 1868–'69.

The customs revenue of the port on Wednesday was $567,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 23d, was $3,809,657, against $3,532,436 same time last year.

The exports of specie, from this port, last week, were $734,600 against $852,957 same week last year; total, year ending July 1, 1870, $34,174,102, against $37,189,892 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $6,229,230, and year ending July 1, 1870, $86,647,054 against $88,-325,756 in 1868–'69.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to June 23d, were $17,815,848, against $20,609,338 same time last year.

Business in foreign exchange has been on a moderate scale, since our last. Rates have been fairly supported most of the week, though closing rather less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 110⅛@110⅜, and on Paris to 5.14½c.@5.13¼. The offerings of produce bills have been again liberal since our last. The week's exports of domestic produce have been to the currency value of $4,192,846, and the total year ending July 1, 1870, $196,569,675, against $165,923,201 preceding fiscal year.

Government securities have been in improved demand at, in the main, firm prices. The offerings of bonds, have been comparatively light. The investment inquiry has been more satisfactory, stimulated by the prevailing and assured ease in Money, and by the very favorable public debt statement of July 1, which showed a reduction of the aggregate in June, full $20,203,240, and since March 4, 1869, $139,004,05 8, of which latter amount $124,000,000 went to the purchase of United States 6-20s, in reduction of the Funded Debt, and $15,000,000 to the reduction of the Unfunded Debt of the United States. Government announces that it will buy in six millions of Five-Twenties in the current month of July as follows: Thursday, July 7, $1,000,000 sinking fund. Thursday July 14, $2,000,000 special fund. Thusday, July 21, $1,000,000 sinking fund. Thursday, July 28, $2,000,000 special fund. The six per cents of 1881, the new issues of the Five-Twenties of 1865, 1867 and 1868, are now quoted ex the 1st of July three per cent. coupons.

U. S. sixes of 1881 closed here at 115@115⅛; U. S. Five-twenties of 1862, 111⅞@112; U. S. Five-twenties of 1864 at 111¾@112; U. S. Five-twenties of 1865 at 111⅞@112; U. S. Five-twenties of 1865 consolidated, 110¾@110⅞; U. S. Five-twenties of 1867, 110⅞@111; U. S. Five-twenties of 1868, 110⅞@111; U. S. Ten-forties at 108⅝@108⅞; U. S. Six per cent. currency bonds, 114@114⅛.

State bonds have been in fairly active demand at generally firm prices.

Railway bonds have been in better investment demand, including Central Pacific Sixes, which closed at 90⅛@90¼; and Union Pacific Sixes at 85@85⅛.

Railway and miscellaneous share property has been more active and generally stronger in price. The latest dealings showed less firmness, on a less confident speculative inquiry.

At Frankfort on Wednesday U. S. Five Twenties closed at 96; and Central Pacific First Mortgage Bonds at 74¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 22.	June 29.	July 6.
Consols	92⅞@92½	92¾	93⅛
U. S. 5-20's of 1862	90	90⅜	90⅞
U. S. 5 20s, 1865	89⅜	90	90⅝
" 1867	88¾	89⅜	89⅞
" 10 40s	87¾	88	88¼
Erie	19½	19	19
Ill. Central	113¼	114	115
At. and Gt. West	28½	28	28

General business has shown very little activity since our last, though, in the instances of most kinds of domestic produce, the changes of prices have been favorable to buyers Middling upland cotton closed at 20¼ cts. per lb. The stock of cotton now here is given at about 37,-500 bales. The receipts at the port this week, have averaged about 1,175 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,791,900 bales, against 2,026,550 bales in 1868–'9; exports, same time 2,090,200 bales, against 1,416,450 bales same time in 1868–'9; stock on hand at latest dates, 70,150 bales, against 56,025 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,088 pkgs., against 14,828 pkgs., same time in 1869. From Boston, 3,318 pkgs. in 1870, against 4,373 pkgs. same time in 1869.

Foreign goods have been comparatively quiet, but quoted, in the main, steady.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 8@17c. per lb.; week's receipts, 6,014. Milch cows have been in less demand, at $40@$100 each, receipts, 66. Veal calves have been quiet and heavy at from 6@11¼c. per lb.; receipts, 8,283. Sheep have been in fair request at from 4@7c.; lambs at 8@14c. per lb.; receipts, 27,690. Swine dull at 9@9¼c. per lb., all live weight; receipts, 11,009.

Ocean freights have been quiet, but quoted about steady. For Liverpool we quote flour at

1s.@1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ⅛d.@ 3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 447.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 5, and since the beginning of the year:

	1869.	1870.
For the week.....	$4,431,637	$4,192,846
Previously reported...	87,597,889	87,969,620
Since Jan. 1.....	$92,029,526	$92,162,466

The imports for the week ending July 2, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,162,777	$934,444
Gen. merchandise.....	3,679,682	3,633,866
Total for the week.....	$4,842,459	$4,568,310
Previously reported....	157,524,519	147,895,263
Since January 1.....	$162,366,978	$152,463,573

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 92½; North Carolina 6s, special tax, 27; do., Fund Act, 1866, 41¾; do., 1868, 38; South Carolina 6s, Jan. and July, 80; Alabama 8s, 99¼; do., 8s, R. R. bonds, 97½; Louisiana 6s, Levee bonds, 77; Brooklyn 6s, W. L., 92½; Albany and Susquehanna 2d mort., 94; Chicago and Northwestern Interest bonds, 93; Dubuque and Sioux City 1st mort., 96; Ohio and Mississippi consol. bonds, 89½; North Missouri 1st mort., 86¼; Great Western (Ills.) 1st mort., 1888, 91; New York and New Haven R. R., 153; do., 6s, 97; New Jersey R. R., 119; Western Union Telegraph, 33¾; Atlantic Mail S. S. Co., 30; Adams Exp. Co., 68¼; U. S. Exp., 46; Wells-Fargo Exp., 16; Am. Mer. Union Exp., 45; Wilkesbarre Coal and Iron, 86; Consol. Coal Co. of Md., 30; Consol. Gaegory gold, 1.15; Central gold, 0.27; Grass Valley gold, 0.40; Liberty gold, 0.02; La Crosse gold, 0.12; Smith and Parmalee gold, 1.00.

Philadelphia.—Oil Creek and Allegheny River R. R., 47¼; do. bonds, 81¾; West Jersey 6s, 90; do., 7s, 97; Connecting R. R. 7s, 86; Warren and Franklin 7s, 86½; Huntingdon and Broad Top Mt., 1st mort., 91; Pennsylvania R. R., General mortgage bonds, 97; Lehigh Nav. Conv. Loan, 79½; Philadelphia and Sunbury 7s, 97; Penn and New York Canal 7s, 92⅜; Phila. and Trenton R. R., 118; McClintock oil, 0.81. The latest quotations are: City 6s, 100@100½; do., free of tax, 101⅛@101⅞; State 5s, conpon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 102@—; do., 2d series, 106½@—; do., 3d series, 109½@110½; Reading 53⅜@53½; do., 7s, 1898, 105@106; do., mort. 6s, 1880, 92@—; Camden and Amboy, 119⅜@119½; do., mort. 6s, 1889, 94@94½; do., 1883, 94@94; do., 1889, 89@90; Penn. R. R., 58@58; do., 1st mort., 100@—; do., 2d mort., 99⅛@—; Little Schuylkill R. R., 45@46¼; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 82½@85; do., scrip 7s, 68@—; Susquehanna Canal, 8@10; do., 6s, 45@48; Schuylkill Nav., 8@9; do. pref., 17¾@18¼; do. 6s, 1882, 72@74; Elmira and Williamsport pref., 33¾@—; do., 7s, 1873, —@95; do., 5s, 60@61; Lehigh Coal and Navigation, 34⅞@35; do., 6s, 1884, 85@86; do., R. R. Loan, 91½@92½; do., Gold Loan, 88@88¼; North Pennsylvania, 40@41; do., 6s, 93½@93¾; do., 7s, 89½@90; do., Chattle 10s, 110@—; Philadelphia and Erie, 29½@30; do., 6s, 92@93; Minehill, 53¾@54; Catawissa, 13½@—; do., pref., 38⅛@38⅜; Lehigh Valley, 57⅛@57¼; do. 6s, 95@96; do., 6s, reg., 96@96⅛; Fifth and Sixth streets, (horse,) 38@38½; Second and Third, 47@48; Thirteenth and Fifteenth, 21⅞@22; Spruce and Pine, 23@24; Green and Coates, 40@—; Chestnut and Walnut, 45@45½; Hestonville, 14½@15; Union, 43@44½.

Boston.—Agricultural Branch R. R., 1st mort. 6s, 79½; Cedar Rapids and Missouri 7s, 1916, 87⅝; Cincinnati, Sandusky and Cleveland, 36½; do. pref., 35¾; do. 7s, 1890, 83; do. 6s, 1900, 75¾; Vermont and Massachusetts R. R. 6s, 91½; Eastern R. R. 6s, 1874, 97½; Old Colony and Newport 7s, 102¾; do., 6s, 1876, 95¼; Mansfield and Framingham 1st mort., 7s, 95¾; Philadelphia, Wilmington and Baltimore 6s, 1876, 93¾; Vermont Central and Vermont and Canada 8s, 1877, 103⅞; do., 1875, 103⅛; Vermont Central 1st mort., 86¼; Stanstead, Shefford and Chambly 7s, 82½; Indianapolis, Bloomington and Western 1st mort. 7s, 81@84¾; Boston, Concord and Montreal 6s, 1889, 89¾; Hannibal and St. Joseph 8s, 1874, 103; Kalamazoo, Allegan and Grand Rapids 8s, 95; Rutland R. R., 31; do pref., 85; do., 7s, 82; Indianapolis and Cincinnati R. R., 21½; Eastern (N. H.) R. R., 113⅞; Boston, Clinton and Fitchburg pref., 71; Connecticut and Passumpsic Rivers pref., 91⅝; do. 7s, 1876, 100; Chicago, Iowa and Nebraska R. R., 119¾; do. 2d mort. 7s, 97; Boston Water Power Co., 15; Cary Imp., 8½; Connecticut 6s, 1881, 99¼; Missouri 6s, 1874, 94¼; Maine 6s, 1889, 98¾; Massachusetts 6s, 1872, gold, 109¼; do. 5s, 1894, gold, 97⅞; do. 6s, 5 20s, currency, 100⅛; Portland 6s, 1877, 99¼; do. 1887, 95¼; do. 1886, 95¾; Cleveland, O., 7s, 1872, 99¼; St. Louis 6s, 1877, 92; do. 1886, 88½; do. 1887, 95; Taunton 6s, 1880, 98½; Bath 6s, 1891, 89½; Concord 6s, 5-20s, gold, 99; Albany 6s, 1896, 89¾; Chicago 7s, 98; Boston 5s, 1882, 96.

Baltimore.—Virginia 6s, old, reg., 54⅛; do. 1867, 62½; Maryland Defense Loan, 102⅛; Pittsburg and Connellsville bonds, 90; Orange, Alex. and Manassas bonds, 79; Western Maryland 1st mort., 79; Richmond and Danville bonds, 77½; Central Ohio R. R., 24. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89½@90½; Baltimore and Ohio, 135@140½; do., 6s, 1875, 93¾@94; do., 1880, 97@97½; do., 1885, 95@96; Northern Central 44¾@45; do., 6s, 1885, 93@95; do., 1900, 88@—; do., 6s, 1900, gold, 98@98½; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@98; do., 3d mort. 1885, 93@93⅛; Marietta and Cincinnati 7s, 1892, 96¼@96½; do., 2d mort., 76⅛@76½; Central Ohio, 23⅛@26½; do., 1st mort., 84⅛@84¾; Western Md. 6s, 1890, 79@79; do., guar., by Baltimore City,—@—; do., 2d mort., guar., —@—; do., 6s, pref., 63@69; do., 6s, guar., by Washington Co., —@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 78@81; do, 3d mort., 8s, 85@85; do., 4th mort., 8s, 78¼@80; Orange, Alexandria and Manassas 7s, 78@78⅛; Virginia and Tennessee 8s, 82@85; do., 6s, 1st mort., 83@—; do., 6s, 2d mort., 76¼@77; Baltimore 6s, 1875, 95@95⅛; do., 1884, 94@94; do., 1886, 93@94½; do., 1890, 94½@94¾; do., 1893, 93@94¼; do., 5s, 1838–'70, —@76; Memphis City 6s, 54½@55; Maryland Defense Loan, 1883, 102@102¼; City Passenger R. R. 22@23¼; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.40; Bare Hill, 0.20@0.25.

Hannibal and St. Joseph Railroad.

At a meeting of the directors of this company in Boston on the 29th ult., it was—

Voted, That whereas the earnings of the road for six months ending July 1st, 1870, are sufficient for the declaration of a dividend, all prior earnings having been applied to the improvement, maintenance and working of the road.

That there be distributed to the holders of preferred stock of record July 31st, 1870, 7 per cent. upon the amount of said stock, payable August 15th next, being the amount of preference to which they are entitled for the year 1870, as per the provisions of the indenture of April 1st, 1863; and that there be paid to the holders of the common stock of record of July 31st, 1870, a dividend of 3½ per cent., payable August 15th next, for the six months ending July 1st, 1870; and that the earnings of the road for the remaining six months be first applied to pay the further dividend of 3½ per cent. on said common stock, and that the books be closed from the 1st to the 16th day of August, 1870, inclusive.

☞ The railway which is to be forthwith commenced in Japan is to be from Yedo to Osaka, with a branch line to Yokohama, and from Osaka along Lake Brica to Tsuruga, a port south of Nilgata. So soon as the line is inaugurated the supplies of rice, which have now to pass by a lengthened water route, will be brought down from Tsuruga by rail, and the difference in distance will more than compensate for the extra cost of the improved carriage.

☞ The railway works throughout Peru are progressing rapidly, and the appearance of Mr. Meiggs' American locomotives in Lima caused a sensation of admiration and surprise among the Peruvians, accustomed to the very different class of engines employed on the English roads to Callao and Chorrillos. Several railroads, undertaken by private individuals in the north of Peru, are also pushing forward.

☞ The Atlantic and George's Creek Coal Company, Baltimore, has declared a dividend of 15 cents per share for the past six months, payable on and after 18th inst.

The George's Creek Coal and Iron Company, Baltimore, has declared a dividend of $2 per share, payable on and after 15th inst.

☞ The directors of the Consolidated Kennebec and Maine Central railroad are R. D. Rice, Augusta; J. B. Brown, Portland; A. D. Lockwood, Lewiston; R. B. Dunn, Waterville; G. F. Patten, A. Coburn, Bath. President, R. D. Rice.

☞ The Smithtown and Port Jefferson Railroad Company propose to construct a road from Port Jefferson, in Suffolk county, to Northport a distance of 16 miles. The capital is $200,000.

☞ It is now but two days' ride from St. Paul to Duluth, stopping for rest through the night at Upper Moose River station, Lake Superior railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILTIY FOR INJURIES TO EMPLOYEES—ABILITY OF DEFENDANT TO PAY DAMAGES.

The late case of Hunt *vs.* The Chicago and N. W. Railroad Company (26 Iowa, 363,) was an action for damages for injuries sustained by plaintiff, (who was a brakeman in the employ of the defendant,) by being struck by the bars of a cattle chute, which had been left projecting, knocked from the car, and thrown under the train, which passed over and crushed both his arms. One of them was afterwards amputated and the other rendered useless.

The following is the able opinion of the court delivered by

WRIGHT, J.—It is claimed that this language, to wit: "if the injury was caused by the careless ness or negligence of the defendant, then plaintiff is entitled to your verdict," found in the third instruction is erroneous, for that it ignores entirely the question of the contributing carelessness of the plaintiff, or the want of proper care and watchfulness on his part to avoid the injury.

It is conceded that it was plaintiff's duty to satisfy the jury that the injury was occasioned without fault on his part, and through the neglect or want of proper or requisite care and prudence on the part of defendant. And it may be admitted that the part of the instruction above quoted, standing alone, would be erroneous. It would certainly tend to mislead the jury. Upon two grounds, however, it is stripped of any prejudicial error in the present case. The first is, that the court in the charge expressly said that before plaintiff could recover, the jury must find that the injury was received without fault or negligence on his part; that he was required to exercise ordinary care to avoid injury from the acts of other employees of the road, and that he could not recover if his own negligence was in whole or in part the approximate cause of the injury. The second is that the question was specifically asked the jury whether plaintiff's negligence or want of care contributed to the injury and such negligence is completely negatived by the answer. The cases of DeMoss *vs.* Haycock, 15 Iowa 149, Baker *vs.* The Steamboat Milwaukee, 14 Id. 225, Bondurant *vs.* Crawford, 22 Id. 40, (not to refer to numerous others upon the same subject) teach unmistakably that appellant under these circumstances is in no condition to object to this instruction, and that all possible error contained therein, is so completely removed, or chance for prejudice so entirely rebutted, that we could not reasonably nor consistently upon this ground reverse the judgment.

The next point made arises upon a portion of the fifth instruction, as follows: "Plaintiff, in the performance of his duty, is required to exercise ordinary care to avoid injury from the acts of the other employees of the road; while the defendant in operating its trains upon its road, is required to exercise that care and caution which very attentive and vigilant persons exercise in their own affairs. In other words, while the plaintiff must discharge his duties in the exercise of ordinary care, the defendant must use all the care and caution which, under the circumstances, are practicable, and is responsible for all accidents and injuries happening to passengers or persons employed on its road which might have been prevented by the exercise of extraordinary care on its part." And, as further showing the view of the law touching the question under consideration, the court also instructed that," our law provides that every railroad company shall be liable for all damages sustained by any person, including employees of the company, in consequence of any neglect of the agents, or any mismanagement of the engineers or other employees of the corporation, to any person sustaining such damages. So that if, in this cause, the plaintiff has sustained any damage in consequence of any neglect of any agent, or by mismanagement of the engineers, or any other person in the employ of the company, then the company is liable for such damages, unless you find from the evidence that plaintiff's own negligence was in whole or in part the proximate cause of the injury."

Appellant insists that the rule or rules thus laid down, though correct as to the duty of the company toward passengers, is erroneous as to the relative rights and duties of the company and its employees; that the true rule is, that extraordinary care and caution are due from the company to passengers, while ordinary care only is due to the employee. Plaintiff, as we understand it, not controverting these positions looking to the common law, and in a proper case, maintains that the statute (ch. 169, § 7, Laws of 1862) introduces a new rule on this subject, and if not, then that the act of defendant's employees in permitting the bars of the cattle chute to project was gross negligence, and defendant could not, therefore, be prejudiced by the instruction of which counsel now complain. We unite in holding that the second part of the appellee's response to appellant's position is untenable. To sustain it, we should have to find that the jury was clearly justified in finding for plaintiff on the ground of gross negligence on the part of defendant's employees. Or, to state the proposition still stronger, we should be satisfied that the testimony was so clear and conclusive as to such negligence that the jury could not have found against it. And this view is peculiarly just and pertinent in this case, from the fact that the instructions nowhere put the liability upon the ground of gross negligence. Nor is there any thing in the testimony from which it can be said that the jury were bound to reach this conclusion. As a matter of law, the single fact that the bars were left projecting, would not amount to such negligence as to create liability if the rule between the company and the plaintiff remains as at common law. So many facts or elements enter into the inquiry as thus stated—for instance, how far the bars projected, how many of them, who left them in that position, how long they had so remained, what care and diligence the plaintiff used in descending from the car at that time and place, the necessity for so doing in the discharge of his duties—we say these and other inquiries, enter so legitimately into the question, that it cannot be said as a matter of law that the fact that the bars were so left would amount to gross negligence. And what has already been said, sufficiently indicates that the testimony did not preponderate, certainly was not overwhelmingly in favor of such conclusion. So that we are left to look at plaintiff's first position, or the argument derived from the statute of 1862, which is, indeed, the great question of the case, one of very considerable practical importance, and one which is thus far a new one in this State.

The act under consideration declares that, "every railroad company shall be liable for all damages sustained by any person, including employees of the company, in consequence of any neglect of the agents, or by any mismanagement of the engineers or other employees of the corporation, to any person sustaining such damage."

Appellant's argument upon the statute is briefly, as follows: Without the statute there is no authority for holding the company responsible for the safety of the employee to the same extent that it is for that of the passenger; for the safety of the latter, so far as practicable, the common carrier is, by law and public policy, regarded as having guaranteed.

And that the care which the law exacts towards the employee, is that which is regarded by the good common sense of mankind, as reasonably due under all the circumstances of the case. Or to express the argument in still other words, it is insisted that the defendant is responsible for injuries to its agents arising from the want of ordinary care and precaution, and that the liability is not as broad in such a case as in that of passengers. And having advanced thus far, it is then said, that, at the common law, the employer was liable to the employee for an injury sustained by him from the personal negligence of the employer; that notwithstanding the refinements indulged in by the courts in determining when an act was that of the master or employer, and when not, yet, that, whenever the injury was attributable to his personal carelessness, he was answerable for the damages; that the statute treats the neglect of the co-employee as that of the employer, and hence fixes the liability, and that the only change effected is to make the master liable for the acts of the agent or servant in that class of cases, and under such circumstances only as he would have been responsible for before the statute, by reason of his own personal neglect. This conclusion reached, the remaining part of the argument is easy enough; and hence it is said these companies are subject to the general law governing master and servant, that the general rule is, that the master is only held to the use of reasonable care and diligence to prevent accident or injury to the servant in the course of his employment, and, therefore, as this statute substitutes the servant for the master and makes his carelessness that of the employer, the master is only liable when the servant fails to exercise reasonable or ordinary diligence.

I have thus undertaken to give, as briefly as possible, the argument upon which this view of the statute is attempted to be sustained. And I am instructed to say, that, without being committed to all the reasoning, the majority of the court concur in the conclusion reached, that the court below erred in giving the fifth instruction and in the construction given to the statute. Their opinion is, to state it in somewhat different language, that, without the statute, "when different persons are employed by the same principal in a common enterprise, no action can be brought by them against their common employer, on account of injuries sustained by one employee

through negligence of another (Sullivan *vs.* The M. and M. R. R. Co., 11 Iowa 421,) that the statute only intended to give to the employee the right of action in such cases, but that it was not intended to hold the principal to extraordinary diligence and care on the part of the co-employees; that the purpose of the statute was to declare a right, and not to fix or change the rules which should govern in the settlement or ascertainment of that right. Or, still again, that the legislation was after the decision above cited, denying the right of the employee to recover for the carelessness of a co-employee; that it confers no right upon any one other than employees, for all others had the right without the statute; that the relation between plaintiff and defendant is that of master and servant, and so of all others in a like relation, and the statute would and should naturally and reasonably be construed so as to measure the right by rules applicable in such relations; that the company and passengers occupy very different relations, and their rights and liabilities must be measured by very different rules than those in the case of company and employees, for the passenger recovers, not by virtue of the statute, but because this is his right without its aid; and hence it is, that, as the one relies alone upon the statute, and the other upon the obligations imposed upon common carriers at common law, different rules of diligence must be, and were intended to be, applicable.

In this conclusion I do not concur, and hence believe there was no error in the instructions now under consideration. My opinion is that the act of 1862 (§ 7. ch. 169,) passed as above shown, immediately after the decision in 11 Iowa, *supra*, was intended to place the employee precisely upon the same ground as the passenger. And my reasoning is this: First, the statute says the company shall be liable for all damages sustained by any person in consequence of any neglect of the agents or by any mismanagement; and then as if to show the very purpose of the enactment it says, "including employees of the company." Now, if slight negligence, or if the failure to exercise extraordinary diligence will amount to such slight negligence, and if such slight negligence is any negligence, then it is negligence of the statute. If it is not, then there is no liability. But I know of no warrant for saying that any means gross or any ordinary and does not include slight negligence. Second, the company is liable for all damages sustained by any person etc. What is the rule of diligence required as to passengers? Of course, extraordinary; or, there is liability where there is slight neglect. But, is the passenger "any person" any more than the employee? And why are we justified in saying that the rule of diligence is different for the passenger (who is "any person") from what it is for the employee (who is also "any person")? If an employee is not any person, and if slight is not any negligence, then the conclusion of the majority is right. But, as I conclude an employee is a person, and that any includes slight negligence, I cannot concur. Not only so, but the construction given to the stutute introduces an exception, without necessity, and this the court should avoid if possible. It is better, in my judgment, that rules should be uniform, and that exceptions should not be introduced unless reasonably and fairly required for the furtherance of justice or the protection of rights. Nothing contributes more to the deplored uncertainties of the law than the constant acceptions engrafted by the courts upon statutes, be cause it is imagined or believed that the legisla ture never intended to embrace this or that extraordinary innovation upon the rule of the common law. The better and safer rule is to except the law in its declared words, and leave its hardships or the supposed inequalities of its operation for legislative correction.

But I will not further state the grounds of my dissent. It follows from what has been said, that, for the error in the fifth instruction, the judgment below must be reversed.

But before directing this order, some other matters demand our attention. The plaintiff was allowed, against defendant's objection, to prove "that he had no means or property to subsist upon, and that he was entirely dependent upon his labor his support," and the court instructed that it was proper in estimating damages, if the jury found for the plaintiff to take into consideration "the ability of defendant to pay such damages as will in some manner compensate him for the loss he has sustained." Of the introduction of this testimony and the giving of this instruction, defendant now complains. And whether in this action there was error and whether the verdict was excessive, are the only matters pressed upon our consideration.

The testimony offered and received was competent. Plaintiff could prove legitimately, the nature of his business and the value of his services in conducting it, as a ground of estimating damages. The pain and suffering might be as great to the man with means as to the poorest of the land. But we know, as a fact, that the loss of an arm might entirely incapacitate the mechanic for labor, while the clerk, though greatly inconvenienced, could still use the pen and obtain employment in his profession or vocation. And this, and no more, as we understand it, is what plaintiff relied upon or the court had in view in admitting the testimony. Lincoln *vs.* Sar. and Sch. Co. 23 Wend. 425.

We cannot concur, however, in the ruling of the court, that the jury could take into consideration the ability of the defendant, to pay, etc. The company paid all plaintiff's expenses, incurred in consequence of his injuries, including board, nursing and physician's bills, and his salary was also paid up to the time of the commencement of this action. He was, also, offered any position he could fill, in and about the business of the company, such as watchman, or the like. There is no testimony tending in the least to show that the tort or injury was malicious; nor can we see any element to show that plaintiff was entitled to recover vindictive damages. And while some of the cases have held, that the pecuniary condition of a defendant may be shown, while plaintiff is to entitled to vindictive damages, or in case of malicious torts, yet it is believed that the weight of authority is the other way. But whether so or not, we are not aware of any case which has gone so far as to hold, that defendant's ability to pay should be taken to increase the damages in the absence of bad motive, or any fact to entitle the plaintiff to exemplary damages. Niffin *vs.* Mc Connell, 30 N. Y. 285. Aside from the exceptional cases of slander and breach of promise to marry, courts should hesitate long before receiving such evidence, or allowing the jury to take into consideration the defendant's pecuniary ability, even under circumstances of aggravation, insult or cruelty, or of vindictiveness and malice. But it is certainly not admissable in the absence of such circumstances. If the plaintiff can show defendant's wealth, then the latter can show his poverty, and damages will be recovered, not according to the extent of the injury sustained, but the means of defendant and his ability to pay. And hence it might occur that plaintiff would be fortunate, or the reverse depending upon the condition of the defendant's purse at the time of the trial. To-day he may be worth thousands, to-morrow nothing. Such cannot be the rule. As to the claim, that the verdict was excessive, it is perhaps better that we should say nothing, and this because the case must be remanded for a new trial. And yet we cannot resist the expression of an opinion, that the recovery is beyond what plaintiff could fairly or reasonably demand. We are not aware that so large an amount has been recovered in any case of this kind in the State, though there has been many where death occurred from the wrongful act. We know that within reasonable limits the damages rest within the discretion of the jury. The verdict should not be inadequate, for this might appear like the denial of justice; nor should it be extravagant. It is not the duty of the jury to avenge the plainriff's wrongs, but watching and looking to his interests, considering them as they affect him now and hereafter, they should also look at the defendant's conduct or that of its agents, and see what, if any apology is to be found therein. More than this we need not say.

Judgment reversed.

☞ Mr. George Preston White, C.E., consulting engineer to the India office, and examiner for appointments of engineers for India, has been appointed consulting engineer for the Japanese Government in the construction of the railways for which the 9 per cent. loan of £1,000,000 has just been raised. It is satisfactory that the Japanese in their first experiment will thus have as much care exercised as if the works were under British control.

☞ The following gentlemen have been elected officers of the Canada Southern Railway Company: Milton Courtright, President; W. H. Taylor, Treasurer; Nicol Kingswill, Secretary; Crooks, Kingswell, and Cattanach, Solicitors; F. N. Finny, Chief Engineer. Also, as executive and finance committee, Daniel Drew, Sidney Dillon, William L. Scott, William Thompson, and the President, *ex officio*.

☞ The formal opening of the branch railroad from Valley Stream station, on the South Side Railroad of Long Island, to Rockaway Beach, took place on the 30th ult. The road is five miles long, well built, and runs through a pleasant country.

☞ The caisson for the first water pier of the Connecticut river bridge on the Air Line railroad at Middletown, Conn., was successfully placed in position, with the stone in it, on the 29th ult, Gen. E. W. Serrell is chief engineer.

The Central Railroad of Iowa,

235 MILES IN LENGTH,

NOW NEARLY COMPLETED.

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of $16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

$100,000 Jersey City,

OPPOSITE NEW YORK,

SEVEN PER CENT.

COUPON BONDS DUE IN 30 YEARS

FOR SALE AT PAR.

GEO. K. SISTARE, NO. 24 NASSAU-ST.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,
VICE-PRESIDENT'S OFFICE,
CORNER CHAMBERS-ST. AND COLLEGE PLACE.
NEW YORK, June 22, 1870.

ELECTION AND DIVIDEND NOTICE.—At the recent election for Directors of this Company, the former Board was unanimously elected

FOR DIRECTORS.

WM. C. PIERREPONT,	C. ZABRISKIE, Jr.,
MARCELLUS MASSEY,	GARDNER COLBY,
CHALES E. BILL,	JOHN S. FARLOW,
SAMUEL F. PHELPS,	DAVID UTLEY,
JOHN FERGUSON,	S. D. HUNGERFORD,
ISAAC N. PHELPS,	TALCOTT H. CAMP,

DELOS DEWOLF.

At a subsequent meeting of the Board the former officers were also unanimously re-elected, to wit:

W. C. PIERREPONT, President.
MARCELLUS MASSEY, Vice-President.
J. A. LAWYER, Secretary and Treasurer.

This Company will pay a semi-annual Dividend of Five per Cent., free of tax, on and after the 15th July. Transfer books will remain closed from the 25th inst. to date of payment.

MARCELLUS MASSEY,
Vice-President.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance,
Comptroller's Office,
New York, June 27, 1870.

RICHARD B. CONNOLLY,
Comptroller.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

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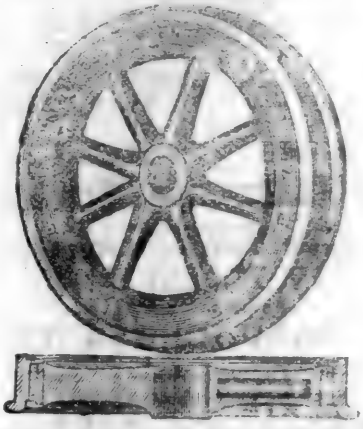
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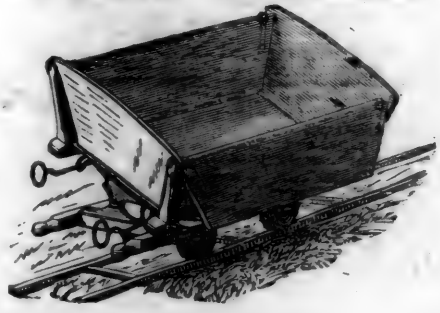
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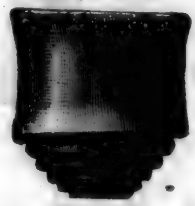
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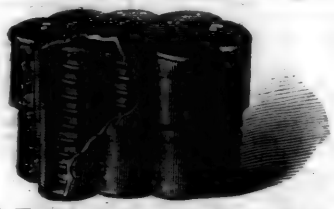
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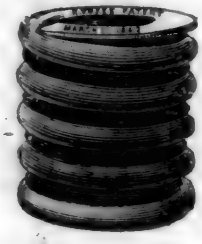
Patented.—All others are Infringements.



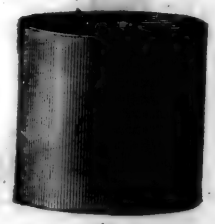
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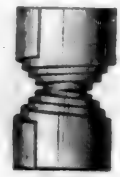
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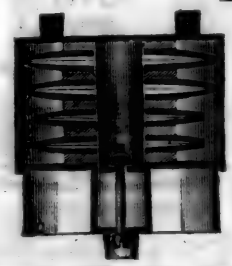
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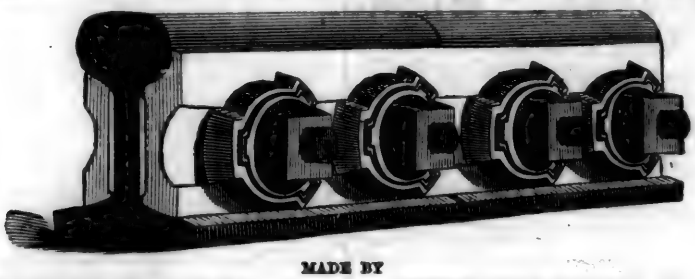
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVI., No. 29.] SATURDAY, JULY 16, 1870. [WHOLE No. 1,787, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 16, 1870.

New Haven, Middletown and Willimantic Railroad.

This road, when completed, will be about 53 miles in length, extending from New Haven to Willimantic, Conn. The rails having been laid from New Haven to Middletown, a distance of 24 miles, the formal opening of the road between those cities took place on the 7th inst. This road was projected, about twenty-five years ago, by Mr. Edwin F. Johnson, of Middletown, now consulting engineer of the Northern Pacific Railroad, Chas. R. Alsop, Benjamin Douglass and Augustus Russell. The proposed route was surveyed by Mr. Johnson, assisted by Thomas McDonough, in the year 1845–6, and pronounced in every way feasible for building the contemplated road. A charter was then obtained from the Connecticut Legislature authorizing the newly formed Company to construct a drawbridge over the Connecticut River at Middletown; but at the next session the bill was repealed, and for a time the proposed enterprise was given up. About eight years ago, however, the new company was merged into the Boston, Hartford and Erie Railroad Company, with whose road it is intended to connect at Willimantic, thus making, as nearly as may be, an air-line road to Boston. In 1866, Gen. E. W. Serrill brought the feasibility of the proposed road to the notice of David Lyman, Esq., of Middlefield, a prominent and wealthy citizen of Middlesex County, who at once entered into the scheme with zest, and has been above all others the most earnest in bringing the road thus far toward completion. After two years of effort, Mr. Lyman succeeded in getting the necessary legislative authority for the construction of the road, the right to build a draw-bridge over the Connecticut, and Congress, in 1868, confirmed it. The first spadeful of earth was moved in May, 1869, and although thirteen months only have passed, and immense masses of rock had to be cut through, the rails have been laid to Middletown. Of the twenty-nine miles between Middletown and Willimantic, eighteen have been graded and are ready for the rails. In one year it is anticipated that the communication with Boston will be complete. The road passes through a fine farming country—New Haven, Middlesex and Windham Counties—and will afford the farmers additional facilities for getting their produce to market. When completed, this road will shorten the route to Boston by twenty-seven miles. The officers of the road are: David Lyman, President, Middlefield, Conn.; O. V. Coffin, Secretary and Treasurer, Middletown, Conn.; Gen. E. W. Serrill, Chief Engineer, New York City.

Mobile and Montgomery Railroad.

We learn from Col. G. Jordan, General Superintendent of this road, that contracts were closed on the 24th ult. for completing the entire work from Tensas into the City of Mobile. In this work there will be about 3 000 feet of iron bridging, with large draw bridges at Tensas and Mobile rivers, and small draws in several of the small bayous. There will be about 11,000 lineal feet of trestle, and 350,000 cubic yards of earth work. The entire work is to be finished by October 1st, 1871. Contracts were awarded to the following parties:

Boynton Brothers, Providence, R. I., Tensas and Mobile river abutments and the iron piers in Tensas river; also, the trestle work, grading and track laying. This is a very heavy contract, aggregating nearly $400,000.

Louisville Bridge Company—Tensas bridge superstructure; plan, triangular truss.

McNairy, Claflin & Co., Cleveland, Ohio—Mobile river; iron screw pile piers and superstructure, on the plan of Post's combination bridge.

The work was all let at reasonable and satisfactory rates, and to good and responsible parties.—*Mobile Register.*

Northern Pacific Railroad.

The Duluth *Tribune* learns from Gen'l Spauling who was at that place a few days since, that 1,000 men will be at work on that end of the road within ten days, and that work will soon commence upon the Crow Wing portion also. The General has just closed a contract with the Lake Superior and Mississippi Railroad Co., for the receiving at Duluth of all the iron necessary for the Northern Pacific. There seems to be no doubt but that the road will be completed to Red River in one year from the 1st of July.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$545,864 46	$612,764 72
" freight	1,179,182 87	1,384,402 21
" mails	47,089 76	47,970 00
" express	78,465 00	70,150 00
	$1,850,601 59	$2,115,286 93
Expenses, viz:		
Repairs of roadway..	$327,704 16	$338,770 27
" machinery	274,185 50	312,584 44
Conducting transp...	635,015 79	669,408 22
Taxes, Macon shops & Incline plane	13,646 61	34,815 69
	$1,250,552 06	$1,355,528 62
Net revenue	$600,049 53	$759,758 31

Compared with the previous year the gross earnings show an increase of $264,685 84 with an increase in expenses of $104,976 56—making the increase in net earnings, $159,708 78. The earnings per mile of road in 1868 and 1869 were as follows:

	1868.	1869.
From passengers	$1,124	$1,216
" freight	2,427	2,760
" mail and express	258	244
Totals	$3,809	$4,370

The earnings per mile run by trains were:

	1868.	1869.
By passenger trains, ...	$1.77	$1.66
" freight trains	2.22	2.37
" all trains	2 03	2.07

The company have 69 locomotives in use, of

which 38 are on the Alabama and Mississippi Division, and 31 on the Tennessee and Kentucky Division. No statement of rolling stock is given. The mileage of engines was as follows:

	1868.	1869.
Passenger	378,012	438,995
Freight	530,968	580 278
Gravel and repairs	161,516	179,357
Totals	1,070,496	1,198,630

The cost of motive power per mile run was as follows:

	1868.	1869.
Repairs of locomotives	0.107	0.108
Fuel	0 096	0.090
Pay of engineers and firemen	0.098	0.084
Oil, tallow, waste and cleaning	0.020	0.015
Totals	0.321	0.297

The movement of cotton from April 1, 1869, to March 31, 1870, in comparison with the corresponding period of the previous year, was as follows:

	1868–'69.	1869–'70.
Transported to Mobile	81,890	112,470
" Corinth	317	1,623
" Humboldt	22,601	15,947
" Jackson	12	115
" Columbus, Ky.	5,842	9,055
" Troy	.....	1,020
" Enterprise	.....	157
" Columbus, Miss.	.....	1,348
Total bales	110,662	141,735

Of the cotton grown in Tennessee, there went to Columbus, Ky., in 1869–'70, 4,687 bales, to Humboldt, 5,037; to Jackson, 115; to Mobile, 2,519, to Troy, 549; and to Corinth, 11—total, 12,918, against 15,733 in 1868–'69.

Of the cotton grown in Alabama and Mississippi, there was transported to Corinth in 1869–'70, 1,612 bales; to Humboldt, 20,910; to Columbus, Ky., 4,368; and to Troy, 471—total, 17,851, against 10,065 bales in 1868–'69.

The shipments of compressed cotton from Mobile in 1869–'70 amounted to 2,969 bales, against 4,848 in 1868–'69.

The number of bales transported from September 1, 1869, to April 1, 1870, was 129,164, and in the corresponding period of the previous year, 80,855—showing an increase from crop of 1869–'70 of 48,309 bales.

Leaving out the shipments of compressed cotton from Mobile, that carried to Columbus, Miss., and the receipts from the Mississippi Central Railroad in 1868–'69, the increase in the movement of cotton produce in the country tributary to the road, of the crops of 1869–'70 exceeds that of the former year 53,679 bales, or about 74 per cent.

These statistics show that the movement of cotton raised in Tennessee within the same dates was only 934 bales, or about 8 per cent. greater than in 1868–'69. The movement, also, within the same date of the crop of 1867–'68, exceeds that of 1869–'70, 6,510 bales. The president in his report says:

It will be remembered that the cotton crop of 1868, was the smallest produced in the country tributary to your road since the war, and the receipts for the first three months of 1869 showed a heavy falling off, but since then the improvement has been steady, and the increase of the crop of 1869, enabled us to overcome that loss and swell the earnings of the year to the extent of $264,685 34. An examination of the tables will show that from the month of April, 1869, the business has regularly increased, and the same is true of the first four months of 1870, where the increase over the corresponding months of 1869 amounts to $189,896 35. Showing that the year 1868 was the one in which the bottom was reached.

The steady improvement in receipts since April, 1869, is due in part only to the increased cotton crop of that year. The increase of manufacturing on and near the line has been large, and is furnishing business to a greater extent than would be supposed without an examination. There are now 997 manufacturing and mechanical concerns on or near your road, of which 249 were started during the past year. There are of Lumber and Grist Mills, 337, of which 87 were started the past season. It is true that these 997 establishments are for the most part small, yet each furnishes business, the volume of which is constantly increasing. Besides this, there has been an increase of lumber and naval stores, while of coffee of direct importation; the increase is of over 8,000 bags. These facts prove conclusively that our people are diversifying their pursuits, the effect of which must be favorable to your interests.

It is a matter of congratulation that we have been able to resume payment of interest to our first mortgage bondholders, and thereby justify the confidence which they had reposed in the real strength of your enterprise. When it is remembered that payments had been suspended for nine years, during which time a most destructive war had raged throughout the country traversed by your road, involving an absolute loss of 65 per cent. of the entire cost of your property, and at the termination of the contest leaving the region from which your earnings were to be derived, in a desolate and prostrate condition, the present result should assure you of the inherent strength of the enterprise, and must convince your creditors of the safety of their investments.

The Bondholders who have thus generously extended payments are entitled to your thanks, and we can but think that when fully acquainted with your past surroundings, they will thankfully acknowledge your active and untiring efforts to restore the road to prosperity, thereby saving them from the ruthless grasp of speculators, who would have taken advantage of their and your condition, to precipitate upon both a common disaster.

The sales of Lands have been increased the past year, and there is still an active demand for small tracts. There can be no doubt but that as the lumber business is developed, these lands, which are generally well timbered, must find a market and prove a source of income to the Company.

Regarding Immigration and settlement along the line as of the greatest importance to the company, agents have been employed, who have succeeded in directing attention to the great advantages offered by our soil and climate, which has resulted in bringing 2,300 foreign immigrants, mostly Swedes and Danes, the larger portion of whom have settled in the prairies of Mississippi. In addition to these there has been many families from the West, and mostly from the State of Illinois, who have settled all along the line. These immigrants, who, so far as we learn, are pleased with the country, will form a nucleus through whom correct information will reach the vast number of persons who are leaving Europe for a more friendly clime, while those from the western States of our own Union, are constantly assuring their former neighbors of the true social condition of our people and the healthfulness of the climate.

Our efforts in this department may be regarded as a success, the benefits of which are to be realized in the near future.

With all connecting roads our relations are harmonious, with such occasional differences as competing interests necessarily engender. During the past year, the Branch to Aberdeen has been completed by that city, and is in successful operation. This branch reaches the uppermost town on the Tombigbee.

During the current year, the Alabama and Chattanooga road will be running to Tuskaloosa on the Black Warrior, crossing the Tombigbee at Jones' Bluff, thus completing our approaches to the latter river, and giving us five in all, viz: at Demopolis, Jones' Bluff, Gainesville, Columbus, Miss. and Aberdeen, and at the same time giving us the first rail connection with the Black Warrior.

The Selma, Meridian and Memphis road is being pressed by the indomitable energy of Gen. N. B. Forrest. Track laying has been commenced at Columbus, Miss., running southward, and will be extended a sufficient distance to secure an increased business at that point this Fall.

The Selma and Montgomery road will be completed in the next six months, enabling us to form an all-rail route from St. Louis to the capital of Alabama, while the New Orleans, Mobile and Chattanooga road will be finished in the same time to Mobile, thus connecting the two cities of the Gulf, and forming an all-rail route from St. Louis to New Orleans by way of your road. You can but be benefited by the new connections, and are fully justified in the expectation of increased earnings.

The citizens of Cairo, who have always regarded an extension of your road from Columbus, Ky. to that city as of great importance, have obtained a charter from the State of Kentucky to build a road from Cairo to some point on yours at or near Columbus, Ky., and are now actively engaged in raising the means therefor. The importance of this movement will be appreciated when it is remembered that this would complete an all-rail route to Chicago, the great city of the east Northwest. This done—our connection with the St. Louis and Iron Mountain road completed, as it will be within a few weeks—and your road becomes the route leading from both cities of the Gulf to the two great cities of the west.

During the past season, in common with all southern roads, your rolling stock was insufficient to meet the increased traffic. To remedy this as far as our ability would go, we have contracted for 200 freight cars and 10 locomotives. These will, from present prospects, be insufficient, and it is desirable to increase still more as fast as the means will permit.

The officers of the company, in all the departments, have labored earnestly and faithfully in furthering the interests of the company, and are entitled to your thanks.

The trains have been run with a regularity that has recommended your route to the favorable consideration of the public, while we have been spared from the painful accidents that have befallen other roads. No life of a passenger has been lost or a bone broken. The Floating Debt, which hung like a nightmare upon our prosperity, has been paid, and at no time since the termination of the late unhappy conflict have your affairs been in so favorable a condition. This prosperity is due in part to the generous indulgence of creditors and the considerate aid furnished us by the Banks of Mobile and Columbus, Miss., but, above all, to a kind Providence, who has guided and protected us through the darkest days of our administration.

The following extracts are from the report of the Chief Engineer and General Superintendent:

The reopening of Jackson, and the completion of the Macon Repair Shops has produced a very great improvement in the condition and performance of the Locomotives. They have run an average of 13 per cent. greater distance than in 1868; and although a much greater amount has been expended for repairs, steel tyres, &c., the cost per mile run has been the same, and there has been fewer accidents from the breaking down of engines and defects in machinery, except from broken axles. The accidents from broken axles, principally under tenders, may be ascribed to two causes—the granulating effect of the heavy, rigid rail when laminated, and the very bad quality of metal of which axles are frequently made. Manufacturers generally believe there is no method of testing the quality without breaking the axle, and when accidents occur, that they will be attributed

to the effects of granulation from vibration and impact; and that there is no means of tracing them to the bad metal of which they are made. For some time past all new axles have been ordered of sufficient length to take a fracture from each end, and one or two of each lot has also been broken in the centre. The result of these tests has been to return to the makers three-fourths of those ordered within the past year. In future orders, the names of the makers will be required on each one, and the proper credit or blame will be given in the annual reports. The person who manufactures a bad axle, on which the lives of so many passengers depend, whether it is done intentionally or from the want of a proper knowledge of making it, is as culpable as the person who places an obstruction on the track to throw off the trains.

During the year, 50 platform, 8 box cars and 1 sleeping car have been constructed at the Whistler, and 7 platform cars at Jackson repair shops. Trucks, on an entirely new and improved plan, have been put under some of the passenger, baggage and sleeping cars. The first constructed upon this plan was placed under the heaviest sleeping car, and it has run 15,000 miles without a bolt or nut working loose, without any repairs, and has had but one new brass put in. A freight car has also been constructed, which contains valuable improvemen s, which effectually prevents the brakes and swinging beams from falling on the track, and the bunters from pulling out or breaking. These plans have been adopted for all cars hereafter to be constructed. As some objections have been raised by connecting roads who wish to exchange freight cars as to the policy of this Company, which refuses to permit any but swinging beam cars to run on the Road, the following extract is made from the Annual Report of 1867:

"The *Truck* is one of the peculiar characteristics of American Railways, and, with few exceptions, it is not used in other countries. Its invention was the legitimate result of the imperfection of American tracks, and it was designed to permit the wheels to adapt themselves to the sinuosities of the track, while the line of traction would conform to the general direction of the rails. The importance of these principles is so well recognized that, *without exception, all passenger cars* are constructed practically 'centre bearing,' and the bodies suspended on the Trucks, allowing them to vibrate freely, and the wheels to follow the irregularities of the track.

Although these principles are so well recognised as indispensable to safety of passenger cars, they are not generally applied to freight cars, except upon Southern roads. Of the connecting roads who use the swinging centre trucks, are the New Orleans, Jackson and Great Northern, the Mississippi Central, Vicksburg and Meridian, Selma and Meridian, Illinois Central, and Louisville and Nashville. The experience of this Company during the war---when cars from almost every Southern road and of almost every pattern were used---justifies the refusal to permit rigid trucks to be run on the road, even if the plainest principles of mechanics and common sense did not demonstrate the greater safety of the Swinging Beam Truck. In this connection it is proper to say, that this Company is constructing 200 swinging beam cars, for the St. Louis business, which will be completed by the 1st of October, 1870.

In the thirteen previous Annual Reports I have made, a detailed statement of the wear and tear of each pattern and brand of rail has been given; but no opinion has been expressed as to the *quality* of the metal or the influence which *form* has had upon its durability. It is not generally known that the fish bar joint fastening was first used in this country, on this road in 1852; and 411 miles of the main track and 14 miles of branches were originally laid with fish bars, and the remaining 51 miles of main track with rails weighing from 57 to 62 pounds per yard, with cast and wrought iron chair-joint fastenings.

The fish bar rails in the main track weigh 68 lbs. per yard, and vary from four, to four and three-quarter inches in height, with an uniform width of four inches base: and the chair rail from 3¾ to four inches in height and width. There were 289 miles of track originally laid with the fish bar pattern of rail 4¾ inches depth of section, and the fish bar fastening used on it is the heaviest and strongest in the country. A part of it has been in use for 17 and none less than 9 years. A part of the chair rail has been in use 19 years, and none of it less than 19 years. Careful observation for 14 years of the different forms of rail and joint fastenings on this road has resulted in the following conclusions:

1st. That, while the fish bar fastening was a great improvement on any and every form of chair, it requires the rail to be of thin and deep sections, which causes it to laminate more rapidly than the Pear-headed Pattern.

2. That, as between the fish bar patterns of the same weight, but of different form and depth of sections, those approximating to the Pear-headed shape have, without regard to makers, been the most durable.

3d. That the 57 lb. rail, laid with the ordinary lip chair, has worn as well as the 68 lb. fish bar rail, 4¾ inches depth of section, with the best and strongest fish bar used in this country.

4th. That the deep, thin section is deficient in lateral strength, and its extreme vertical rigidity, when laminated, rapidly granulates axles and all iron parts of the rolling stock.

When first used, there was great difficulty in keeping the nuts on fish bar fastenings screwed up; but this has been partially overcome by "Star" and "Elastic" washers, and by the simple and more effective plan of starting the metal of the fish bar at the side of the nut, when properly screwed up. But with any of these plans the fish bar fails to meet the requirements of a good joint fastening, viz: to make the joint of equal strength with the solid rail.

As there is no material on, or in the vicinity of this road suitable for good ballast, the necessity for a good joint fastening is more important than on almost any other road in the country. No form of rail or drainage can compensate entirely for the want of good ballast; but with a good joint fastening and proper drainage, the track can be maintained in condition for a higher rate of speed than the population or production will justify for many years to come. With a view, therefore, of deciding upon the best form of joint fastenings, a series of carefully conducted experiments were made to determine the comparative strength of other fastenings, and with the solid rail, and with the best form of fish bar. The result was the adoption of the "Reeves Suspension Joint," as approximating nearer the strength of solid rail than any other, and one mile of it was laid with a 57 lb. pear-headed rail more than a year age. The fastenings have not been touched since laid; they are still tight, and the track is as smooth as the 68 lb. fish bar rail adjoining it.

The form of rail has, therefore, been changed to 4 inches depth and width of section, and the weight reduced to 62½ lbs. per yard.

The attention of the board has been called to the necessity of erecting a Rolling Mill for re-rolling rails at some point on the line of the road. The freight now paid for the transportation of old rails to and from the nearest rolling mills, would annually compensate for the interest on the investment—indeed, for 516 miles of road, a Rolling Mill of moderate capacity for re-rolling rails and scrap iron would be constantly employed, and is as essential as a Blacksmith Shop.

Much has been said and written as to the plans in use for repairing rails; and with the view of testing the value of "Baine's Reversible Rolling Mill," now considered the best in use, the Memphis and Charleston Railroad made a set of rolls to fit the 68 lb. fish bar rail, and repaired about 300 rails. Thirty of these repaired rails were laid in the track, and within a week afterwards five of them had broken at the places where they were repaired,

The financial condition of the company December 31, 1869, is exhibited in the annexed—

CONDENSED BALANCE SHEET.

Construction to April 22, 1861		$13,294,979 21
Reconstruction and renewals from May, 1865, to December, 1867	3,861,166 10	
Interest account	8,797,721 79	
Shop supplies on hand	62,521 44	
Paducah Branch	102,894 08	
Mississippi, Gainesville and Tuscaloosa Railroad bonds	30,000 00	
Do., open account	25,308 85	
Land Bureau	20,390 12	
Emigration Bureau—expenses	4,416 25	
U. S. Revenue tax	49,351 12	
New Landing on Mississippi river at Columbus	5,610 00	
Uncurrent funds	1,599 93	
Earnings not received by Treasurer in 1869	55,705 54	
Cash balance	51,877 68	
		$21,363,042 12
Capital stock—consolidated	$3,690,700 00	
Stock contributions unconsolidated	681,158 66	
Total		$4,371,858 66
First mort. ($9,115,040) viz:		
Income 8 per cent. bonds	38,600 00	
First mort. sterling 6 and 8 per ct. bonds	5,470,000 00	
Interest bonds, 10 years, 1st issue, 8 per cent	803,700 00	
Interest bonds, 1883, 2d issue, 8 per cent	377,900 00	
Interest bonds, 1883, sterling 6 p. c.	755,040 00	
State of Tennessee bonds, 6 per ct.	1,281,000 00	
State of Tennessee (funded inter't)	388,800 00	
Second mort. ($968,603 18) viz:		
Income bonds, 1867, 4th issue, 8 per cent	147,350 00	
Income bonds, liquidation, 8 per ct.	821,253 18	
Change bills, amount unclaimed	866 85	
Bills payable, maturing	175,828 07	
Due for rolling stock, purchase of 1865-'66	12,615 52	
Pay rolls and individual balances	258,741 38	
Old floating debt	55,891 11	
Land Bureau—sales of land, including 229 First mort. sterling bonds cancelled	256,416 26	
Profit and loss	5,877,422 82	
Transportation department—net receipts 1869	759,758 31	
		$21,363,042 11

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, Mississippi; Thomas Brown, Kentucky; A. W. ampbell, Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, John J. Walker, Peter Hamilton, James M. Muldon, W. D. Dunn, John Reid, Jr., Alabama.

Secretary and Treasurer.—A. L. WILLOUGHBY.

Engineer and Gen'l Sup't.—L. J. FLEMING.

☞ The following gentlemen have been elected directors of the Chicago, Burlington and Quincy Railroad Company for the ensuing year: Erastus Corning, of Albany, John C. Green, of New York, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott, and John N. Denison, of Boston, James F. Joy, of Detroit and Chauncey S. Colton, of Galesburg, Ill.

☞ The Railroad from Terre Haute, Ind., to Indianapolis and St. Louis was opened for travel and freight on the 10th inst. This makes two rival lines from St. Louis east, both passing through Terre Haute.

The Lease of the Philadelphia and Erie Railroad.

Instead of a meeting of merchants and citizens, as called at the office of the Clerk of Councils yesterday afternoon, to consider the proposed modification of the lease of the Philadelphia and Erie Railroad Company, the Committee on Law assembled, and in the presence of several railroad men, the City Directors of the Philad lphia and Erie Railroad Company and a number of citizens, proceeded to discuss the communication of the City Directors.

Mr. Franciscus, Chairman of the Committee, was in the chair, and after the communication of the City Directors was read, he inquired what the City Directors had to say.

J. Alexander Simpson said, that all he had to say was, that the subject was before the committee for consideration. He had felt it his duty to submit the matter to Councils, and the Directors would be governed by the action of the city authorities. He had not seen a copy of the modified lease, but understood that Colonel Scott had a copy in the room.

Mr. Franciscus—Will it involve a loss to the stockholders?

Mr. Simpson—I don't say it will. I leave the whole subject to you.

Col. Scott—Did not the Board adopt the report of the joint committee?

Mr. Simpson—They accepted the report. Mr. Gaskill is in favor of the modification; Mr. Wetham is opposed; so that the City Directors are not a unit on this subject. A year ago I was in favor of a modification of the rates on heavy freights, which the Company asserted could not be carried except at a loss.

Mr. Wetham—I don't know what the modification is, and of course cannot tell whether it is right or wrong.

Mr. Bardsley—You have had no opportunity to ascertain what is proposed?

Mr. Wetham—I have none.

Mr. Shallcross—I should like to hear what the modifications are, in order to act intelligently.

Col. Scott now came forward and said that the main object of the modification was that the net earnings shall be given to the stockholders of the Erie Railroad Co. Freights that pay but five or ten per cent. we cannot afford to carry, and yet appropriate 30 per cent. to the Erie road, as under the original lease. Neither the Pennsylvania Railroad nor the Philadelphia and Erie Railroad derive any benefit from the old lease, but we think that if the freight of the Philadelphia and Erie Railroad could be carried as we do that of the Pennsylvania Railroad Co., it would be advantageous to both, and the stockholders would be gainers in the increased business expected in the future.

Mr. Shallcross—Have you the capacity on your road for the increased business you expect?

Colonel Scott—Oh yes, capacity for three times the amount of business we now have. But to develop the business of the Erie Railroad at five per cent., and pay 20 per cent., is what we cannot consent to do. I believe the present arrangement will in time build up a remunerative traffic. During the war we lost money, owing to the high prices for labor, materials, &c., and one year it reached $170,000, and last year it was $61,000. This year, I think, we will be about even, and we wish now to develop the region through which the Philadelphia and Erie Railroad passes, and this modification of the lease, we believe, will accomplish that object, and result in a benefit to the stockholders of the Philadelphia and Erie Railroad, and, of course, the city. All we ask is the working expenses of the line. We propose to furnish the equipment and money for the road at a cost not exceeding 7 per cent.

The stockholders of the Pennsylvania Railroad are a majority in the Erie road, and are deeply interested in the issue, and will do nothing to affect the prosperity of either. All we seek is to give to the Philadelphia and Erie Railroad the greatest facilities for the improvement of the country through which the road passes, and we believe that within three or four years we can accomplish the work. But we cannot develop this large region by paying thirty per cent. I think it is the interest of the City of Philadelphia, the State of Pennsylvania and the interest of the stockholders to agree to this modification.

Mr. C. D'Invilliers opposed the modification, and recounted the history of the two roads, and argued that "a contract is a contract," and the Pennsylvania Railroad Company ought to be held to the terms of the original lease, as the modification would take money from the stockholders of the Philadelphia and Erie Railroad.

Col. Scott—We want every dollar to go to the stockholders.

Mr. Simpson suggested that it was important to make the Philadelphia and Erie Railroad a permanent improvement. It would be better to receive but one, two or three per cent. at first, and establish the road, rather than receive 6 per cent. one year and nothing the next.

Col. Scott repeated his statement, that the object was to develop the region of country over which the Erie road ran, and thus in a few years bring a revenue to the stockholders. They desired to manage this road the same way as the Pennsylvania Railroad is managed. "We want to go on and equip that road at a cost not exceeding seven per cent., which I say is one or two per cent. less than the company could do if it had the road in its hands to day."

Mr. Allen inquired if there would be any discrimination against the Philadelphia and Erie Railroad Company.

Colonel Scott replied that the two roads could not come into competition, as they entered different regions of country; but to avoid the possibility of this, there was a clause in the modified lease prohibiting the discrimination in any event.

The committee agreed upon a report in favor of the proposed modification, and directed the city directors to cast their votes in favor of the new lease.—*Phila. Ledger, July 8.*

Modifications of the Philadelphia and Erie Railroad Lease.

The principal modifications in the lease of the Philadelphia and Erie Railroad by the Pennsylvania Railroad, referred to at the meeting of the Finance Committee of Councils on the 7th inst., are contained in the subjoined articles extracted from the draft of the proposed new lease. This application of the gross receipts is in lieu of the thirty per cent. now paid to the Philadelphia and Erie road out of which it pays the interest on the company's bonds. In the following articles "the party of the first part" is the Philadelphia and Erie Company, and "party of the second part" is the Pennsylvania Company.

Third, That, in consideretion of the premises, they, the party of the second part, shall at all times during the hereby demised term, be entitled to, and shall receive the annual gross receipts and revenues of the hereby demised railroad and premises, and the same are hereby appropriated, and shall be paid by the party of the second part, in the way and manner following, that is to say:

(1.) To the payment of the current annual cost of repairing and maintaining in good order the said railroad property and appurtenances hereby demised, and all the expenses of working, using, managing, maintaining, operating and running the same, (including a reasonable compensation, not exceeding 7 per cent. per annum for the capital actually invested in supplies, engines and cars required and employed, or reasonably necessary to be kept in hand for the efficient transaction of the business thereof,) premium for first insurance, and all taxes and assessments now or hereafter levied or assessed by the laws of the United States or of the State of Pennsylvania.

(2.) To the Treasurer of the party of the first part (in semi-annual payments) such sum as shall be approved annually by the party of the second part, for defraying the cost of maintaining a proper and legal organization of the party of the first part, including office rents.

(3.) To the payment, from and out of the surplus of said gross receipts (remaining after the deductions aforesaid) of the interest on all the mortgage bonds of the party of the first part, and to the payment from and out of the said surplus of the sinking fund, under and in pursuance of the covenants in one of the said mortgages contained, as may be thereby lawfully required.

(4.) To pay whatever surplus may remain of the said balance after payment of interest, as aforesaid, to the Treasurer of the party of the first part, in semi-annual payments, subject, nevertheless, to the reservation from and out of each such semi-annual payment of all such sums, if any, as shall for any cause have been loaned, advanced or paid by the party of the second part.

(5.) In the event, however, that the said surplus of gross receipts shall prove insufficient to meet all the payments aforesaid, then the party of the second part, after the payments for repairing, maintaining and operating the demised premises, including the same reasonable compensation for capital, premiums and taxes specified, and maintaining the organization of the party of the first part aforesaid, shall and will pay the whole residue thereof for or on account of the interest upon the bonds secured by the said mortgages respectively, according to their several and respective rights and priorities, either in full or rateably, as the case may be.

(6.) That nothing herein contained shall be construed as imposing, or shall be construed to impose, any obligation on the party of the second part to pay, or become liable to pay, in consequence of any deficiency of said gross receipts, for all or any, or either of the purposes to which it is agreed said surplus of gross receipts shall be paid, applied and appropriated as aforesaid.

Atlanta and Richmond Air-Line Railway.

The meeting of the stockholders of the Georgia air-line railroad and the air-line railroad in South Carolina, on the 28th of June in Atlanta, Ga., again calls to mind the great line which is now being constructed between Charlotte, N. C., and Atlanta, Ga., a distance of two hundred and twenty-five miles. At this meeting the two companies were consolidated under the name of the Atlanta and Richmond Air-Line Railway Company. The management will consist of a President and 12 directors. In the election which took place for officers of the consolidated line Col. A. S. Buford, the President of the Richmond and Danville and Richmond and York River railroads, and who for three years past has been in charge of this line (having organized the enterprise), was elected President by acclamation; Gen. A. Austell, of Atlanta, first Vice President, and R. Y. McAden, Esq., of Charlotte, N. C., second Vice President. It has been determined to prosecute the work vigorously from both termini, viz., Atlanta and Charlotte.

Between six and eight hundred hands are now and have been for months past engaged on the Georgia portion of the work, and a much larger force is being organized for the work in North and South Carolina. The clouds which hovered over this important work have been dissipated, a contract having been made with an experienced and energetic contractor of New York, Mr. P. P. Dickinson, to complete the whole line from Charlotte to Atlanta in two years.

The President, in his address to the stockholders of the consolidated company, said that he expected during the year 1872 to run a train without change from the waters of Chesapeake bay to Atlanta, Montgomery, Mobile and New Orleans. The greatest enthusasm is manifested in all the counties of Georgia and South Carolina through which the air-line is expected to pass, and all are subscribing liberally to the work. The line is to run from Charlotte north of Yorkville, via Spartanburg and Greenville, S. C., Gainesville, Ga., &c., to Atlanta, two hundred and twenty-five

miles. The road is now in operation from Atlanta eastward in Georgia twenty miles, and thirty-three miles more in that State are under construction, which it is expected will be completed by January, 1871.

B. Y. Sage, Esq., the chief engineer of the air-line, is now in Charlotte, N. C., making his arrangements for a vigorous prosecution of the work; and as all the capital required is now ready, it is a foregone conclusion that the road will be built in the time specified.

The importance of this great road cannot be set forth in the space we can devote to it. Immediately on its completion the immense travel between New York and New Orleans will fall into this channel, as it will be the shortest and most expeditious route between Richmond, Baltimore, Philadelphia, New York, Boston, and Charlotte, Atlanta, Mobile, Montgomery, &c. It passes through a magnificent country; healthy and well watered, rich in mineral productions, and with some of the most lovely scenery on this continent. The Richmond and Danville road, in connection with the air-line, is destined to be the great thoroughfare between the North and South. —*Richmond Dispatch.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of June, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869...	78,700	4,106,400	1,403,100	11,800
1870...	87,100	4,503,500	457,500	82,400
Inc..	8,400	397,100	*945,600	70,600

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 87,820 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	90,600	78,700	87,100
Wheat, bushels.	4,339,000	4,106,400	4,503,500
Corn, bushels	4,919,000	1,403,100	457,500
Barley, bushels.	326,400	11,800	82,400
Oats, bushels	3,211,800	980,400	659,600
Rye, bushels	159,400	182,100	236,900
Malt, bushels	150,900	87,400	154,700
Feed, lbs.	.....	1,285,600	3,477,400

☞ At the Annual meeting of the Belfast and Moosehead Lake Railroad Co., at Belfast, Me., on the 6th of July, a board of directors was elected with Axel Hayford as President, W. T. Colburn, Treasurer, and John H. Quimby, Clerk. There is no doubt of the completion of the road in November. The grading is nearly finished, all the iron has been delivered, and ten miles of the track are already laid.

☞ The locating survey of the Shepaug Valley (Conn.) Railroad is progressing and will be completed in a short time. The route proves more favorable than the most sanguine friends of the road anticipated.

☞ The preliminary survey of the Berlin, Weyauwega and Lake Superior Railroad Line has been completed from Berlin to Weyauwega. The distance is about 24 miles.

☞ The charter of the Woonasquatucket (R. I.) Railroad has been renewed by the legislature.

The Public Debt Statement.

The following is a recapitulation of the public debt statement June 30, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,886 361,400 00
Total	$2,107,950,700 00
Accrued interest	49,647,032 38
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,545,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,545,000 00
Interest	487,993 57
Debt on which interest has ceased since maturity	$3,647,367 35
Interest	$472,530 57
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,106,256 00
Fractional currency	39,878,684 48
Gold certificates of deposit	34,547,120 00
Total	$430,532,060 48
Total amount outstanding	$2,601,675,127 83
Total interest	50,607,556 52
Total debt, principal and interest, to date, including interest due and unpaid	$2,652,282,684 35
AMOUNT IN TREASURY.	
Coin	$112,776,048 88
Currency	28,945,067 19
Sinking fund in United States coin interest bonds, and accrued interest thereon	37,665,191 63
Other United States coin interest bonds purchased, and accrued interest thereon	86,537,776 91
Total	$265,924,084 61
Debt less amount in Treasury	$2,386,358,599 74
Debt less amount in Treasury June 1, 1870	2,406,562,371 78
Decrease of debt during the past month	$20,203,772 04
Decrease of debt since March 1st, 1869	$139,104,660 27

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,075,000	$812,250 00
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	25,881,000	770,605 78
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	48,000 00
Western Pacific	1,970,000	57,966 40
Totals	$64,457,320	$1,926,761 78
Interest paid by United States	$6,879,832 51	
Interest repaid by transportation of mails, etc.	2,145,788 16	
Balance of interest paid by United States	4,734,044 35	

☞ The Chesapeake and Ohio Railroad Company have purchased from the State of Virginia to Blue Ridge Tunnel on that road, paying therefor $600,000 in bonds of the State.

☞ Engineers are making the permanent location of the railroad from Duxbury, in Plymouth Co., Mass., to Cohasset in Norfolk Co.

Minnesota and Kansas.

The Lawrence (Kansas) *Republican* has the following with reference to the development of that State and Minnesota:

In 1850 there were but 19,000 acres under cultivation in the whole State of Minnesota; in 1869 there were 1,690,000. Most of this increase has been made since 1857. Minnesota is now the leading wheat producing State of the union. In 1859 she produced 2,374,415 bushels of wheat; in 1869 she produced 18,500,000 bushels, or upwards of 40 bushels to each inhabitant. The total value of her farm products for 1869 were $38,951,703 50. In January last there were 750 miles of completed railway in the State. Kansas at that time had upward of 800 miles, and now has over 1,000 miles completed, as follows:

The Kansas Pacific	421
The Kansas Pacific (Leavenworth branch	33
Missouri, Kansas and Texas	182
Union Pacific (Central branch)	100
Leavenworth, Lawrence and Galveston	52
Olathe branch	12
Missouri River, Fort Scott and Gulf.	162
Atchison, Topeka and Santa Fe.	20
Leavenworth, Atchison and Northwestern	27
Missouri River road	23
St. Joseph and Denver	35
	1,067

Of course these figures will only answer for a few days. They require frequent changing where we have a half dozen roads laying down iron at the rate of from one to five miles per day.

Chesapeake and Ohio Canal.

Within the month of June there were cleared from the port of Cumberland 838 boats laden with coal, carrying an aggregate of 91,564.04 tons. Of this, 90,202.09 tons went through; 1,015.04 tons to Antietam Iron Works, 193.17 to Hancock, and 152.14 to Shepherdstown. There are now 400 boats, generally well stocked and equipped, engaged in the transportation business, largely increased wharf and loading arrangements, and the Canal throughout the month has been in first-rate boating condition. With these facilities twenty-five per cent. more coal could have been readily moved forward, had the state of the market warranted the companies in increasing their shipments to that extent. The shipments for the month, by companies and individuals, were as follows:

American Company	19,265.00
Borden Company	11,965.18
Consolidation Company	18,443.08
George's Creek Company.	3,085.18
Hampshire Company	2,885.08
Maryland Company	26,323.07
Individuals and firms.	9,595.10
	91,564.04

The coal shipments for the season, compared with last year are as follows:

	1869.	1870.
March	3,080.00	2,834.14
April	77,382.10	76,200.19
May	84,110.07	98,675.18
June	90,636.08	91,564.04
	255,209.05	269,275.15
Increase		14,066.10

☞ At the recent annual meeting of the Winchester and Strasburg Railroad Company, Mr. John King, Jr., was re elected president, and Messrs. Johns Hopkins, Thomas Whitridge and Hugh Sisson, of Baltimore, Joseph H. Sherrard, of Winchester, and George A. Hupp, of Strasburg, directors.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,161,962	A. & O.	Apl. '70 4
Do. Washington Br. 100	2,680,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 3½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900		
Do, do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 2
Brooklyn City & New'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '69 3½
Central of Georgia.....100	4,666,300	J. & J.	Jan. '70 5
Central of New Jersey ...100	15,000 000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,525	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2 425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 80	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,930		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	800,000		
Conn. & Passum'c Rivers.100	139,000		
Do. do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	12,386,020	J. & J.	July '70 5
Des Moines Valley..... 100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,800		July '70 3
East Tenn. and Georgia....100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	982,990		
Evansville & Crawfordsv.100	2,143,448		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do pref.100	5,233,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar..100	433,500	F. & A.	Aug. '70 4
Lackawanna & Bloomsb... 50	1 525,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehl l*. 50	323,370	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. Londop..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue..... 100	797,400		
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5e
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama..... 100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	31,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan '70 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	647,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	293,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.).....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West...100	11,700,000		
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	4,707,693		
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,483,775		
Winchester and Potomac....		J. & J.	Jan.'70 3
Warren..... 100	1,517,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,596		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,759,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,305	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	$1,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal		J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 5½
Pennsylvania Coal 50	8,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,823	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,486,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,132	523,841	455,007	632,652	736,555	584,156	479 236	393,468	6,684 109
1870	401,275	449,655	502,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	486,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,096,965
1870	201,500	218,600	244,161	249,046	260,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,606	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,301,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	182,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,406	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,000	521,326	543,886	436,399	437,503	4,991,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.033
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	409,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,046
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,563	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,297	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 336 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,086	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,456	287,557	307,122	283,329	274,637	233,561	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	245,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10 083 026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	966,358	903,974	864,037	693,104	873,153	956,658	837,351	686,779	9,256,264
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	599,924	8,735,082
1869	479,236	525,490	756,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,183	144,164	186,889	202,238	205,750	180,351	160,085	2,006,365
1870	152,393	158,788	172,216	172,347	155,051	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,909,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	332,270	399,429	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,348
1870	312,133	293,645	295,298	318,699	340,892	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,902	623,560	617,585	758,467	857,852	837,388	716,829	6,709,188
1870	528,529	500,129	539,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
" " " ..... coupon		5	" "	1874	107
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111
" " " (5-20s).....coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	110½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110½
" " " (5-20s).....coupon		6	" "	1885	109½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
" " " (5-20s).....coupon		6	" "	1886	109½
" " 3d series (5-20s)...registered	379,602,350	6	" "	1887	110½
" " " (5-20s).....coupon		6	" "	1887	109½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	111
" " " (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
" " " (10-40s) ....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	114
Certificates of Mar. 2, 1867, and July 25, 1868..	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	253,472	var	.....	Due.	....
Treasury Notes (7-30s).....	661,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,152,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,256	*nil.*	.....	Dem.	....
Fractional Currency	39,878,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'05	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	—
" — " (various) registered	867,500	....	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92½
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	88
" — " " (" " ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	78
" — " " (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	74
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	95½
" — " " (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	98½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted.....	2,252,112	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
" — " " 1827.....	269,000	6	" "	1890	96
" — " " 1834-'35.....	24,000	5	" "	1880	....
" — " " 1838-'39.....	1,438,428	6	" "	'70-'86	....
" — " " 1838-'39.....	525,008	6	" "	'89-'99	95½
" — " "	46,232	5	" "	1890	79
" —Defense Loan of 1864-'65.....	2,040,100	6	" "	1883	102½
" —South Relief Loan of 1867.....	100,000	6	" "	1875	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,096	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	97½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	118½
" — " " "	650,000	6	" "	'72-'73	109½
" — " " "	720,000	6	" "	'74-'75	107½
" — " " "	1,430,000	6	" "	1876	108½
" — " " 1862.....	600,000	5	" "	'77-'78	99½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " ..... dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	883,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	98½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	91
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	....	.....	.....	....
Nevada—(No Account).....	.....	....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	108
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	53
" — " (new).....	3,059,045	6	" "	'92-'98	33
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	38
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		6	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
" — " " "	7,909,600	6	" "	1877	109½
" — " " "	9,273,050	6	" "	1882	112½
" — " " "	910,200	6	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	105½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	78½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — " "	2,9,160	5½	" "	"	....
" — " "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	67½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	66
Texas—No legal debt.....	.....	....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98½
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	67½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	68
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1880	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	....	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27⅝
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	8	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £360,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	89½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87⅛
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	88⅛
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	93
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	97
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	92½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	97
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	67½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	9[illegible]
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	93½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	502,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,300	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	91½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1900	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'60–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1884	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1886	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	1 8
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st Mortgage, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st Mortgage, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	550,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'89–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Win:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1883	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1889	94½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100½
2d Mortgage	276,500	7	— & —	"	18—	91
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1902	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18 -	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	96
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	395,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	155,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1886	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1898	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$2[1]0,000	7	— & —	New York.	1890	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52.000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241.100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175.000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy*Umon:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	84
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	81½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1850	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	" "	"	1890	....
" " " 3d class	154,000	7	" "	"	1890	....
" " " 4th class	1,263,000	7	" "	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	70
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1900	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1886	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'99–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100§
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	608,000	7	Jan. & July.	New York.	1896	96
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1878	68
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,980	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	80½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	466,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	95
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	47
Preferred Interest Bonds	525,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,068	*			4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,061,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,582	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	—							68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000	—								(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7				351,071	111,667	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	—	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	—	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris .. N. Y.	198,004	17,715	1,489	5,832	194,225	20,000	214	8,668		20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,288	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139
Sept. 30, 1869	80.0	—	....	—					Washington Branch ..... Maryland.	1,650,000	—	377,661	.....	1,650,000	20,000	.....	357,661	80.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. W. Virginia.	.....	—	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	967,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803			—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rut..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000						42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	.....	.....	.....		(Leased	to Fall Brook Coal	Co.)			7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany..... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	96,678,232	158,579,177	6,796,056	2,918,129	10	100	....
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	146
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	62
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	75
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,336,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	.....	217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	146
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,146	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	141
Dec. 31, 1869	26.0	—	2.0	....					Buf., Bradford and Pittsb.. Penn. & N. Y.	2,896,000	—	.....	.....	2,286,000	583,500	.....	.....		(Leased	to Erie.)				—	100	....
Oct. 31, 1869	43.2	—	1.0	—	6	5	2	23	Buf., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	374,315	.....	43.2	121,957	.....	.....	225,909	71,913	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....					171,646	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....							7	100	....
Oct. 31, 1869	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	428,472	*	.....	.....	428,472	.....	.....	.....							—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota. Iowa.	.....	—	.....	.....	.....	.....	.....	.....							—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,5[illegible] 16,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	2,9[illegible] 99,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	87½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	.....	.....	—	100	118½
Dec. 31, 1868	23.0	7.1	2.3	—					Camden and Burlington Co.. New Jersey.	710,962	—	.....	.....	331,525	335,000	44,437	.....					325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—		Cape May and Millville..... New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....		(Leased	to West Jersey.)				6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	55.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1868	34.6	—	....	—					Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	.....	.....	.....		(Leased	to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0					Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....		(Leased	to Illinois Central.)				—	100	....
Dec. 31, 1868	271.6	—	....	—					*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	.....	.....	7,545,000	3,586,000	.....	.....		(Leased	to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,921	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec. 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,634,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	.....	.....	.....	.....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—					Chemung..... New York.	400,000	*	.....	.....	380,000	.....	.....	.....		(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	—	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,,755	713,5 6	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....		(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	117
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	162
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	81.3	—	....	—					Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....		(Leased	to Chic. and N. W.)		631,782	631,782	10	100	119½
May 31, 1869	808.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	—	.....	.....	500,000	500,000	.....	.....							—	100	....
Jun. 30, 1867		Lease	ases	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—					Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....		(Leased	to Ind., Cin.and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—					Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....		(Leased	to Kentucky Central.)				—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....							—	100	....
Mar. 31, 1868	42.0	—	2.6	—					Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,468	700	9,973	374,100	560,000	15,258	.....	42.0	(Leased	to Ind., Cin.and Laf.		54,000	54,000	—	100	....
Jun. 30. 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	(107,577	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	840.6	49.9	70.8	—	83	47	22	1,316	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	83½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,666,141			2,383,670	908,306	8	50	109
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	967	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	8	50	204
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	ami.)		8	50	151
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,696	403,574	421,629	826,634	346,495	10	50	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			596,587	374,500			27.0	45,061	40,999	23,704	74,706	27,542	7	100	
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(L	eased to	Concord,)			7	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	134½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21,710	15,047	8,826	39,337	14,823	—	100	
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	100,000		6,124	23.8	69,630			170,672	51,024	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.	—	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000			14,100,600	3,3 8,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	105½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0						—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,098,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4s	100	103½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(I	n progres	s.)				100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In prog	ress.)		100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800		2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Nov. 30, 1869	44.1	58.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Bal	t.)			100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599				1,309,200	496,900				(Leased	to Phila.	& Reading	g.)		7	50	84
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,389		140.8				512,864	60,969	—	100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100	
Oct. 31, 1868	47.0	—	—	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Central	l.)	25,000	5	50	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 508,705	46,302,210	23,398,800	6,746,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	23
Oct. 31, 1869	88 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,800	101.2	484,630			824,611	383,028	—	50	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.																100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	453,186	117,920	—	100	
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697					—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0						—	100	
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	395,465		29,687	6,815	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				90,000			00		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	133½
Dec. 31, 1868	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100	
Dec. 31, 1868	79.0	—	2.0	—	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0						—	100	
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5						—	100	
Dec. 31, 1868	60.0	—	—	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.									60.0						—	100	
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In pr	ogress.)					100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,306	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3	1 7	—	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0						—	100	
Mar. 31, 1868	171.0	61.0	—	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607			1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0						—	100	
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0						—	100	
Dec. 31, 1868	884.0	523.0	—	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	78,430,550			1,881.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0	105.5	—	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,34 814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.					7,600,000	9,760,000			271.0				2,184,167		—	100	116
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550				1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	—	518	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.6	613,585	140,926	18,558,582	1,861,682	548,219	14	100	178½
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606		2,037,939	2,055,000			122.4	373,158	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	258	Housatonic	Connecticut.	2,105,558	*	256,095	123,382	2 000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135.0				897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Houston Tap and Brazoria	Texas.									50.0						—	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,050	Hudson River	New York.	16,669,382	2,616,007	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*			706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.0	5,414,403	53,300,016	263,336,118	8,823,482	3,652,516	10	100	139½
Dec. 31, 1868	—	—	—	—	—	—	—	—	Indianapolis and St. Louis	Indiana.				(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)					100	
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,466,485	106,746	6,155,897	3,282,807			302.5						—	50	38
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.									75.0	287,250					—	100	
Dec. 31, 1868	75.0	—	—	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.															—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*			132,411	35,000	26,300		13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Jan. 30, 1868	13.0	—	—	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	249,500		400,000	130,000			11.0				32,361	22,727	—	50	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,080	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	—	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	91
Dec 31, 1868	44.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100	
Oct. 31, 1869	4.6	—	5.5	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324				180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000			99.0						—	100	
Dec. 31, 1868	25.0	—	—	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)		100	
Dec. 31, 1868	18.0	—	53.0	—	—	—	—	8	Knoxville and Charleston ¶	Tennessee.									16.0						—	100	
Dec 31, 1868	31.6	—	113	24.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.									31.0						—	100	
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000			1,335,000	2,200,000	125,000		80.0	576,046			966,832	359,659	—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	66	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,040	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	28,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	99½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,660	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	116
Nov. 30, 1869	6.0	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	280,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	62
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	196.2	.....	29,979,606	.....	1,898,814	157,324	—	50	....
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	92
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	15,592,514	9,557,800	683,330	11,706	—	50	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,522	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	168.2	33.7	25.8	66	45	23	745	Louisville and Nash.....Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley .....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,701	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester. ‡.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In h	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,586	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ‡.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	982,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ‡...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ‡..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ‡.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,084	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	65½
Oct. 31, 1869	24.6	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	101
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ‡.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ‡.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,350,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	10	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	90
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ‡..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ‡...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern‡.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ‡ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	.....	.....	.....	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	266,667	154,500	3,000	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.‡.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec 31, 1868	80.2	2.8	9 6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ‡.La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,097	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	138½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	360,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	150
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1868	96.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ‡.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	31.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ‡.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,535	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ‡. .....South Carolina.	2,148,131	*	‖ 26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	20	11	—	North Louisiana and Texas	La				(In progress.)																	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	782	North Missouri ¶	Missouri.	17,750,000	*	—	—	7,500,000	10,000,000	250,000	—	422.8	.....	.....	.....	1,296,961	301,779	—	100	....
Oct. 31, 1868	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	.....	3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	1,132,731	463,114	5s	50	81½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Oct. 31, 1868	138.0	—	123.0	—	134	67	38	4,182	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,928 463	977,748	6	50	89
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	114
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*	.....	.....	159,400	400,000	47,373	.....	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	253,994	.....	—	.....	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,585,222	898,981	301,742	4	100	90
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	35½
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,330,158	880,232	45,000	.....	4,259,450	3,170,000	.....	.....	98.5	406,010	.....	.....	2,014,427	978,925	10	50	94
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*	.....	.....	222,987	717,000	2,387	.....	.....	.....	.....	.....	111,190	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	95
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	.....	(Leased	to Erie.)	.....	.....	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	.....	(Leased	to Erie.)	.....	.....	.....	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	.....	(Leased	to Erie.)	.....	.....	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	.....	(Leased	to Camden	and Amboy.)	.....	.....	—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....	33,493,112	23,862,092	2,054,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,757,785	10	50	116
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	.....	(Leased	to Chic. R. I. and Pacific.)	.....	.....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....	218,000	800,000	221,086	.....	46.0	124,224	.....	.....	196,672	2,272	—	50	....
Oct. 31, 1869	287.6	200	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	57½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....	1,595,750	55,900	.....	.....	24.3	376,303	.....	.....	697,620	287,492	10	50	164
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	102½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	.....	339,675	1,259,100	.....	.....	80,555	26.5	.....	.....	.....	1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	.....	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	107½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	.....	.....	5,423,200	10,036,690	421,184	.....	201.0	1,849,510	.....	.....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	480.6	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	....
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	.....	.....	.....	.....	.....	27,450	6	100	85½
Sept. 30, 1868	28.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)	.....	.....	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,643	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	160	115½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	.....	(Leased	to Concord.)	.....	.....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	.....	(Leased	to Eastern.)	.....	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	6	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under construction.)	.....	.....	.....	—	100	....
Dec. 31, 1868	141.1	48.5	20.4	—	38	28	18	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,528	*	876,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	30
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	.....	.....	(About $5 0,000 a month.)	.....	.....	.....	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to Ind. & St. Louis.)	.....	.....	517,941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	48½
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	.....	(Leased	to Chi. & Alton.)	.....	.....	240,000	.....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	.....	.....	(Under construction.)	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	96	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under construction.)	.....	.....	.....	—	100	....
May 31, 1868	60.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	209,534	87,404	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	.....	(Leased	to West Jersey.)	.....	232,950	100,415	—	100	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590	243,305	226,900	353	91	.....	.....	.....	.....	.....	16,533	6	50	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1869	64.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,494	27,398	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	.....	.....	.....	576,050	.....	.....	.....	.....	(Leased	to Phila. and Reading.)	.....	.....	.....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	0.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	.....	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,677	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,509,450	*	.....	.....	869,450	700,000	.....	.....	.....	(Leased by Northern Central.)	.....	.....	.....	.....	6	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and	.....	Louisville.)	.....	.....	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101.7	0.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	68.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,643	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	.....	(Leased	to Central of New Jersey.)	.....	.....	.....	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....
Jun. 30, 1868	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	*	.....	.....	.....	900,000	.....	.....	.....	.....	.....	(In progress.)	.....	.....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1868	58.0	0.5	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	.....	.....	(Not in full operation.)	.....	.....	.....	—	100	....
Sept. 30, 1868	125.0	0.5	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,200	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250,000	.....	—	100	....
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	.....
Sept. 30, 1868	12.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	508,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	.....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	.....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	.....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	.....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	.....	50	.....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,180	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—							100	.....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250.700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	.....	50	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	.....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	171.0	.....	.....	.....	750,625	199,917	—	100	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	54½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1.923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,708,758	5,152,044	517,000	244,944	—	100	.....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			32,000			100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....		50	.....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,656	.....	—	100	34½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	406.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,686	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	105
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,608,057	3,889,481	567,568	loss.	2	100	65½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,166	793,200	.....	.....	—	(Leased to Rutland.)					—	100	65½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,560	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,604	5,225,008	554,511	107,648	—	100	.....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	.....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	6	100	.....
Dec 31, 1868	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	.....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	—	(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	140,149	—	100	.....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶....New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	.....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,196,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	.....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶....Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	.....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	139½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	.....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	.....
Oct 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	126
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	.....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	68½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,128	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	—	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	.....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	900,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track	Horses a'd Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,000	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,287	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie Ci'y .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	39
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	....
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	66½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,864	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,000	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	47½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	9.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,601	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Pa.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	....
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	.....	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J.& J.	1871	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	76
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	88
Chicago and Alton, pref.....	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	87½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.....	5,253,836	...	...	120
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	74½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,986,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	82½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,586	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref..	1,000,000	7	7	76
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	70
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	6,774,400	7	7	15

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 —	@ 35 —
Pig, American, No. 1		32 —	@ 33 —
Pig, American, No. 2		30 —	@ 31 —
Pig, American, Forge		29 —	@ 30 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		75 —	@ 77 50
Bar, Common		72 50	@ — —
Scroll		87 50	@115 —
Ovals and Half-round		95 —	@110 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		85 —	@120 —
Hoop		105 —	@145 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½	@ — 11½
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	59 —	@ 60 —
Rails, American, at Works in Penna.	c'y.	71 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— —	@ — 18
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25	@ — —
Clinch		— —	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23	@ — 28
Copper		— 35	@ — 36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 39
Straits	(gold)	— —	@ — 38½
English	(gold)	— 34½	@ — 34½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	8 75 @ 9 —	10 —	@ 10 50
I. C. Coke		7 — @ 7 75	8 25 @ 9 25	
Coke Terne		6 — @ 6 25	7 25 @ 7 75	
Charcoal Terne		7 75 @ 8 25	9 — @ 9 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— —	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 13½	@ — —
Refined, prime L. S. to W. (110 @115 test)		— —	@ — 26
Refined, Standard White (in ship'g order)		— 27½	@ — 28½
Refined, prime White (in shipping order)		— —	@ — 28½
Refined, S. W. (in jobbing lots)		— 29	@ — 30
Refined, S. W. (in tin)		— 31½	@ — 33
Naptha, Refined, (65 @ 73 gravity)		— —	@ — 10
Residuum	per bbl.	4 —	@ — —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Canton Co	68½	....	....	....	....	....
Central Pacific 6s	90½	90¼	....	....	....	....
Central of N. Jersey	103½	103½	104¼	104	....	104
Chicago & Alton	....	....	118	....	116½	117
" pref	....	....	119	117	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	94
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	111	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	82¾	82½	83	83	82¾	82½
" pref	88½	88½	88¾	87½	87¾	87½
" 1st M	97	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	116½	117	116½	116½	115½	113½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	....	97½	97½	97½	97½
Clev., Col., C. and Ind.	82½	82½	82¾	83	83	83
Clev. and Pittsburg	110	109½	....	109½	109	....
" 2 M	....	....	....	98	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	20½	....	....	20½	20	20½
" 1 M	84	....	84	85½	83½	83½
" 2 M	67½	....	....	....	67½	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	124½	125	....	....	126	....
Del. Lack. & Western	106½	106	105½	105½	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	97½	....	....	....	....	....
Dubuque & Sioux City	....	103½	....	....	....	....
Erie Railway	23	22	....	23½	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	100	100
" 2 M. 7s, 1879	....	....	....	97	....	....
" 3 M. 7s, 1883	93	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	84	84	....
" 5 M. 7s, 1888	....	....	....	....	80	....
Great Western 2d mort	83½	....	....	....	....	....
Hannibal & St. Joseph	116	117	....	116	116½	116
" pref	120¾	....	....	....	....	120
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	140	140	....	....
" bonds	110	....	110	....	....	....
Lake Shore & Mich. S'th.	101½	100¾	99¾	99½	100	
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	119½	120½	....	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	100	100	
" 2 M	....	....	95¾	95	....	
Mariposa Mining Co	....	....	....	....	....	....
" pref	15½	16	16	15½	15½	15½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	66¾	66½	65½	65½	65¾	
" pref	81½	....	80¾	80½	80¾	
" 1st mort	92½	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	108	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	91½	....	91½	....	....	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	90	90	90	90	90	90
" 1st mort	....	....	....	....	....	....
" 2d mort	99¾	....	....	99¾	....	
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	95	....	93	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99¾	99	98¾	97½	98¾	
" certificates	94¾	94¾	94	93	....	
N. York and Harlem	139	....	....	139½	138½	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	53	53½	52½	51½	....	51
" new	36	35½	36½	53¾	35	33½
Ohio and Miss	35½	35½	....	35½	35½	35½
" pref	74½	....	....	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	41½	42	41¾	41½	41¾	
Panama	98	96	95	94½	91	95
Phila. and Reading	107	104⅝	103¾	103¾	102¾	106½
Pitts., Ft. W. & Chi. gtd.	95½	95¾	96¼	96	....	95¾
" 1 M	102¼	....	....	103	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	7	7	....	....	6¾	7
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	95	....	....	....	....	....
" 2 M. pref	....	....	....	87	....	....
" Income bds	76½	....	....	....	....	....
Tennessee 6s	65	66½	67	70	68½	69
" new	65½	65	65½	....	68	67¾
Tol., Wab. & Western	57	57¾	....	56¼	55	55
" pref	....	....	....	....	....	....
" 1 M. ex	....	....	....	....	....	....
" 2 M	85¾	85¼	....	85½	85¼	84½
" Equipment	79	....	....	....	79¾	....
Union Pacific 1st mort	84¾	85	85	84½	....	....
Virginia 6s, ex-coupon	....	....	68	....	....	67½
" new	69	68	....	....	....	68

New York Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	107
U. S. 5s, 10-40s, coup	108¾	....	108¾	108	....	107¾
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	114¼	114¼
U. S. 6s, 1881, coup	115¼	114¼	115	114¾	114¾	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	111	110½	....
U. S. 6s, 5-20s, c. 1862	111¾	111½	....	110¾	110½	111
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	110½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	110¾	110½	110¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	110¾	110½	110½	109¾	109½	109½
U. S. 6s, 5-20s, reg. '67	110¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	111	110¾	110½	110	109¾	109¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	110¾	109½	109¾
U. S. 6s, Pac.R.R.issue	114¼	113¼	....	114½	114½	114¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
.. preferred	38¾	....	37¾	38¾	38	38
Camden and Amboy	119¾	119½	119	....	118	117¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	94½	....	....	95	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	94¼	94¼	94½	94¾	94¾	95
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35	34¾	34¾	35	34¾	34¾
.. 6s, 1884	....	....	....	....	85	....
.. Gold L	88	....	88½	88¾	88¾	88¾
.. R. R. L	....	91½	92	....	....	91¾
Lehigh Valley R. R.	57½	57¾	57¾	58	58¼	58¼
.. 6s new coup	....	96	96	95¾	....	96
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	51
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	93¼	93¼	93¼	94	....	....
.. 7s	90	90½	....	90¾	....	90¼
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	58¼	58	57¾	57¾	57¾	58
.. 1st M	....	....	....	....	102	....
.. 2d M	....	....	....	101¼	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	109¾	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	100	100½	100¼	....	100¼	....
.. new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	53¼	53¼	51¼	51¾	51¾	51¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	20	....	29¼	28¾
.. 6s	....	92	....	....	....	92
.. 7s	....	89¾	....	....	....	89¾
Schuylkill Navigation	....	8¼	....	....	....	....
.. pref	....	....	17¼	17¼	....	....
.. 6s, 1882	....	73¼	....	....	73	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	46	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	14¾	14¾	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	47½	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	22	....	22	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	95	95	95	....	....	94¾
.. 1886	....	....	....	....	....	....
.. 1890	94¼	94	....	94¼	94¼	94¼
.. 1884	....	....	94	....	....	....
Balt and Ohio	....	....	....	....	....	139
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	95½	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	....	....
.. 2d M	76¼	76¾	76½	....	....	....
Northern Central	45	....	....	44¾	....	....
.. bonds, 1885	....	90	....	....	....	....
.. .. 1900	....	....	....	....	88½	88½
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	22½

Boston Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	148	147¼	....	147¾	146¾	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	145¾	....	....	....	145	145
Boston and Providence	142	....	....	140	....	141
Boston, Hartford & Erie	4¼	4¼	4	3¾	.¾	3¾
.. 7s, new	28¾	....	....	28	27¾	27¾
Cheshire, pref	....	....	88½x	....	....	88
Concord	75	....	75½	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	120½	....	120	120½	120¾
Fitchburg	....	....	134½	....	....	133½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120½	120½	120½	120½	120½	120½
Northern, N. H	114	....	....	....	....	114
Ogdens. & Lake Champ	90¾	90½	90½	90	90	90
.. pref	....	....	....	110	....	....
Old Colony & Newport	....	97	96¾	....	96¾	96¾
Ph., Wil. & Baltimore	54¾	54¾	....	54¾	82¾	54¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	39	39	....	....	38½
" 6s	84¾	....	....	....	84¼	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	83¾	84	83¾	....	....	81½
Vermont & Canada	104¼	....	103	105	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	66½	....	....	....
Middlesex ..	75½	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	6½	....	....	....	....	6½
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	20½	....	20	....	....

London Stock Exchange.

	—Closing Prices.— July 1.	June 24.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½— 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c	70 — 73	70 — 73
Erie shares 100 dol. all paid	18¾— 19¼	18¾— 19¼
Do. sterlg. 6 p. c. convertible bonds	65 — 67	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	114 —114¼	112¼—113¼
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	93 — 94	93 — 94
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal

Saturday, July 16, 1870.

Stock Exchange and Money Market.

The warlike reports from Europe have had the effect of disturbing financial values in the local market, and occasioning unusual excitement at the Gold and Stock Boards, particularly the former, where the dealings have been very extensive and the fluctuations frequent and violent. The Public Funds, as well as Railway bonds and stocks, have been seriously affected, and have moved up and down in price, in more or less direct sympathy with the changes in Gold. Money has been in somewhat better request, but has been plenty for all legitimate purposes, and has been quoted comparatively easy at from 3@5, generally 4@5 per cent. on call, and 5@7 per cent. per annum in the discount line. The city banks have lost rather heavily in the line of legal tender notes, while reporting a further gain in their specie and deposit averages. During the week the U. S. Sub Treasury has added to its specie and currency balances.

The coin reserves of the Treasury Department on Monday were $118,735,848, including $36,283,500 on deposit on private account; currency balances, $35,197,853.

The specie reserve of the city banks according to the latest return is $35,784,434, against $30,266,912 same time last year. The city bank deposits are now $219,725,468, against $183,197,239 week ending July 10, 1869. The legal tender reserve amounts to $53,348,970, against $48,702,728 same time last year. The circulation now stands at $33,100 357, against $24,277 945 same time last year. The loans are now $277,783,427, against $255,424,942 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $81,696,827 a day, against a daily average of $98,789,400 the preceding week, and $89,537,211 the week ending with June 25, 1870. The current weeks' exchanges average about 96 millions a day. The city banks, last week, reported a gain of $4,123,104 of specie, and $642,040 of deposits, and a loss of $3,466,284 of legal tender notes. They increased their loans $1,286,924; and their circulation, $29,992.

The city bank exchanges on Wednesday were about 115½ millions.

National Bank notes to the amount of $178 245 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $326,104,389 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $26,755 503 leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,348,886. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,328,050; and for the public deposits, $16,891,500—making a total of $358,719,550. The Treasury Department last week redeemed and destroyed $419,500 of worn and mutilated fractional currency, and issued $552,493 of new.

The U. S. Sub-Treasury receipts, week ending with July 9, were $7,723,285 in coin, (including $2,369,000 from customs duties,) and $3,915,506 in currency; payments, $6,166,044 in coin, (including $4,105,004 of coin interest,) and $3,049,115 in currency; balance at the close of the week, included $75,021,893, of coin, against $73,464,651 the preceding Saturday, and $11,558,789 of currency, against $10,692,898 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $1,024,326 in coin, (including $311,265 from customs,) and $46,139 in currency; payment $3,137,680 of coin (including $75,130 of coin interest), and $327,187 of currency. On Tuesday, receipts, $566,362 in coin (including $415,525 from customs), and $494,460 in currency; payments, $494,232 in coin (including $472,432 of coin interest) and $374,575 of currency. The balance at the close of business on Tuesday included $11,812,726 of currency, and $72,900,668 of coin) against a balance a week previous of $11,210,956 currency, and $72,875,178 coin.

The U. S. Sub-Treasurer issued in June $4,363,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,017,513 of coin certificates, received for customs,

Government revenues have been up to a fair average for the season. The excises, during the week yielded $5,528,312; customs at the port of New York, $2,216,513, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $8,077,300 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1870, have been $7,528,312; and in all the fiscal year which ended with June 30th, 1870, about $183,500,000.

Gold has been unusually active, through the week, and under the exciting war reports and rumors from Europe, has fluctuated widely and frequently. The range has been from 114¼ to 115½ as the extremes. The highest figures were reached on Monday. The latest quotations on Wednesday was 112⅛. The speculative demand has been very brisk, most of the week. The export inquiry has been moderate. There has been rather more of a customs call. Toward the close there was a less confident inquiry, even on speculative account. The later cable dispatches announcing a further improvement in French rentes, English consols and American securities, tended to check speculative operations, and to weaken the premium. On Friday last, Government marketed the accrued July coin interest on the bonds held by the U. S. Treasurer, for account of the Sinking and Special Funds, and on Monday following, bought in an equivalent amount of U. S. Five Twenties at about the current rates, in regular channels of dealing. On Wednesday, a million of Government gold was sold at 112 20, and on Thursday, a million of Five Twenties was bought in at about the prevailing rates. The specie exports, last week, were nearly a million (precisely $997,886); on Tuesday of the current week, $248,000; and on Wednesday, $735,000. By the *Ocean Queen* from Aspinwall on Wednesday, the specie receipts were $39,136.

The coin balance at the Boston U. S. Treasury Office on Saturday was $7,686,976, against $7,834,614 the preceding Saturday. The customs receipts there for the week were $347,974. The total amount of interest paid at the office of the Assistant Treasurer there was $3,875,000, of which $1,865,000 was on registered bonds and $2,010,000 on coupons.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $72,901,792.

The customs demand for Gold last week, averaged $394,834 a day; thus far, this week, it has averaged $402,862 a day, or equal to a weekly aggregate of $2,417,172. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $55,926; and since Jan. 1, 1870, $7,232,251, against $9,671,486 same time in 1869. The total customs revenue of the Government, in coin, at this port, during the fiscal year, ending with June 30, 1870, was $134,527,931 against $124,688,174, in 1868–'69.

The customs revenue of the port on Wednesday was $403,000; and the coin interest payments, $616,019.

The customs revenue at the port of San Francisco, from Jan. 1 to June 30th, was $4,010,000, against $3,615,000 same time last year.

The exports of specie, from this port, last week, were $997,886 against $908,734 same week last year; and since Jan. 1870, $18,185,566, against $15,541,446 same time in 1869; also total, year ending July 1, 1870, $34,174,102, against $37,189,892 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $4,105,004; and during the year ending July 1, 1870, $86,647,054 against $88,325,756 in 1868–'69.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to June 30th, were $18,100,000, against $20,914,000 same time last year.

Foreign Exchange has been more active and quoted stronger, but closed less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞, and on Paris to 5.20c. @5.15; sight bills on London to 110½@110¼, and on Paris to 5.14c.@5.13. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,924,415; and during the total year, ending July 1, 1870, $196,569,675, against $165,923,201 preceding fiscal year.

Government securities have been offered very freely, chiefly by foreign bankers, who were eager sellers of bonds, and as eager buyers of Gold, in view of the warlike reports from Europe. Prices have given way, under the heavy offerings. At the reduced figures, the demand from home investment purchasers has been more active, and toward the close, a much stronger feeling has been discernable in the market. On Wednesday, a new Funding Bill passed the Senate and House of Representatives, providing substantially as follows: Section 1 provides for the issue of two hundred millions 5 per cent. bonds, three hundred millions 4½ per cent. bonds, and one thousand millions 4 per cent. bonds, running ten, fifteen, and thirty years. Section 2 authorizes the Secretary of the Treasury to sell the said bonds at par for coin, and to apply the proceeds to the redemption of the outstanding Five-twenties at their par value, as he may exchange new for old bonds at par for par, but the new bonds shall be used for no other purpose. A sum not exceeding one-half per cent. for disposing of the new bonds. Section 3 is unimportant. Section 4 provides for the redemption of the Five-twenties now or hereafter falling due at par, beginning with those first numbered and issued, and interest to cease three months after the proper notice has been given. Section 5 authorizes 2½ per cent. on gold deposits, twenty-five per cent. of such deposits to be retained in the Treasury of the United States, the balance to be used in the redemption of the Five-twenties under the provision of section 4. Section 6 provides for the canceling of all bonds now held, or hereafter purchased on account of the sinking fund.

U. S. sixes of 1881 closed here at 114⅝@114⅞; U. S. Five-twenties of 1862, 110½@110¾; U. S. Five twenties of 1864 at 110⅜@110⅝; U. S. Five-twenties of 1865 at 110½@110¾; U. S. Five-twenties of 1865 consolidated, 109⅜@109⅝; U. S. Five-twenties of 1867, 109⅝@109¾; U. S. Five-twenties of 1868, 109⅝@109¾; U. S. Ten-forties at 107⅝@107⅞; U. S. Six per cent. currency bonds, 114⅜@114½.

State bonds have been in good demand at however irregular prices.

Railway bonds have been in fair investment demand, including Central Pacific Sixes, which closed at 89½@90; and Union Pacific Sixes at 84@84⅜.

Railway and miscellaneous share property has been less active and quite unsettled in price, closing tamely and heavily.

At Frankfort on Wednesday U. S. Five Twenties closed at —; and Central Pacific First Mortgage Bonds at —.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 29.	July 6.	July 13.
Consols	92¾	93⅛	92⅞
U. S. 5-20's of 1862	90¾	90⅞	89½
U. S. 5-20s, 1865	90	90⅝	89½
" 1867	89⅜	89⅞	89¼
" 10-40s	88	88¼	86⅛
Erie	19	19	18
Ill. Central	114	115	112½
At. and Gt. West	28	28	26

General business has been as a rule adversely influenced by the war reports, though in the line of Breadstuffs the advantage has been in favor of holders, who have been confident in their views, in anticipation of a lively export call, in the event of an actual collision between the armies of France and Prussia. Toward the close, the markets generally showed less activity and a tendency to renewed depression in most articles. Middling upland cotton closed at 20⅛ cts. per lb. The stock of cotton now here is given at about 33,000 bales. The receipts at the port this week, have averaged about 2,450 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,801,475 bales, against 2,030,050 bales in 1868–'9; exports, same time 2,122,750 bales, against 1,422,150 bales same time in 1868–'9; stock on hand at latest dates, 146,400 bales, against 46,700 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,206 pkgs., against 14,853 pkgs., same time in 1869. From Boston, 3,496 pkgs. in 1870, against 5,767 pkgs. same time in 1869.

Foreign goods have been in moderate demand and quoted, in the main, quite steady.

At the Live Stock markets, this week, Beeves have been in better demand at from 10@17c. per lb.; week's receipts, 6,555. Milch cows have been in slack demand, at $40@$100 each, receipts, 69. Veal calves have been more sought after at from 4@11¾c. per lb.; receipts, 2,683. Sheep have been in request at from 4@7¼c.; lambs at 8 @14c. per lb.; receipts, 27,657. Swine dull at 9@9¼c. per lb., all live weight; receipts, 9,420.

Ocean freights have been less active, but closed more firmly For Liverpool we quote flour at 1s.@1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer per bbl.; grain at 3¾@4d. by sail, and 5½@6d. by steamer, per bushel; cotton at ⅛d.@ 3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 467.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 12, and since the beginning of the year:

	1869.	1870.
For the week	$3,713,122	$3,924,415
Previously reported	92,029,526	92,162,466
Since Jan. 1	$95,742,648	$96,086,881

The imports for the week ending July 9, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,110,046	$1,223,132
Gen. merchandise.....	3,060,166	3,179,747
Total for the week.....	$4,170,212	$4,402,879
Previously reported....	162,366,978	152,463,573
Since January 1.....	$166,537,190	$156,866,452

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 25; do., Fund Act, 1866, 38; South Carolina 6s, new, Jan. and July, 78¾; Louisiana 6s, Levee bonds, 74; do. 7s, Penitentiary, 81; Connecticut 6s, War Loan, 100⅝; N. Y. State 7s, Bounty Loan, reg., 108¼; Alabama 8s, 100; do., 8s, R. R., 97½; Brooklyn 6s, W. L., 92½; Jersey City W. L., 93; Galena and Chicago 1st mort., 103; Central of New Jersey new bonds, 103; Albany and Susquehanna 2d mort., 94; Toledo, Peoria and Warsaw 1st mort., W. D., 83½; do. E. D., 84½; Great Western 1st mort., 1888, 91¾; St. Louis and Iron Mt., 48⅞; do. 1st mort., 90; Ohio and Miss. consol. bonds, 90; Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 76; New York and New Haven R. R., 150; New Jersey R. R., 119; Western Union Telegraph, 85; Atlantic Mail S. S. Co., 31; Consol. Coal of Md., 29; Wilkesbarre C. & I., 70; Pennsylvania Coal, 222; Quicksilver pref., 9¾; Adams Exp. Co., 68¼; Am. Mer. Union Exp., 44¼; U. S. Exp., 45¾; Wells-Fargo Exp., 15¼; Black Hawk gold, 0.27; Central gold, 0.29; Consol. Gregory gold, 0.95; Grass Valley gold, 0.50; Hanover copper, 0.27; Liberty gold, 0.03; La Crosse gold, 0.12.

Philadelphia.—Sunbury and Erie 7, 102; Penn. and New York Canal 7s, 92½; Warren and Franklin 7s, 87½; do. 2d mort., 95; Morris Canal 7s, Boat Loan, 80; Pennsylvania R. R., General mort., 96; Chesapeake and Delaware Canal 6s, 92; Lehigh Nav. Conv. Loan, 79½; Perkiomen R. R. bonds, 80; Belvidere Delaware 2d mort., 83½; Reading and Wilmington 7s, 94; West Jersey 7s, 97; do. 6s, 90; Stubenville and Indiana R. R. bonds, 75; Connecting R. R. bonds, 86; Phila. and Trenton R. R., 118; Oil Creek and Allegheny River R. R., 47; do. bonds, 81⅞; Delaware Division Canal, 47, Allegheny county, 5s, 75½; Penn. State coupon 5s, 104; N. Carbondale, 2; New Creek bonds, 12½. The latest quotations are: City 6s, 100½@100½; do., free of tax, 101½@101⅝; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 102½@—; do., 2d series, 106½@—; do., 3d series, 109@110; Reading, 51⅛@51⅛; do., 7s, 1893, 105@106; do. mort. 6s, 1880, 93@96; Camden and Amboy, 118@119; do., mort. 6s, 1889, 94¾@95; do. 1883, 94@95; do., 1889, 89@90½; Penn. R. R., 58@58¼; do., 1st mort., 101@—; do., 2d mort., 101@—; Little Schuylkill R. R., 45@46¼; Morris Canal, 25@30; do., pref., 71½@72; do., 6s, 82½@85; do., scrip 7s, 68@—; Susquehanna Canal, 6@10; do., 6s, 46½@47; Schuylkill Nav., 8@9; do., pref., 17@17½; do. 6s, 1882, 72@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, —@96; do., 5s, 59@61; Lehigh Coal and Navigation, 84½@84¾; do., 6s, 1884, 85@86; do., R. R. Loan, 91½@92; do., Gold Loan, 88¾@89; North Pennsylvania, 40@42; do., 6s, 94@94½; do., 7s, 91@—; do., Chattle 10s, 110@—; Philadelphia and Erie, 28¾@29; do., 6s, 92@93; Minehill, 51@—; Catawissa, 13@15; do. pref., 38⅝@38⅞; Lehigh Valley, 58@58⅛; do. 6s, 95@96; do., 6s, reg., 96½@97; Fifth and Sixth streets, (horse,) 37@38½; Second and Third, 44@46; Thirteenth and Fifteenth, 21¾@22; Spruce and Pine, 23½@24; Green and Coates, 32@40; Chestnut and Walnut, 43@45; Hestonville, 14½@14⅞; Union, 43@44½.

Boston.—Indianapolis, Bloomington and Western 7s, 83¾; Mansfield and Framingham 1st mort., 7s, 94; Rutland, 30; do., pref., 82½; do., 7s, 84½; Rutland and Burlington 2d mort., 55; Vermont Central 1st mort., 86¼; do., 2d mort., 41½; Burlington and Missouri River R. R., 8s, 1889, 101; Vermont and Massachusetts 6s, 92; Eastern R. R. 6s, 1874, 97¾; do., 1885, 94; Stanstead, Shefford and Chambly 7s, 85; Philadelphia, Wilmington and Baltimore 6s, 1876, 94; Old Colony and Newport 7s, 103; Cedar Rapids and Missouri 7s, 1916, 87⅝; Vermont Central and Vermont and Canada 8s, 1875, 104; Boston, Concord and Montreal 6s, 1889, 88¾; Indianapolis and Cincinnati R. R., 19; Cincinnati, Sandusky and Cleveland R. R., 34; do., 6s, 1900, 76; do. 7s, 83; Massawippi R. R., 83¾; Eastern (N. H.) R. R., 114; Essex Co., 138⅞; Cary Imp., 7¼; Short Mt. Coal, 13⅜; Massachusetts 6s, 5-20s, currency, 100¼; do., 6s, 1871, gold, 118⅛; do., 7s, 1874, gold, 107¾; do., 5s, 1894, gold, 97¾; New Hampshire 6s, 1871, 99½; Maine 6s, 1889, 98⅝; Boston 5s, 1877, gold, 99¾; do., 1878, 100; do., 6s, currency, 100⅞; Salem 6s, 1883, 99⅝; Bath 6s, 1891, 91; Taunton 6s, 1880, 98⅛; Cleveland, O., 6s, 1878, 93; St. Louis 6s, 1877, 92⅛; do., 1888, 88¾; do., 1887, 94¾; St. Louis County 7s, 97½; Cook Co., Ills., 7s, 98¼; Bangor 6s, 1873, 86½; Portland 6s, 1886, 96; Chicago 7s, W. L., 98¾; Albany 6s, 1870, 100; Concord 6s, 5-20s, gold, 99¾.

Baltimore.—Maryland 6s, reg., 1890, 95¼; do., Defense Loan 1883, 102¼; Virginia 6s, old, reg., 52¾; do., 1866, 63½; do., 1867, 66¼; Memphis City 6s, 55⅛; Baltimore City 5s, 74; Western Maryland 2d mort. pref., 65½; do., guar. by Washington Co., 85; Orange and Alexandria 2d mort., 78⅞; do., 4th mort. 80; Orange, Alex. and Manassas bonds, 78⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90⅛; Baltimore and Ohio, 139@140; do., 6s, 1875, 94@94½; do., 1880, 97@97½; do., 1885, 94½@95; Northern Central, 44¾@44⅞; do., 6s, 1885, 90@94; do., 1900, 88¼@88½; do., 6s, 1900, gold, 95¾@96; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 96@—; do. 2d mort., 92½@95; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 75¾@77; Central Ohio, 24@26; do., 1st mort., 84@84¾; Western Md. 6s, 1890, 79@79; do., guar., by Baltimore City,—@—; do., 2d mort., guar., —@—; do., 6s, pref., 65⅛@66; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 77¾@78¼; do, 3d mort., 8s, 85@85; do., 4th mort., 8s, 79½@80; Orange, Alexandria and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 83½@85; do., 6s, 1st mort., 83@—; do., 6s, 2d mort., 76¼@77; Baltimore 6s, 1875, 94½@95; do., 1884, 94@94; do., 1886, 93½@94; do., 1890, 94¼@94⅝; do., 1893, 93@94¼; do., 5s, 1838–'70, 73@75; Memphis City 6s, 55@55⅛; Maryland Defense Loan, 1883, 102@102¼; City Passenger R. R. 22@22½; George's Creek Coal, 61@62; Atlantic Coal, 1.75@2.10; Bare Hill, 0.20@0.29.

Switch and Car Padlocks.

We call the attention of our readers to the advertisement of Romer & Co., of Newark, N. J., appearing in our present issue.

Their business was established in 1837, they being the successors of H. C. Jones, who was the originator of the double-acting Switch and Car Locks, which, after the test of many years, have proved to be the most serviceable Railroad Locks, and are now in use by a large number of Railroad Companies in the United States and Canadas.

The above firm are fully able and competent to furnish locks of any required number at short notice, as they employ about forty hands, and have the latest improved machinery used in their line.

Mr. Romer, the senior member of the firm, was for a number of years superintendent for Mr. Jones, and succeeded to the business on his retiring. They have lately received a patent for a very good stationary Freight Car Lock of the most improved pattern, and are also manufacturing an improved Passenger Car Door Lock.

Cuts, with explanations, will be sent to any address on application as per advertisement.

The Tehuantepec Railway Survey.

Col. J. J. Williams, the Chief Engineer of the Tehuantepec Railway Company, telegraphs from Havana that he has returned from the city of Mexico on his way to New York, with the maps, plans and profiles of the location of the road, approved by the government of that country. Colonel Williams recently crossed the Isthmus in company with the Mexican Commissioner. While there he, in accordance with instructions, made new reconnoissance and ascertained that there is a sufficiency of water to supply a ship canal.

☞ The traffic receipts of the European and North American Railway in June, 1870, were $19,748 33, against $17,467 62 in 1869, and $16,324 55 in 1868.

☞ The Fredericton (N. B.) *Farmer* says that the construction of the Maine portion of the Western Extension is now apparently certain. Congress has admitted the claims of Maine, and the work will be proceeded with immediately. Congress passed a bill to pay the European and North American Railway Company $678,862, interest due the States of Maine and Massachusetts for money expended in the war of 1812.

☞ At a special meeting of the stockholders of the Great Western Railway Co. of Canada, in London, the directors were authorized to subscribe to all the stock in the Air Line Railway from Glencoe to Buffalo, and proceed immediately with the construction of the road.

☞ The Hecla Mining Company has declared a dividend of $5 per share, payable Aug. 5.

The Calumet Mining Company pays a dividend of $7 per share Aug. 5.

☞ The Colorado and Oregon Railroad was opened to Chico on the 4th of July.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for six months from January 1st, were:

	1869.	1870.
Ashes, bbls.	4,941	4,441
Breadstuffs—		
Wheat flour, bbls.	1,222,146	1,550,359
Cornmeal, bbls.	146,646	139,843
Wheat, bush.	5,657,369	6,708,514
Rye, bush.	191,668	251,044
Oats, bush.	1,981,211	2,100,939
Barley, bush.	817,756	955,283
Peas, bush	35,199	113,633
Corn, bush	3,869,309	2,324,037
Cotton, bales	342,204	376,323
Naval Stores—		
Crude turp., bbls.	9,651	4,090
Spirits turp., bbls	30,205	31,603
Rosin, bbls	283,952	290,125
Tar, bbls.	51,364	42,365
Pitch, bbls	2,005	1,942
Provisions—		
Pork, bbls.	64,656	71,584
Beef, pkgs	48,498	54,173
Cutmeats, pkgs	63,067	73,006
Butter, pkgs.	298,521	223,541
Cheese, pkgs	212,822	257,447
Lard, tcs. and bbls.	50,106	51,990
Do., kegs	4,388	13,892
Whiskey, bbls.	90,187	111,094

The Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	2,508	1,944
Do., Pearls, bbls	69	22
Beeswax, lbs	82,843	167,849
Breadstuffs—		
Wheat flour, bbls.	567,487	846,188
Rye flour, bbls.	2,084	1,778
Cornmeal, bbls.	81,904	41,095
Wheat, bush.	5,401,716	7,401,975
Rye, bush.	48,039	57,484
Oats, bush.	41,857	9,788
Barley, bush.	.....	.....
Peas, bush	54,326	113,476
Corn, bush	1,543,775	160,864
Candles, bxs.	28,687	22,149
Coal, tons	87,059	20,986
Cotton, bales	160,095	230,693
Hay, bales	17,031	25,858
Hops, bales.	34,556	18,738
Naval Stores—		
Crude turp., bbls	392	403
Spirits turp., bbls	8,274	8,555
Rosin, bbls	274,688	255,708
Tar, bbls	28,817	13,371
Pitch, bbls	2,275	2,569
Oils—whale, galls	2,252	64,456
Do., sperm, galls	387,531	311,860
Do., lard, galls	20,717	12,940
Do., linseed, galls	2,455	5,008
Provisions—		
Pork, bbls.	38,407	42,523
Beef, bbls.	14,565	12,332
Do., tcs	40,464	29,586
Cutmeats, lbs	31,289,296	19,552,280
Butter, lbs.	494,921	739,360
Cheese, lbs	11,354,756	14,231,214
Lard, lbs.	17,383,408	16,134,547
Rice, tcs	249	1,174
Do., bbls	2,152	10,692
Tallow, lbs	10,624,879	12,063,425
Tobacco, crude, pkgs.	50,111	35,024
Do., manf., lbs	2,691,652	2,941,799
Whalebone, lbs	154,314	264,719
Petroleum, galls	28,332,131	35,920,677

☞ Arrangements have been perfected between the city of Fort Scott and the Missouri, Kansas and Texas Railroad for the completion of that road from Sedalia, Mo., to the former city, in ninety days. One thousand men are now at work on the line, and the force is constantly increasing.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGES FOR STOCK KILLED ON DEPOT GROUNDS—RIGHT TO FENCE.

The late action of Davis *agt.* Burlington and Missouri River R. R. Co. (26 Iowa, 549,) was one for damages occasioned by plaintiff's cow being struck and killed by a locomotive on defendant's road. The accident occurred in the City of Mount Pleasant (an incorporated city), and on the depot grounds of said company.

The following is the able opinion of the Court delivered by

WRIGHT, J.—It is insisted that defendant is liable under the evidence because of the negligence shown without reference to the question of duty to fence these grounds, and the absolute liability thence resulting under the statute to be hereafter noticed.

It was held in Whitbeck *vs.* D. and P. R. R. Co. (21 Iowa, 103), that, whether the right to fence existed or not, the company was bound to use ordinary and reasonable care. And as, under the facts there disclosed, the jury could reasonably infer negligence on the part of the defendant's servants, we refused to interfere with the judgment. Here the Court, upon the facts, found for the defendant, and applying the same well understood rule, we cannot, upon this ground, disturb the finding. Though the record contains an agreed statement of facts on this subject, it is only stated that a witness would testify to certain matters, such as that the "train was behind time, was moving faster than it usually did at that place," and the like. This leaves the matter too indefinite to justify a reversal on this ground. The case in this respect, as in others, is like that of The L. and I. R. R. Co. *vs.* Shriner (6 Ind., 141).

But the main question in the case relates to the defendant's liability, without reference to the question of negligence. These grounds were not fenced. If a company fails to fence its road against live stock at all points where it has a right to fence, it becomes absolutely liable to the owner of any stock injured, etc., and in such cases it is only necessary to prove the injury complained of, etc. Laws of 1862, ch. 169, § 6. And hence the very point here made is that the statute extends to depot grounds, and, indeed, to the entire line of the road. Whether it does, we are now called upon for the first time to determine in this State. It is true the question arose in Whitbeck *vs.* D. and P. R. R. Co. (*supra*), but was not decided, as we held that the verdict could be sustained upon the evidence adduced of negligence.

Generally we may state the liability of the company, in relation to stock killed, as follows: if killed where there is the right to fence and none has been erected, the liability is absolute. If there be a fence, gross negligence must be shown on the part of the company. If the killing takes place where there is no right to fence, the company is held to reasonable care and liable for ordinary negligence. Without undertaking to state the rule applicable at greater length, or defining what would or would not be gross or ordinary negligence, or stating the duty of care on the part of the owner of the stock, the foregoing we believe to be a correct condensed statement of the law governing in the several cases supposed. Balcom *vs.* D. and S. R. R. Co., 21 Iowa, 102.

If, therefore, the company had, within the meaning of the statute, a right to fence these grounds, there is no dispute as to its liability. If it had not, then the judgment below should remain undisturbed, for we have seen there was no such clear proof of negligence as to justify our interference.

The character, extent and nature of these grounds are fully indicated by the statement preceding this opinion. It may be proper to state, in addition, that they are crossed by one other street beside Main, and that the track through the city is intersected by several others.

The depot grounds outside of the track covered quite a large tract, say five or six acres, extending along on either side of the road, and used for loading and unloading freight, and all the purposes incident to a station of such importance. The lumber upon the yard named, we need hardly say was brought by the road and taken from the cars while upon the track, being piled often to the very line of the land reserved by the company for track purposes proper.

The liberal language of the act will apply to depot as to other parts of the road. This is to say the "right to fence" may be as clear in many and, indeed, in most instances, when applied to depot grounds as to any part of the entire line. And, as a rule, we believe in following the language, allowing no departure because of supposed hardships or its apparent unreasonableness. The legislature must be taken to have selected the language here adopted to give expression to its will, and it is not for us to say that something else was meant or intended. In other words, it is not for the Courts to nullify by construction the plain and explicit requirements of a statute, nor to make exceptions which do violence to its letter and policy. Bradley *vs.* B. N. Y. and E. R. R. Co., 34, N. Y., 427.

And yet many of the rules of interpretation would be without place—had as well be blotted out—if the very language used is to be followed in every instance. Than these necessary rules, none is of more constant application than that which teaches that the reason and intention of the law-giver will control the strict letter of the law when the latter would lead to palpable injustice and contradiction. (1 Kent, 462.) And looking at this statute in the light of its reason and intention, we believe that this absolute liability on the part of the company attaches, not at all places where there is the strict or abstract right to fence (and failure to do so following), but that it is the duty of the Courts to ascertain whether in the particular case it is fit, proper and suitable that the fence should be built. In other words, if the injury occurred at a place where to build a fence was improper, the liability is not absolute, but depends on the question of negligence.

The fitness or propriety of fencing roads, we need hardly say, depends upon circumstances. The law was not, in our opinion, we may state generally, intended to apply to depot grounds, and especially where in a town or city, intersected by streets, or where the switches, as often occurs, run along and upon the streets. The legislature had in mind, beyond question, these lines as they were constructed over our prairies, knowing that cattle were free commoners, and desiring to pro-

tect stock running at large so generally in the agricultural districts of the State. Some States compel these companies to fence these roads as fast as constructed, and forbid the running of trains until so inclosed. Instead of doing this, we leave them free to fence, or not, providing, however, for absolute liability if stock shall be injured. To make the requirement to fence imperative, it was doubtless thought, would unnecessarily fetter the energies of these companies, at a time when their roads were needed for more rapid growth of the State. And at the same time stock owners were protected in their rights, when the injury was occasioned by want of a fence. This was a compromise, so to speak, between the imperative rule of some of the older States, affirmatively requiring a fence, and that of the common law which makes cattle trespassers if found on the track, whether fenced or not. The thought, however, was the fencing of the track or road, and not the depot grounds. The language is "its road," and we do not believe that this includes depot grounds. True, these grounds, including switches, side tracks, etc., may be a part of the road. This is not denied for many and indeed most, purposes. And yet we cannot think that the legislature contemplated these as a part of the "road" by the statute under consideration.

How eminently necessary it is that these grounds should be left open for public convenience and in view of the business there transacted, the slightest observation or indeed the most casual practical thought, will serve to demonstrate. In many instances, as in this, they are approached and intersected by many streets—those in more or less constant use. At other times a track will be laid along the street and trains are made up there for more than half of the twenty-four hours. The convenience of the public—those having business at the depot—receiving and shipping freight—must be consulted. Wherever a depot, there grows up almost at once a town if none there before, and the road, it is understood from the very nature of things, is to be run and used with reference to such town, its streets, alleys, etc. Those having business with the road may go upon its grounds at any appropriate point by one street or another, delivering their grain or freight at this car or that, upon one track or another, taking lumber from here or there. Frequently, as before suggested, the side tracks and switches may be in streets where it is impracticable to fence, and yet the right, without infringing any public right, may exist. So, immense elevators and warehouses are often constructed for the convenience of trade and the public, within these grounds, which are daily used and approached by trains almost without number. If, in reaching the approaches, in turning and leaving, they are to be confined to fenced lines, it can at once be seen that innumerable would be the drawbacks, inconveniences and embarrassments.

But if fenced, the streets are, of course, to be left open, for no one would say that gates are to be kept to be opened or closed by an army of servants employed for this particular purpose. If open, then the protection to stock would be but slight, for they can pass and repass over the track, and, possibly without obstruction along the same, for there is nothing in the law, in terms, requiring cattle guards at public crossings. The fact remains, that cattle at all these street crossings could pass over the track at pleasure. In the country these highways cross the railroad once in two, four or six miles; it may be in towns and cities every two or four hundred feet, and thus if a fence is required in towns and cities, the protection would be but partial, by no means accomplishing the object designed by the statute. Then, too, it is known, that in many cities, by police regulation, most kind of stock are prohibited from running at large.

This was known when the law was passed, and serves additionally to show how clearly the "road" outside of cities and towns, outside of depots, was in the legislative mind. And thus we might at much greater length, demonstrate the inapplicability of the law to depot grounds, the reason and propriety of confining the language of the statute to the "road," but this will suffice. The mere inconvenience to the company by no means governs in determining whether there exists the right to fence. This has little if any weight. We look rather to the public convenience, the public interest, the spirit and policy of the statute, the mischief to be remedied, as well as the words employed to express the legislative will, and thus guided, we feel well satisfied that plaintiff's case does not come within the statute.

This construction of the statute is well sustained by several adjudged cases. Thus in I. and C. R. R. Co. *vs.* Kinney (8 Ind., 402) it was held, under the statute of that State (183, p. 113), that the company was not liable for stock killed at a place where a fence ought not to be erected, and that an open space in front of a mill, necessary for the convenience of shipment, was such a place.

The case sometimes referred to, 24 Ind. (I. and C. R. R. Co. *vs.* Guard, 222), and others discussing a like question, we do not controvert. The fact that a public highway was alongside of a railway, instead of showing that a fence should not be maintained, would certainly show a stronger reason for fencing. And this is all these cases rule. They all recognize the doctrine that the statutory liability would not arise, if the injury occurred at a place where it would be improper to fence.

If there be cases in some of the States apparently in conflict with these views, they will be found, upon examination, to be based largely upon statutes different from ours. And this being so, it seems unnecessary to add to this opinion by citing and commenting upon the same.

Judgment affirmed.

☞ The motive power of the Vermont Central railroad has been increased during the year ending June 1, 1870, by an addition of ten new and powerful locomotives. Two of this number were purchased of the Taunton Locomotive Manufacturing Co., and two of the Manchester Locomotive Works. The remaining six were manufactured at the Central shops in St. Albans.

☞ The St. Louis County Court has issued an order to pay all matured bonds in silver, where payment in coin is expressed on their face.

Pacific Railroad.

This company have lately leased the Lawrence and Pleasant Hill railroad, 58 miles long and not yet completed, for 30 years with privilege of renewal. By the terms of the lease the Pacific company are to equip and operate and guarantee a rental of $60 000 in gold and $15,000 in currency. They are to pay 35 per cent. of the gross earnings for the first ten years, and 33⅓ per cent. for the balance. If this per centage of the gross earnings does not come up to the guaranteed amount of $75,000 the deficiency is to be met out of the gross earnings when in excess.

By means of this leased line the Pacific Company will secure connection with the Missouri River, Fort Scott and Gulf railroad at Olathe, and the Leavenworth, Lawrence and Galveston and Kansas Pacific roads at Lawrence, shortening the line from St. Louis to Lawrence and Denver by 18 miles.

They have also leased the Sedalia and Lexington railroad, 54 miles long, at a rental of $54,000 per year, for a term of thirty years. The Pacific agree to operate it.

Illinois Central Railroad.

The statement of this Company for the month of June, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,036.49	for	$38,081 64
Acres Int. Fund Lands sold	40	for	1,045 00
Acres Free Lands sold	240	for	4,860 00
Total sales during month of June, 1870	4,316.49	for	$43,986 64
To which add Town Lot Sales			195 00
Total of all	4,316.49	for	$44,181 64
Cash collected in June, 1870			$177,033 86

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 267 Miles.	Total. 974 Miles.
Freight	$407.534 00	$96,468 00	$504.002 00
Passengers	135,742 74	36,094 80	171,837 59
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 60	1 970 92	75,970 92
Tot'l June,'70.	$623,651 74	$135,562 80	$759,214 59
Total actual earn'gs, June 1869	$646,450 84	$131,809 68	$778,260 52

☞ The Vermont Central Railroad Company have decided to put up two iron bridges, one at Milton Hollow, known as the Clark Bridge, and the other the Harlow Bridge at Northfield, where the great disaster occurred about two and a half years ago.

☞ The Baltimore *Sun* says the Northern Central Railway Company is now paying its matured coupons on bonds issued prior to 1862 in gold; also on what is known as the York and Cumberland bonds.

☞ It is said that the purchase by Ben Holliday of the Astoria Railroad franchise, gives him control of the entire railroad system of Oregon.

☞ The grading of the Frederick and Pennsylvania Line Railroad, between Littlestown, Pa., and the Maryland State line, is rapidly progressing.

☞ The Vera Cruz Railroad has been opened to the public as far as Chiquiti.

☞ The Geneva and Ithaca Railroad Company have filed articles of association. The road will be about 40 miles in length. Capital, $1,250,000. The directors are: Thomas Hillhouse, William Hall and F. P. Prince, of Geneva; Robert J. Swan, C. H. Sayre, R. M. Slate, J. N. Johnson, J. C. Hall and C. H. Parshall, of Seneca county; Charles M. Tobis, A. H. Gregg and John Ramsey, of Ithaca; and Nelson Noble, of Ulysses.

☞ The stockholders of the Missouri Pacific Railroad Company have ratified the lease between that company and the St. Louis, Lawrence and Denver Road and a branch to Lexington, Mo. The former road is a cut-off between Pleasant Hill, Mo., and Lawrence, Kansas, which will shorten the distance to Denver about twenty miles, and give St. Louis a shorter route to Southern Kansas.

☞ A new railroad is to be built from a point on the Delaware river, in Mercer county, N. J., through the village of Pennington to Millstone. The Pemberton and Manchester road will be completed in a few weeks. It is 18 miles long and makes the connecting link between the New Jersey Southern Railroad and Pemberton and Camden, thus affording a direct route from Philadelphia to Long Branch.

☞ According to the report of the Commissioners of the Sinking Fund the State debt of Ohio on May 15th, 1870, amounted to $9,848,278, against $10,016,582 on November 28th, 1869, a reduction of $168,304 in six months.

☞ The contract with J. Edwin Conant for the construction of the railroad from Lexington, Ohio, through Toledo to Ann Arbor, Michigan, has been approved by the city council of Toledo, by a vote of eleven to two.

☞ Watertown, N. Y., has subscribed $300,000 of the stock of the Carthage, Watertown and Sackett's Harbor Railroad.

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2,500 " 50 lbs. " " "

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The Central Railroad of Iowa,

235 MILES IN LENGTH,

NOW NEARLY COMPLETED.

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of $16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

$100,000 Jersey City,

OPPOSITE NEW YORK,

SEVEN PER CENT.

COUPON BONDS DUE IN 30 YEARS

FOR SALE AT PAR.

GEO. K. SISTARE, NO. 24 NASSAU-ST.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance, Comptroller's Office, New York, June 27, 1870.
RICHARD B. CONNOLLY, Comptroller.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex easily earn from 50c. to $5 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer: To such as are not well satisfied, we will send $1 to pay for the trouble of writing. Full particulars, a valuable sample which will do to commence work on, and a copy of *The People's Literary Companion*—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., AUGUSTA, MAINE.

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Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer

Terms cash or good securities. SEND FOR CATALOGUE.

OFFICE OF THE
RED RIVER CONSTRUCTION COMPANY,
Minneapolis, Minn., June 16, 1870.

Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

RED RIVER CONSTRUCTION CO.,
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CHAS. E. McLANE, Esq., Manager Wells, Fargo & Co., Bankers, San Francisco.



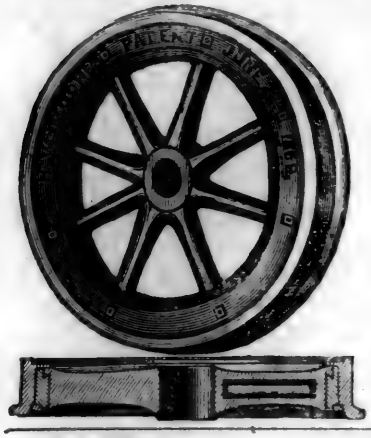
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I. A. WILLIAMS, Patentee.

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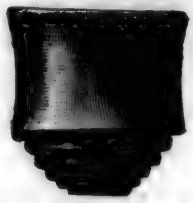
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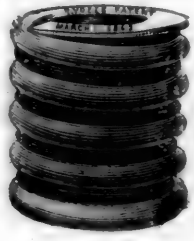
The Original Standard Volute Buffer Spring.
Patented—All others are Infringements.



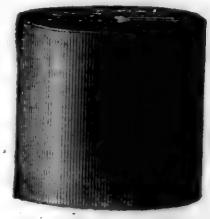
Small Rubber Centre Groupe Spiral.



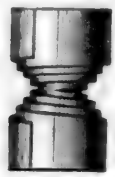
Large Rubber Centre Spiral.



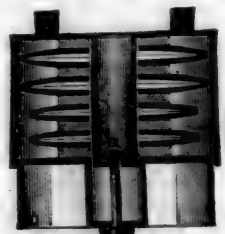
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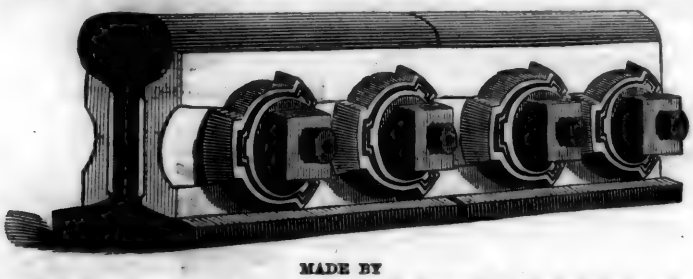
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

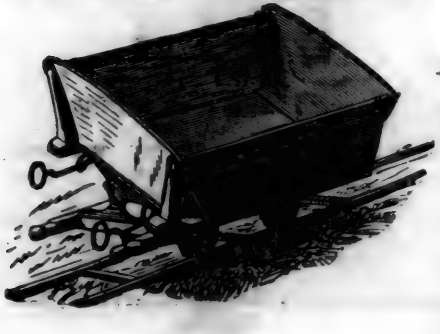
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



CONTRACTORS,

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FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 21, ARIZONA, CAPT. GRAY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer CHINA, will leave San Francisco Aug. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, July 20. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, July 19, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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And Contractor for

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18k Gold Cases, $80. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 30.] SATURDAY, JULY 23, 1870. [WHOLE No. 1,788. VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 23, 1870.

Adjustable Gauge Car.

The adjustable gauge car, which recently ran from New York to San Francisco and back, is claimed to have proved the value of the invention, and freight, it is anticipated, can now be carried between the Atlantic and the Pacific without breaking bulk. On the outward trip the car ran over the Erie broad gauge to Buffalo; then on the Lake Shore road gauge of 4 feet 10 inches, to Cleveland; then on the compromise gauge, 4 feet 9½ inches, to Chicago; then to Council Bluffs, on the Missouri river, by the Chicago, Rock Island and Pacific gauge of 4 feet 8½ inches. The car, having been detained five days at Council Bluffs in consequence of a freshet in the Missouri, then crossed over to Omaha, whence it proceeded over the Union Pacific and Central Pacific to Sacramento, and over the West Pacific to San Francisco, making the trip in 14½ days' running time. On its return the car left San Francisco on June 21st and arrived at New York on July 8th, or in eighteen days, including delays. The patent is described as a stout steel feather, inserted in a lateral groove of the axle, in which corresponding notches are cut. The wheels have broad flanges and run from the broad to the compromise gauge, of 4 feet 9½ inches, without adjustment. In breaking gauge the car runs upon a connecting side track to adjust the wheels, which are then held in place by the notches of the axle.

Sale of a Street Railroad Franchise.

The Commissioners of the Sinking Fund put up at auction in the Governor's Room in the City Hall on the 18th inst., the right to construct and operate a horse railroad, with double tracks, commencing at the foot of 130th street, North River, through that street to Manhattan street, through Manhattan to 125th street, through 125th street to the East River; from 125th street through Third avenue, to Harlem Bridge, from Third avenue, through 130th street, to Harlem River, and from 125th street, at its intersection with Tenth avenue, northerly along said avenue to the terminus of said avenue; the road to be completed before April 28, 1872, except upon and along Tenth avenue, and along said avenue as fast as it shall be opened, graded and paved from 125th street; the franchise to be sold to the highest bidder, the successful bidder filing a bond in $250,000 that the road shall be completed and equipped within the time specified unless prevented by legal proceedings.

City Chamberlain Bradley acted as auctioneer. He stated that the successful bidder must deposit the amount within ten days, and that the rate of fare must be the same as that on the other city railroads.

The bidding commenced at $1,000, and gradually went up to $50,000, when George Law bid $51,000. Mr. Robert Squires, president of the Third Avenue Railroad Company, bid $52,000. Mr. Law bid $60,000. It was run up to $66,000 by other bidders competing with Mr. Squires, and was finally knocked down to the latter at $67,000.

Frederick and Pennsylvania Line R. R.

The Frederick (Md.) *Herald* learns from the engineer of this road, that at the present time the work is so far advanced to completion that 300 laborers could finish the whole graduation in ninety days. Within this same space of time the whole superstructure of the bridges can be completed on the plans now adopted by the company, and the ties and iron can be laid as fast as the most active iron works of the country can furnish the iron, that is, in about forty days. The troubles of the company in relation to money have been overcome, and no further trouble is anticipated on that subject. Contracts have been entered into for furnishing the iron on the most favorable terms. The work of laying the ties and rails will commence the last of September, and the whole work will be completed early in December, including everything necessary to commence the transportation of freight and passengers.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,795,806 11	$1,914,921 75
" freight	2,755,200 48	2,634,488 87
" miscellaneous	165,286 30	157,927 35
	$4,716,292 89	$4,707,287 97
Expenses, viz:		
Repairs of road	$557,292 25	$715,759 05
" buildings	200 052 96	160,862 25
" locomotives	271,220 65	286,415 03
" cars	315,238 44	271,650 40
Locomotive service	140 445 12	147,252 14
Train "	148,241 25	159,753 18
Station "	601,703 81	627,816 41
Fuel	387,865 82	364,840 80
Oil and waste	53,017 38	54,908 69
Stationery, etc	29,698 89	44,615 45
Local taxes	104,475 60	114,083 96
Telegraph	27,682 98	38,976 81
Miscellaneous	50,008 74	49,006 75
	$2,886,943 39	$3,013,914 95
Net earnings	$1,829,349 50	$1,693,373 02

Compared with the previous year the gross earnings show a decrease of $9,094 92; with an increase in expenses of $126,971 56—making the decrease in net earnings $135,976 48.

The earnings from passengers show an increase of $119,115 64, and the earnings from freight, a decrease of $120,761 61, with a decrease in miscellaneous of $7,358 95.

Passenger earnings per mile were $6,742 68; freight, $9,276 19; miscellaneous, $556 08—total, $16,574 95; a decrease compared with the previous year of $31 71.

The expenses of operating the road (not including taxes) were $2,899,830 99, or 61.6 per cent. In 1869 they were 59 per cnt.; in 1868, 48.38; in 1867, 62.81; in 1866, 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7. The expenses, including taxes, the past year, were 64.03 per cent., against 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The gross earnings of 1869–70 were $4,707,278 97; and the ordinary expenses of operating, including local taxation, and U. S. tax on dividends and receipts, $3,113,110 65—leaving for interest and dividends, $1,594,177 32; from which deduct interest and exchange paid, $276,763 56—leaving, above all expenses, $1,317,413 76. In 1868–'69, the expenses, including local and government taxes, were $3,034,444 02—showing an excess the past year of $78,666 63. The President in his report says:

These results are owing to the reduced rates on East-bound freight, and to the warfare about rates West, between the trunk roads, as they style themselves, from New York. For some months freight was carried from New York to Chicago not only without profit, but much of it at less than cost. The small crop of corn in Illinois and in the West, generally, also, last year, left but little of that great staple to be transported in bulk, to the Eastern States. The reduced rates and the extraordinary competition on all West-bound business, for some months, both affected the resources of the road and increased the proportion of the operating expenses somewhat above those of last year.

The funded debt charged upon the property of the company is now.	$3,629,998 89
Less the amount in sinking fund..	1,423,907 00
Net bonded debt....	$2,206,091 89
The capital stock now stands at...	$13,225,844 00
Bonded debt....	3,629,998 89

Bonded debt and stock together, at $16,855,832 89—or less the amount in sinking funds, $15,431,925 89.

The bonded debt, secured by mortgage on the property of the company, has been diminished by conversion of bonds into stock, by $1,593,500, and the srock has been increased by a corresponding amount, and also by the amount of $505,000, made necessary to meet the cost of the various improvements upon the road and purchase of land, during the last three years. The largest outlay has been for land at Chicago. At that point the Illinois Central, Michigan Central, and the Chicago, Burlington and Quincy Railroads do their passenger business at the same depot, and the two first named companies do their freight business on grounds adjacent to each other. The expansion of the business of these companies has been such that the grounds occupied by them have become inadequate for its convenient transaction. At its last session, the Legislature of Illinois, on the application of the three companies, passed an Act, selling a portion of the unoccupied public ground, immediately south of the passenger house of the Illinois and Michigan Central companies, for the purpose of enabling the three companies to erect thereon a new passenger station, upon the payment of $800,000 to the city of Chicago.

The first payment has been made by the companies, each paying one-third of the purchase money.

There have been expended, during the last three years, from the earnings of the road, in addition to this sum, about $550,000 in the improvement of the rolling stock and equipment of the road, and new freight buildings, and other necessary expenditures of a similar nature.

Of these amounts, thus expended for lands and improvements $312,779 have been paid during the past year.

Some of the items of this large expenditure, aside from those mentioned, have been for blue line cars, $177,888; ordinary freight, and first and second class passenger cars, 1854,290; new additional freight house at Jackson, $33,800; locomotives, $171,000.

All these expenditures have seemed to be absolutely requisite to enable the company to meet the demands upon it by the changed mode of doing through freight business, and its increased and increasing volume, as well as also to meet the demands of passenger travel arising from the greatly improved style of cars which recent progress has made a necessity. The equipment of the road and its track and road-bed were never, it is believed, in a better condition than at the present time.

The largest amount of the funded debt of the company, secured by its mortgage at any time, was $8,000,000. At the time the mortgage to secure the debt was made, there had been issued bonds to the amount of $4,840,000. The mortgage was to secure that amount and such further amount as might be issued, not exceeding in all $8,000,000.

The mortgage provided for a sinking fund for the bonds which might thereafter be issued, of $60,000 per annum, it being thought that those having been withdrawn or provided for by the operation of the fund, the mortgage would be adequate security for the $4,840,000 theretofore issued. Subsequently, the sinking fund was enlarged by $24,000 to provide for retiring $1,274,000 bonds reissued, making the total amount of bonds provided for by sinking funds, $4,334,000. There have been purchased with this fund of the bonds to be paid for by it, $639,000. But the bonds having risen in value above the limit, 110, at which trustees were authorized to buy them, the fund has for some years been invested in other securities, until it amounts altogether to $1,423,907.

By the authority given in the mortgage to convert bonds into stock, and by payments of maturing bonds, the total bonded debt of the company has been reduced from $8,000,000 to $3,629,988; and of the bonds for which the sinking fund was provided, there remains outstanding, aside from those in the fund of the $4,434,000, only $2,070 500; and for the payment of $784,907 of this, there is value in the sinking fund, leaving of the bonds liable to be retired or paid for by that fund, $1,285,593.

It will be seen, then, that more than half the whole mortgage debt has been paid by other means than this fund; that more than half the bonds for which the fund was provided have been paid out of other means of the company; and that a fund of $784,907 has accumulated to sink or pay a part of the remainder.

This fund, bearing generally eight per cent. interest semi-annually, regularly invested as it accumulates, will amount to about enough at the maturity of the bonds it is intended to pay, to extinguish the principal which will be then due.

In these circumstances, with so large an amount of the debt paid from other means,—in other words paid so much in anticipation of the time when they could be retired by the sinking fund, and with so few remaining unpaid, and with an adequate fund to provide for them,—it has been deemed by the Board that it was not improper to cease paying money into that fund to accumulate in other securities to a larger amount than is necessary for the ultimate payment of bonds to be provided for, and worth in the market for some time past twenty or twenty-five per cent. above par. They have accordingly, for the present directed that no more shall be paid into that fund, deeming this to be not unjust or wanting in faith to the bondholders, and due to the stockholders of the company.

The first use of steel rails in the track was not calculated to inspire great confidence in their value beyond that of iron. Frequent breakages in the early period of their use led us to doubt their permanency. There seemed to be much inequality in the temper of the rails. This, however, was limited to a comparatively small number, and since the first few months no rail was broken. Those which stood the test are, after three years use, at points where the wear is the greatest, apparently as perfect as when put into the track. We are fully prepared to advise the substitution of steel for iron as fast as a due regard to the finances of the company will admit.

The extraordinary ease with which money is obtained for railway enterprises, stimulated also by aid from municipalities, has started into life many new railroad companies in Michigan, as well as elsewhere in this country. For many years the State had been, so far as railway improvement is concerned, comparatively stationary, while in its population and wealth, and in all other respects, its progress had been very great. The completion and success of the Jackson, Lansing and Saginaw road gave confidence in the value of railroads in the State. The result of these causes has been a multitude of projected roads, some meritorious, but probably the greater number of but little value. At a time, however, when capital is advanced with so little discrimination for investment in railway securities, it is not the most meritorious projects which are first carried out; and want of merit is by no means a reason why a railroad may not be constructed. These roads cannot be built without affecting, in a greater or less degree, favorably or otherwise, the old established roads and their business. Among them, some have been planned, which might considerably affect the prosperity of this company by contributing to or taking from its business as they might become tributary to this road or those of other companies. It has been our policy, so far as we deemed it judicious and wise, to aid such as might contribute to increase the business of our road, and in so doing secure them for friends and allies, thus making them permanently beneficial to this company.

This was the inducement to aid the Jackson, Lansing and Saginaw road, now a valuable contributor to our business. The same motive induced the aid to the Grand River Valley road from Jackson to Grand Rapids, a distance of ninety-four miles. It runs west and north, averaging about an equal distance from this and the road of the Detroit and Milwaukee Company, and through the county seats between the two roads, and about twenty-five miles north of our line. Its eastern terminus is upon the grounds of this company at Jackson. The cost of this road considerably exceeded the amount provided for its construction, and direct aid to complete it became necessary. This, perhaps, induced the company owning it to propose an arrangement by which this company should acquire a right to work and manage that road, under an agreement in the nature of a lease, and as a consideration among others, to advance the requisite money to complete it to Grand Rapids. The position of the road, its probable future value as a feeder to that of this company, and the fact that its business will mainly pass over it for a distance of seventy-six miles, between Jackson and Detroit, made such a case that, upon the maturest consideration, the Board deemed it for the interest of the stockholders that the proposition made should be accepted. The terms were, that this company should advance the required money, pay interest, on its outstanding bonds, and after three years pay a rental which should be equivalent at five per cent. upon its capital stock, guarantied not to exceed $500,000 and being actually something less. The debt of the company is $1,500,000, at 8 per cent. interest. The road has been inadequately equipped with cars and locomotive power. The amount which this company has advanced, in consideration of this arrangement to complete and further equip the road, and for all purposes connected with it, has been $339,173 29. Of this sum, about $100,000 has been for additional equipment and for supplies and materials on hand at the time of the transfer of the road to our possession. Though it has been in working order for only a short period, and as yet hardly in order to do a full business, with a country new to a railroad, it is earning a fair revenue and contributing a large amount of business to the road of this company.

Another enterprise also in the section of the country south of our road, undertaken by the communities through which it runs, is the Michigan Air Line Railroad. It was devised as another through line or route from Chicago to Buffalo in

connection with contemplated roads in Canada, crossing, at some point, the St. Clair River. It had made considerable progress in its work, and so much money had been expended it had become evident that, whether valuable or not, in some hands it would probably work its way through. It could not, it is believed, have become a road of much, if any, value in itself, if completed. There was a portion of it, however, between Jackson and Niles, being nearly an air line between those points, and upon which most of its work had been done, which might be made valuable to this company. When, therefore, it became straightened for money, and applied to us for aid, with a proposition to lease that portion of its road and put it in our possession to be worked by us, finished as a first-class road and with easy grades, at a rental which should be equal to the interest on bonds which might be used in completing it, not exceeding $18,000 per mile, at 8 per cent. interest, it was deemed judicious for our interests to accede to this, also. The distance is 100 miles, and for a considerable portion of the way, the line is from 25 to 30 miles south of our road. It will command a good local business, and will have the effect of shortening our line for through travel and traffic about sixteen miles. The great anxiety of the country through which it runs, to have this part of the road completed, and the evident great interest of this company to secure the business of that valuable section of the State over its main line to Detroit, were enough to convince the Board that it would fail in its duty to the stockholders of this company, should it not assume the responsibility of consummating the arrangement, and it is believed that the best interests of all parties are subserved by it.

There are several railways in progress, affecting favorably the interests of this company. That from Jackson, southwest to Fort Wayne, is now nearly completed, and with other roads already in operation, completes the system of roads centering at Jackson, and making it the point from which radiate more railways than from any other in the State. It is destined to be a place of large business, and is already fast becoming a populous city.

From Grand Rapids, at which point the Grand River Valley road now terminates, is in progress of construction the Grand Rapids and Lake Shore road, extending by way of Muskegon to Whitehall, Pentwater and Manistee. About thirty miles of this road, nearly to Whitehall, is ready for the rail. It will probably reach Pentwater, and perhaps Manistee this year. It will be a valuable contributor to the business of this company. The Chicago and Michigan Lake Shore Railroad, now in operation from its junction with our line at New Buffalo to St. Joseph, is in progress northward, and will probably this year make its connection with the Grand Rapids and Lake Shore road, where, or about where, that road strikes the Detroit and Milwaukee line, about twenty miles west of Grand Rapids, making a continuous line from New Buffalo along the Lake shore as far north as Manistee.

These roads are both in progress, and it is the intention to connect them this year. That portion of this line north of the Grand River will do its East and West business over the Grand River Valley and Michigan Central roads, while the business of the whole line with Chicago and the West, to which the traffic and business of the whole west shore of Michigan tends, will pass to and from Chicago over the road of this company, a distance of about seventy miles. It will be apparent that this line of roads along the shore of Lake Michigan is, in a two-fold aspect, very important as contributing to the business of the roads of this company.

About three years since, for the sake of obtaining a connection with Grand Rapids from the West, this company aided the credit of the Kalamazoo, Allegan and Grand Rapids Railroad Company, to enable it to obtain money to build that road, in the anticipation of a valuable business connection with it, under the agreements by which the aid was furnished. In this we have been disappointed; the parties who made the arrangements with this company having leased that road to the Michigan Southern Railroad Company, as well as the line south of Kalamazoo to the road of that company. For a time the business between Grand Rapids and Chicago, to a considerable extent, has been lost to this company.

The Grand Rapids and Indiana Railroad, extending from Fort Wayne, in Indiana, north through Kalamazoo to Grand Rapids and the northern part of the State, and now in rapid progress, will be completed between Kalamazoo and Grand Rapids in a few months. It will furnish a shorter line between Kalamazoo and Grand Rapids by some miles, and in connection with the Michigan Central, will furnish a shorter road between Grand Rapids and Chicago, by about thirty miles. As soon as that is complete, all the advantages which this company expected to derive from the Kalamazoo, Allegan and Grand Rapids road, and more, will be restored to it. With the last named company our relations are, and are likely to continue, most friendly, because that bond of friendship which is the strongest between railroads—the mutual interest of both—binds them most strongly to each other.

The Kalamazoo and South Haven Railroad, extending west from Kalamazoo in the direction of South Haven, will be a feeder to the Michigan Central road, but of less importance than those above named. On the whole, therefore, the railway development of the State has thus far tended strongly to benefit the property of this company and to add to its value presently, and in a much greater degree in the future.

The construction of a railroad from Glencoe, on the Great Western road direct to Buffalo, will open a new and valuable connection East of the Michigan Central road. Heretofore, the route to Buffalo has been circuitous, and has not yet been able to command through business. The opening of a direct line, which has now become a certainty, will enable this company to command a large traffic which tends to Buffalo, and especially in cattle and hogs. The arbitrary rates upon the New York Central placed upon this traffic, and the favors to it which it has been compelled to concede at Buffalo, where it meets the competition of the Erie, and which it has withheld at the Bridge, has driven this business to a great extent from the north shore line of roads.

The construction of the new road, now made a necessity for the Great Western, will restore the advantages to the northern route and give it all the benefits of competition between the two New York roads at Buffalo, which the unwise action of the New York Central (as we deem it) has heretofore secured for the South Shore line alone. The new road to Buffalo will be nearly an air line from Detroit, with easy grades, and trains can run over it with great speed, and it may be worked with great economy. It will be a very important improvement in the great line of roads between the East and the West.

The relative cost of operating the road, as compared with gross receipts, has been 2.6 per cent. above the previous year, while the increased tonnage carried has amounted to 2.61 per cent. and the increase of passengers has been 2.26 per cent. The outlay for road repairs has been 28.44 per cent. over the previous year. The following materials have been used in the track: 4,554 tons re-rolled rails, 3,893 tons repaired rails, 2,684 kegs spike, 108,769 ties, and 21,125 new splice joints. The re-rolled rails have laid 48.30 miles; the repaired rails, 41.30 miles; and replaced rails, 31.90 miles—total of entirely renewed track, 121.52 miles, being 42.78 per cent. of the entire road. The expense of locomotive repairs show a saving of about $5,000 over the previous year, notwithstanding an increase of 186,899 miles, or 7.46 per cent. greater distance run.

INCOME ACCOUNT.

Balance from previous year		$800,033 57
Receipts from pass...	$1,902,705 51	
" " freight.	2,618,086 50	
" " miscel..	156,366 35	
		4,677,158 36
		$5,477,191 93
Dividend 5 per cent. July 3, 1869...		$775,110 00
" " " Jan. 3, 1870...		646,485 00
U. S. Gov. tax on dividends		55,356 28
" " receipts		43,839 42
Expenses, including local taxes		3,013,914 95
Interest and exchange account		276,763 56
Balance to new account		895,722 72
		$5,477,191 93

The company have 100 locomotives—76 burning wood and 24 burning coal. Miles run by locomotives with passenger trains, 904,916; with freight trains, 1,115,564; working trains, 158,100; switching trains, 383,322—total miles run by locomotives, 2,561,902. Cost per mile run for repairs, enginemen, firemen and wiping, fuel, oil, waste and rags, 28.69 cents. Av. miles run to cord of wood, 34.24; to ton of coal, 88.78; to gallon of oil, 119.08. Cost of wood per cord, $3 98.34; coal, per ton, $4 20; oil per gallon, 77 cents.

The cars are classified as follows: 62 day coaches, 9 sleeping, 26 second class, 23 baggage and mail, 46 conductors, 355 stock, 758 merchandise, 237 Blue Line, 285 platform, 21 refrigerator, 112 hand, 52 rubble and 31 wood cars.

GENERAL ACCOUNT.

Construction account		$16,264,715 77
Cash on hand, and loaned on call..		396,179 45
Materials on hand		248,673 48
Assets in hands of O. Macy, General Receiver		177,904 14
Assets in hands of James F. Joy, President		175,482 09
Joliet and Northern Indiana Railroad stock		168,225 00
Chicago land account		168,293 67
Jackson land account		23,911 81
Advance to Jackson, Lansing and Saginaw Railroad Company		105,000 00
Sundry accounts		49,170 85
Grand River Valley Railroad Co..		148,347 40
Michigan Air Line Railroad Co.		1,089 55
		$17,926,992 71
Capital stock		$13,225,848 00
6 per cent. sterling bonds, convertible, 1st mortgage payable Jan. 1, 1872		467,488 89
8 per ct. convertible, 1st mortgage bonds, payable Sept. 1, 1869.		4,000 00
8 per ct. convertible 1st mortgage bonds, payable Oct. 1, 1882.		567,000 00
8 per ct. convertible 1st mortgage bonds sinking funds, payable Oct. 1, 1882		2,591,500 00
Unpaid dividends		8,264 00
Bills payable		69,600 00
J. F. Joy, trustee Ionia and Lansing Railroad Company		97,569 10
Balance of income account		895,722 72
		$17,926,992 71

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

The Funding Bill.

AN ACT TO AUTHORIZE THE FUNDING OF THE NATIONAL DEBT.

SECTION 1. Be it enacted, etc., That the Secretary of the Treasury is hereby authorized to issue in a sum or sums not exceeding in the aggregate two hundred millions of dollars coupon or registered bonds of the United States in such form as he may prescribe, and of denominations of fifty dollars or some multiple of that sum, redeemable in coin of the present standard value, at the pleasure of the United States, after ten years from date of their issue and bearing interest, payable semi-annually in such coin, at the rate of five per centum; also a sum or sums not exceeding in the aggregate three hundred millions of dollars of like bonds the same in all respects, but payable at the pleasure of the United States after fifteen years from date of their issue, and bearing interest at the rate of four and a half per centum per annum; also a sum or sums not exceeding in the aggregate one thousand million dollars of like bonds, the same in all respects, but payable at the pleasure of the United States after thirty years from the date of their issue, and bearing interest at the rate of four per cenenm per annum; all of which said several classes of bonds and interest thereon shall be exempt from the payment of all taxes or duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority; and the same bonds shall have set forth and expressed upon their face above specified conditions, and shall, with their coupons, be made payable at the Treasury of the United States; but nothing in this act, or any other law now in force, shall be construed to authorize any increase whatever of the bonded debt of the United States.

SEC. 2. That the Secretary of the Treasury is hereby authorized to sell and dispose of any of the bonds issued under this act at not less than their par value for coin, and to apply the proceeds thereof to the redemption of any of the bonds of the United States outstanding and known as five-twenty bonds at their par value; or he may exchange the same for such five-twenty bonds, par for par; but the bonds hereby authorized shall be used for no other purpose whatsoever; and a sum not exceeding one-half of one per centum of the bonds herein authorized is hereby appropriated to pay the expense of preparing, issuing and disposing of the same.

SEC. 3. That the payment of any of the bonds hereby authorized after the expiration of the said several terms of ten, fifteen and thirty years, shall be made in amounts to be determined from time to time by the Secretary of the Treasury at his discretion; the bonds so to be paid to be distinguished and described by the dates and numbers, beginning for each successive payment with the bonds last dated and numbered; of the time of which intended payment or redemption the Secretary of the Treasury shall give public notice, and the interest on the particular bonds so selected at any time to be paid shall cease at the expiration of three months from the date of such notice.

SEC. 4. That the Secretary of the Treasury is hereby authorized with any coin in the Treasury of the United States, which he may lawfully apply to such purpose, or which may be derived from the sale of any of the bonds, the issue of which is provided for in this act, to pay at par, and cancel any six per centum bonds of the United States of the kind known as five-twenty bonds, which have become, or shall hereafter become, redeemable by the terms of their issue; but the particular bonds so to be paid and canceled shall, in all cases, be indicated and specified by class, date and number, in the order of their number and issue, beginning with the first-numbered and issued. Public notice of such payment shall be given by the Secretary of the Treasury, and in three months after the date of such public notice the interest on the bonds so selected and advertised shall cease.

SEC. 5. That the Secretary of the Treasury is hereby authorized at any time within two years from the passage of this act to receive gold coin of the United States on deposit for not less than thirty days in sums of not less than one hundred dollars with the Treasurer, or any Assistant Treasurer of the United States authorized by the Secretary of the Treasury to receive the same, who shall issue therefor certificates of deposit made in such form as the Secretary of the Treasury shall prescribe; and said certificates of deposit shall bear interest at a rate not exceeding 2½ per centum per annum; and any amount of gold coin so deposited may be withdrawn from deposit at any time after thirty days from the date of deposit, and after ten days' notice, and on the return of said certificates; provided the interest on all such deposits shall cease and determine at the pleasure of the Secretary of the Treasury; and not less than twenty-five per centum of the coin deposited for or represented by said certificates of deposit shall be retained in the Treasury for the payment of said certificates; and the excess beyond 25 per centum may be applied, at the discretion of the Secretary of the Treasury, to the payment or redemption of such outstanding bonds of the United States heretofore issued and known as five-twenty bonds, as he may designate under the provisions of the fourth section of this act; and any certificates of deposit issued as aforesaid may be received at par with the interest accrued thereon in payment for any bonds authorized to be issued by this act.

SEC. 6. That the United States bonds purchased and now held in the Treasury in accordance with the provisions relating to a sinking fund, of section five of the act entitled "An act to authorize the issue of United States notes and for the redemption or funding thereof, and for funding the floating debt of the United States," approved February 25, 1862; and all other United States bonds which have been purchased by the Secretary of the Treasury with the surplus funds in the Treasury and now held in the Treasury of the United States, shall be canceled and destroyed; a detailed record of such bonds so canceled and destroyed to be first made in the books of the Treasury Department Any bonds hereafter applied to the said sinking fund, and all other United States bonds redeemed or paid hereafter by the United States, shall also, in like manner, be recorded, canceled and destroyed, and the amount of the bonds of each class that have been canceled and destroyed, shall be deducted respectively from the amount of each class of the outstanding debt of the United States. In addition to other amounts that may be applied to the redemption or the payment of the public debt, an amount equal to the interest on all the bonds belonging to the aforesaid sinking fund shall be applied as the Secretary of the Treasury shall from time to time direct, to the payment of the public debt as provided for in section 5 of the act aforesaid, and the amount so to be applied is hereby appropriated annually for that purpose out of the receipts for duties on imported goods.

National Bolivian Navigation Co.

AN ACT to incorporate the National Bolivian Navigation Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That George E. Church, William H. Reynold, Jerome B. Chaffee, S. L. M. Barlow, James S. Mackie, Charles A. Lambard, and George F. Wilson, and such other persons as may be associated with them and their successors, are created a body politic and corporate, by the name, style, and title of the National Bolivian Navigation Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And the said corporation shall have power to own, sell, build, purchase, mortgage, and charter steam and other vessels, employ the same in navigation between the United States and the ports of South America, or upon the rivers and navigable waters of Bolivia and Brazil, and may hold such real and personal property of ev ry kind as may be necessary or useful in connection with the said business, and may, under authority of the Peruvian and Bolivian governments, engage in public works connected with such transportation, or which may become necessary in order to develop the same in, upon, or near the said rivers, and for that purpose may issue its bonds or other obligations secured by a pledge of its property and franchises: *Provided*, That the United States shall not be responsible for loss or damage resulting from the transportation of property to, or investment made in, any foreign country.

Section 2. *And be it further enacted*, That the capital stock of the said corporation shall be one million of dollars, to be divided into shares of one hundred dollars each, and said shares of stock shall be personal property transferable on the books of the company only; and said capital stock may be increased from time to time, as may be necessary, for the general purposes of said company.

Section 3. *And be it further enacted*, That the said company shall have power to make such by-laws as it deems proper for the disposition of the property and estate of the company, the management of its business and affairs, the term of office and duties of its officers and servants, and to carry out the general objects of the corporation, and to amend or to repeal the same at pleasure: *Provided*, That such by-laws shall not conflict with any law of the United States.

Section 4. *And be it further enacted*, That the stock, property, and affairs of the said corporation shall be managed by a board consisting of not more than nine or less than five directors, and they may appoint a president and such other officers, and employ such agents as they deem proper.

Section 5. *And be it further enacted*, That the corporators named in this act shall be the directors for the first year from the organization of the company, and thereafter annual elections of directors by the stockholders shall be held, at meetings to be called for that purpose, at which each share of stock present, in person or by proxy, shall be entitled to one vote, and a majority of the stock thus represented shall elect.

Section 6. *And be it further enacted*, That this act shall take effect immediately.

Section 7. *And be it further enacted*, That the principal office of the company shall be located in the city of New York, and that Congress shall have power to alter, amend, or repeal this act at any time.

Approved June 29th, 1870.

The Currency Bill.

SECTION 1. *Be it enacted, etc.*, That $54,000,000 in notes for circulation may be issued to National Banking associations in addition to the three hundred millions of dollars authorized by the twenty second section of the "Act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864; and the amount of notes so provided shall be furnished to Banking associations, organized or to be organized in those States and Territories having less than their proportion under the apportionment contemplated by the provisions of the "Act to amend an act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved March 3, 1865, and the bonds deposited with the Treasurer of the United States to secure the additional circulating notes herein authorized shall be, of any description of bonds of the United States bearing interest in coin; but a new apportionment of the increased circulation herein provided for shall be made as soon as practicable, based upon the census of 1870; provided, that if application for the circulation herein authorized shall not be made within one year after the passage of this act by banking as-

sociations organized or to be organized in States having less than their proportion, it shall be lawful for the Comptroller of the Currency to issue such circulation to banking associations applying for the same in other States or Territories having less than their proportion, giving the preference to such as have the greatest deficiency. And provided, further, that no banking association hereafter organized shall have a circulation in excess of $500,000.

SEC. 2. *And be it further enacted*, That at the end of each month, after the passage of this act, it shall be the duty of the Comptroller of the Currency to report to the Secretary of the Treasury the amount of circulating notes issued, under the provisions of the preceding section, to national banking associations during the previous month; whereupon the Secretary of the Treasury shall redeem and cancel an amount of the three per centum temporary loan certificates issued under the acts of March 2, 1867, and July 25th, 1868, not less than the amount of circulating notes so reported, and may, if necessary, in order to procure the presentation of such temporary loan certificates for redemption, give notice to the holders thereof, by publication or otherwise, that certain of said certificates, which shall be designated by number, and they shall not be counted as part of the reserve of any banking association.

SEC. 3. *And be it further enacted*, That upon the deposit of any United States bonds, bearing interest payable in gold, with the Treasurer of the United States, in the manner prescribed in the nineteenth and twentieth sections of the National Currency act, it shall be lawful for the Comptroller of the Currency to issue to the association making the same circulating notes of different denominations not less than five dollars, not exceeding in amount eighty per centum of the par value of the bonds deposited, which notes shall bear upon their face the promise of the association to which they are issued to pay them, upon presentation at the office of the association, in gold coin of the United States, and shall be redeemable upon such presentation in gold coin; provided that no banking association organized under this section shall have a circulation in excess of one million of dollars.

SEC. 4. *And be it further enacted*, That every National Banking association formed under the provisions of the preceding section of this act shall at all times keep on hand not less than twenty five per cent. of its outstanding circulation in gold coin of the United States, and shall receive at par in the payment of debts the gold notes of every other such banking association which at the time of such payments shall be redeeming its circulating notes in gold coin of the United States.

SEC. 5. *And be it further enacted*, That every association organized for the purpose of issuing gold notes as provided in this act shall be subject to all the requirements and provisions of the National Currency act except the first clause of section twenty-two, which limits the circulation of national banking associations to three hundred millions of dollars; the first clause of section thirty-two, which, taken in connection with the preceding section, would require national banking associations organized in the city of San Francisco to redeem their circulating notes at par in the city of New York; and the last clause of section thirty-two, which requires every national banking association to receive in payment of debts the notes of every other national banking association at par; provided that in applying the provisions and requirements of said act to banking associations herein provided for the terms "lawful money," and "lawful money of the United States" shall be held and construed to mean gold or silver coin of the United States.

SEC. 6. *And be it further enacted*, That to secure a more equitable distribution of the national banking currency there may be issued circulating notes to banking associations organized in the States and Territories having less than their proportion as herein set forth. And the amount of circulation in this section shall, under the direction of the Secretary of the Treasury, as it may be required for this purpose, be withdrawn, as herein provided, from banking associations organized in States having a circulation exceeding that provided for by the act entitled "An act to amend an act entitled 'An act to provide for a national banking currency secured by pledge of United States bonds, and to provide for the circulation and redemption thereof,'" approved March 3, 1865; but the amount so withdrawn shall not exceed $25,000,000. The Comptroller of the Currency shall, under the direction of the Secretary of the Treasury, make a statement showing the amount of circulation in each State and Territory, and the amount to be retired by each banking association, in accordance with this section, and shall, when such redistribution of circulation is required, make a requisition for such amount upon such banks, commencing with the banks having a circulation exceeding $1,000,000 in States having an excess of circulation and withdrawing their circulation in excess of $1,000,000, and then proceeding *pro rata* with other banks having a circulation exceeding $300,000 in States having the largest excess of circulation, and reducing the circulation of such banks in States having the greatest proportion in excess, leaving undisturbed the banks in States having a smaller proportion until those in greater excess have been reduced to the same grade, and continuing thus to make the reduction provided for by this act, until the full amount of $25,000,000 herein provided for shall be withdrawn; and the circulation so withdrawn shall be distributed among the States and Territories having less than their proportion, so as to equalize the same. And it shall be the duty of the Comptroller of the Currency, under the direction of the Secretary of the Treasury, forthwith to make a requisition for the amount thereof upon the banks above indicated as herein described. And upon failure of such associations, or any of them, to return the amount so required within one year, it shall be the duty of the Comptroller of the Currency to sell at public auction, having given 20 days' notice thereof in one daily newspaper printed in Washington and one in New York city, an amount of the bonds deposited by said association as security for said circulation equal to the circulation to be withdrawn from said association and not returned in compliance with such requisition; and the Comptroller of the Currency shall with the proceeds redeem so many of the notes of said banking association as they come into the Treasury as will equal the amount required and not so returned, and shall pay the balance, if any to such banking association; provided that no circulation shall be withdrawn under the provisions of this section until after the $54,000,000 granted in the first section shall have been taken up.

SEC. 7. *And be it further enacted*, That after the expiration of six months from the passage of this act any banking association located in any State having more than its proportion of circulation may be removed to any State having less than its proportion of circulation, under such rules and regulations as the Comptroller of the Currency, with the approval of the Secretary of the Treasury, may require; provided that the amount of the issue of said banks shall not be deducted from the amount of the new issue provided for in this act.

The following named States and Territories will be entitled to the $54,000,000 additional circulation, under the new currency act, in the proportion below named: Virginia, $4,915,985; West Virginia, $457,770; Illinois, $1,079,572; Michigan, $786,776; Wisconsin, $2,117,939; Iowa, $681,363; Kansas, $174,712; Missouri, $3,000,412; Kentucky, $4,651,349; Tennessee, $4,331,769; Louisiana, $5,425,193; Mississippi, $2,980,470; Nebraska, $6,576; Georgia, $4,681,728; North Carolina, $4,098,628; South Carolina, $4,216,838; Alabama, $4,081,212; Oregon, $161,278; Texas, $2,032,194; Arkansas, $1,455,619; Utah, $58,332; California, $1,717,388; Florida, $546,442; Dakota, $15,441; New Mexico, $277,939; Washington Territory, $47,180; total, $54,000,000.

Honduras Inter-oceanic Railway.

Owing to the success of the recent Honduras Loan of 2,500,000*l.*, raised for the completion of this railway, the Honduras Minister gave a banquet at the Star and Garter Hotel, Richmond, on Saturday. It was stated that this great work was rapidly approaching completion, and before long the locomotive would complete the communication between the Atlantic and Pacific Oceans, bringing Europe thousands of miles nearer to Western America, China, and Japan. In 1853 Mr. Squier undertook to make a practical use of the pass in the Cordilleras, organised a small corps of engineers, and made preliminary survey of this transverse valley, and after considerable difficulty a thorough survey of the proposed railway was effected and afterwards verified by a detachment of Royal Engineers, under Colonel Stanton. The British Government entered into a treaty with Honduras guaranteeing the neutrality, &c., of the projected road, which guarantee was likewise assured by France and the United States. The road lay in abeyance until 1868, when, under the auspices of Messrs. Gutierrez and Herran, Ministers respectively in England and France, it was revived, and a Government loan of 1,000,000*l.* raised to carry out the scheme, and the first section of 60 miles in length, would be completed on 1st October next. The remaining two sections were now under contract, and were to be completed and equipped in 1872.—*London Railway Times, July* 2.

Railways in Italy.

A section from Catenanuovo to Raddusa on the Calabro-Sicilian, 10¼ miles in length, was opened for traffic on Saturday. In the course of this month another section from Bianconuova to Roccella, 23¼ miles in length, will also probably be opened. On the line from Palermo to Lercara only 75 miles now remain to be constructed; the greater part of the works are to be completed, and everything is expected to be finished in two or three months. The South Italian has completed its Starza tunnel; the Cristina tunnel will however, not be finished until towards the close of next year. The Foggia and Naples line has been opened for its whole length since May 27; however, by means of a temporary deviation. This is a fact of considerable importance to the company in connection with the establishment of direct communication between Upper Italy and Naples, and by consequence between France and Germany and the last mentioned town.

☞ At a recent meeting of the Directors of the Baltimore and Potomac Company J. N. Dubarry, Esq., was elected Vice President. He occupies the same position in the Northern Central Company, and is an officer of considerable experience.

☞ The contract for building the tunnel in Washington, for the Baltimore and Potomac Railroad has been awarded to Messrs. McLaughlin, Reynolds & Co., and sections of grading to John McCampbell & Bro. and Hugh McCaffrey. The tunnel in Washington when completed will be 1,500 feet in length.

☞ The West Wisconsin Railroad has been completed as far as Richardson Corners, eight miles beyond Augusta. This leaves but 16 miles between the present terminus and Eau Claire.

☞ The Commissioners of Washington County, Md., are now paying the interest coupons on the county subscription of $300,000 to the Western Maryland Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central...100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,745,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	1,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 8
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	906,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A.J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	12,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,800	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov.'69 3
Brooklyn City & Newt'n..100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. 70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	800,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,928	J. & J.	July '70 5
Cape May and Millvi le* . 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,160,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 4
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 2
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton..... 100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 6
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	---- ----	J'n & J'ly	Jan.'68 $2
" Street.....	---- ----	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	382,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 2½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passum'p Rivers.100	139,000	---- ----	---- ----
Do. pref 100	1,822,100	F. & A.	Feb. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,646	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,800	---- ----	July '70 3
East Tenn. and Georgia....100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	---- ----	Aug'70 3½
Do. do pref.100	5,253,830	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar..100	532,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & Bd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	---- ----	June'69 1
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 2
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,066,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '69 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	42,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 6
Phila. and Trenton*..... 50	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City..... 50	100,000	J. & J.	Jan.'70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	---- ----	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 6
Schuylkill Valley*..... 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke...100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	---- ----	July'70 2
17th & 19th streets (Ph.).. 50	130,000	---- ----	July'70 2
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Feb.'70 3
Shore Line.....100	656,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	250,685	---- ----	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ----
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	596,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	11,700,000	---- ----	---- ----
" pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,476	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,200,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	July'70 3
Warren..... 100	1,547,650	---- ----	---- ----
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,907,850	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 7½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	---- ----	Dec'68 24
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	8,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	---- ----	June'70 3
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,599	251,852	262,770	293,422	286,562	342,748	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	552,657	511,854	609,788	579,642	538,366	410,099	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,675,706
1864	100,991	154,416	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	262,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	385,985	409,251	401,280	357,956	307,919	296,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,299	322,038	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	364,244	415,982	408,999	426,752	389,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,369	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	555,756	501,667	501,299	463,109	406,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,623	270,075	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	268,926	317,977	400,941	425,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	599,549	442,275	377,083	4,558,014
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,390	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	368,208	398,740	388,356	449 432	523,841	455,607	632,652	736,555	584,156	479 256	395,408	5,684 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,354	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,506	669,095	729,759	716,378	563,400	6,114,366
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	952,685	754,071	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1 000,086	1,200,216	1 010,892	712,359	9 290,4 0
1867	696,147	574,604	765,398	774,279	895,712	883,658	888,214	1,068,236	1,448,942	1,541,057	1,211,539	879,900	11,032,787
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,967	1,107,084	1,001,987	13,564,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,521,159	1,414,231	1,144,029	867,850	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	280,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	285,367	341,785	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,252	261,079	352,786	414,543	410,356	372,595	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	418,576	496,433	4 7,679	424,681	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,591	657 141	603,402	6,629,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,786	641,589	645,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,260	567,679	480,626	578,253	571,348	661,971	588 219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	758,580	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	961,560	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,415	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,825	152,387	123,585	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	127,408	1 294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,385	140,473	152,569	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	388,802	402,219	407,107	448,984	411,806	4,130,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	391,613	418,575	486,808	524,760	495,072	351,709	4 826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	388,858	384,401	429,177	496,655	429,549	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	422,785	380,084	4,666,805
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	486,309	437,503	4,931,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,275*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	268,654	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	309,734	306,186	3,168,006
1864	252,435	278,848	348,802	338,276	271,553	265,760	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	444,750	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,004	308,669	4,209,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	500,296	412,964	380,873	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	418,525	380,071	4 509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	444,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	568,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,782	1,040,102	801,195	596,566	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,566	284 319	3 795,005
1866	267,541	246,109	326,256	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,015	3 .56 .82
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	326,006	272,055	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,667	253,861	2,964,047
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178*	936,188	711,457	1,170,241	1,125,635	794,551	1 082,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702 685	10 035 026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	883,742	887,793	874,974	436,980	10 637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586 779	9 256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	634,145	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,755
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260.529	293,344	283,833	484,209	450,203	429,893	323,270	399,439	4,013,205
1869	284.193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	768,467	857,332	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
" " " " coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	112½
" " " " coupon		6	" "	1881	112½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		5	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109
" " " (5-20s).....coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109
" " " (5-20s).....coupon		6	" "	1884	108½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109
" " " (5-20s).....coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	108½
" " " (5-20s).....coupon		6	" "	1885	109½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108
" " " (5-20s).....coupon		6	" "	1886	107½
" " 3d series (5-20s)...registered	379,602,350	6	" "	1887	109
" " " (5-20s).....coupon		6	" "	1887	107½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	108½
" " " (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
" " " (10-40s) ....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111
Certificates of Mar. 2, 1867, and July 25, 1868..	45,545 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	253,472	var	.....	Due.	....
Treasury Notes (7-30s).....	661,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,152,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,256	*nil.*	.....	Dem.	....
Fractional Currency	39,878,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61, (10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
" — " Oct. '61, (10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My', 64, (10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
" — " " (" ")....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104.000	6	" "	1869	....
" —War Loan Bonds	545,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200.000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1861	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100.000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
" — " "	339.000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	70
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	72
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	....
" — " " (Funding).....	494,800	6	Various.	'86-'88	95½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	73½
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	98½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " "	2,252,112	5	" "	'89-'90	....
" — " " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	95½
" — " " 1838-'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " " dollar	1,166,500	5	" "	'90-'94	98
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	114½
" — " " "	650,000	6	" "	'72-'73	109½
" — " " "	720,000	6	" "	'74-'75	107½
" — " " "	1,430,000	6	" "	1876	108½
" — " " 1862.....	600,000	5	" "	'77-'78	98½
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1890	....
" —Bounty Fund Loan of 1863...	200,000	6	Jan. & July.	1883	98
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	97½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89½
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	89
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	108
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	51
" — " (new).....	3,959,045	6	" "	'92-'98	30
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	105
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		5	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
" — " "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
" — " " "	7,909,600	6	" "	1877	109½
" — " " "	9,273,050	6	" "	1882	112½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	106
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	6	April & Oct.	1883	100½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99½
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	101½
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	78½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — " "	289,160	5½	" "	"	....
" — " "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	67
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1890	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1860	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
ape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	83
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	102½
Funded Coupons	755,000	7	May & Nov.	" "	1883	26
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1860	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	18	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	32½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	67½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	842,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1868)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	869,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7-3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1862	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103¼
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'89	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1888	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7.	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	90
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	94½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	95
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	98½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	85
Philadelphia and Trenton:						105½
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S. F. free	2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.		1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	74
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	80
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1686	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1873	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1906	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	6½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga¶...New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna¶...New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,582	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	68	36	3,270	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,564	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,345	*	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	736,Che	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	46.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	202,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	146½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,229	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	628	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,7.5	—	100	3½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0.1	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	147
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142½
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le | ased to Erie.)	—	—	—	—	—	100	....
Oct. 31, 1868	88.0	—	43.0	—	47	31	16	1,057	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	*Burlington and Missouri River*.....Iowa.	3,675,000	—	—	—	1,5 16,455	2,158,545	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,9 99,989	9,865,845	.....	728,431	180.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Atlantic.....New Jersey.	2,062,102	*	.....	.....	1,209,406	990,000	75,179	.....	165.0	.....	.....	.....	7,830,625	2,527,498	10	100	87½
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	.....	60.2	.....	.....	.....	325,041	134,345	—	100	116
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape Cod.....Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	15
Oct. 31, 1869	20.0	4.0	8.0	—	6	8	2	218	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	—	—	—	34,940	34,940	3	100	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	(Leased	to West J	ersey.)	—	—	—	6	50	88
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	102½
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	24
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	109.6	—	—	—	—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,5 6	51,338	5	100	....
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,038	Chester Valley.....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,336	1,537,013	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	114½
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,869,900	—	—	—	3,916,300	942,600	—	—	73.0	—	—	—	—	—	—	100	....
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	631,782	631,782	10	100	119½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	13,941,343	4,881,189	10	100	82½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	5,231,980	2,708,049	10	100	112
Jun. 30, 1867	—	Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	.....	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	—	(Leased	to Kentuc	ky Centra	l.)	—	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	113.0	.....	.....	.....	.....	58	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
																		132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	406.2	229.0	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	92¼
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	115
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,000	—	12.8	25,980	880,706	33,823	42,100	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	6.6	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	728	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	—
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 2 6	55,463	13,371	—	100	....
Jun. 30, 1869	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,081,519	155,617	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	186.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	.....	—	—	—
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick .....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,036,015	250,000	217,907	.....	—	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	66.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,758	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,000	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	351,871	11,197,848	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	118
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,007	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60¾
Oct. 31, 1869	24.5	58.8	62.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	102
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,393	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	3,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89¼
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	104
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117¼
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Dec. 31, 1868	62.0	—	....	—	—	—	—	—	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	202	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,3 8,426	.....	.....	692.2	5 907 0 0	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,776,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,280	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con-	truction)	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,866	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 053	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶, ...South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)															100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8					1,296,961	801,779	—	—	85	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143				1,132,781	463,114	5s	50	81½	
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,738,284	13,598,080		561,370	128,943	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366				2,928 463	977,748	6	50	89	
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	488	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,382	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	110½	
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			85.3	46,773				325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,630	68.4	413,172	7,312,851	11,065,863		741,607	171,957	8	100	106	
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141		258,994					
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222		898,981	301,742	6	100	89½	
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534			2,964,041	663,427	—	100	34½	
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010				2,014,427	978,925	10	50	91½	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	666,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178		1,552,525	538,138	6	100	97½	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0					147,327	24,479	—	100		
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R.W &	Ogdensb.)		125,564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			86.3	112,232	3,414,428	2,955,451		280,555	60,907	8	100		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,560,375		1,560,756	285.0	1,594,535				3,086,592	1,064,338	—	100		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000			47.6							24	100	95½	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....			630,000					(Leased	to Erie.)					58,400	8	100		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....			5,000,000	500,000				(Leased	to Erie)							100		
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000				(Leased	to Erie.)					26,500	5	100		
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....			339,650	160,000						(Leased t	o Camden	and Amb	oy.)			100		
Oct. 31, 1869	364.9	36.5	494.9	—	477	284	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632				17,250,812	4,757,785	10	50	115	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0							10	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....			1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											100		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3					212,892	93,883	—	100		
Oct. 31, 1869	48.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224				196,672	2,272	—	50		
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856				3,262,705	loss.	—	50	56	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303				697,620	287,492	10	50	164	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,025,071	483,853,367		11,275,241	5,002,408	10	50	95½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	329,675		1,259,100			80,555	26.5					1,077,559	274,081	10	100	118	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579				2,565,302	876,094	8	50	109½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154		201.0	1,849,510				2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331		608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584				8,131,531	2,891,199	9½	100		
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000										27,450	6	100	85½	
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In hands of Receiver.)					23.0	34,971				60,642	5,318	—	100		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219			605,543	214,214	6	100		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	51.3	258,977				518,592	130,420	6	100	112	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....			350,000					(Leased	to Concor	d.)				24,500	7	100		
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....			170,000	200,000				(Leased	to Eastern	.)		77,755	24,737	—	100		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896				112,572	21,541	—	100		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,568,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,460		793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	100		
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3					254,899	30,667	—	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070				207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	93	
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882		296,726	101,742	—	100		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073		146,985	58,728	—	100		
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in o	peration.)					100		
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							—	100		
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under c	onstructio	n.)			—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120	
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	....			2,100,000	2,050,000			166.3	694,409	4 069,421	11,712,202	993,239			—	100	80	
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			4,340,000	6,700,000			132.0		(About $5	0,000 a mo	nth.)			—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			10,000,000	4,000,000			120.0		(Leased	to Ind. & St.	Louis.)	517,941		—	100	35	
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....				2,725,000				(Leased	to Chi. &	Alton.)		612,000	171,000	—	100	48	
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.														240,000		—	100		
Dec. 31, 1868	68.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under co	nstruction	.)			—	100		
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Under co	nstruction	.)			—	100		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0					209,534	87,404	—	100		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700			232,950	100,415	—	100		
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)			16,533	6	50		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91							17,500	1½	100		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299				416,916	106,052	—	100		
Jet. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070				172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)			5	50		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											100		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3					312,577	12,909	—	100		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0					218,441		—	100		
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				809,450	700,000				(Le	ased by N	orthern C	entral.)			6	50		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,200	11,145		—	100		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)		—	100		
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376				289,288	68,334	—	100		
Dec. 31, 1868	101.7	6.6	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009			75.0					127,000		—	100		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219			605,543	214,124	—	100		
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)			6	100		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,296,967	243.0	756,431		(In progres	s.)	1,294,962	590,706	—	100		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000											—	100		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	269,668	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513		100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,780	950,000			63.0	150 500	5,697,645	2 0 4,921	221 8 5	66,552	10	100		
Sept. 30, 1868	123.0	9.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,660,425	389,360	63,560		100		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Und	er const	ruction.)					—	100		
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*												250,000		—	100		
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.									91.0								100		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,818	—	208,792	227,634	3,210,000	480,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	.....	.....	.....	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	47,908	29,709	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,706	25,942	5	50	....
Sept. 30, 1869	61.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	50.0	—	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	....
Nov. 30, 1869	11.1	0.0	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	46,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,378	839,342	2.9,868	23,184	8	100	104½
Dec. 31, 1868	—	—	165.0	—	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1868	78.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	146,488	967,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	439,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	50½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,753	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,989,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)						100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)			32,000		7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)						100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	33½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	663,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,689	*	.....	.....	1,670,100	82,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased to Vermont Central.)					8	100	105
Nov. 30, 1869	99.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,200	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	286,607	5,603,057	2,889,481	567,568	loss.	2	100	65½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	.....	.....	516,164	796,200	.....	.....	.....	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	20	13	11	184	Virginia Central †.....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,986.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee †.....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,640	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. Lac. & W'tn.)			410,371	156,528	7	100	87½
Sept 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,040	967 000	97,500	.....	35.5	201,230	.....	.....	330,582	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						138.0	.....	.....	.....	943,607	268,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	760,000	1,200,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.0	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,698	4,000,000	1,596,447	.....	181.0	439,406	.....	.....	758,735	149,149	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)					—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)					—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Oper. by Boston, Concord and Montreal.)					—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	.....	.....	.....	.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,289	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †....N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †....Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	308,434	5,287,044	7,835,998	588,021	150,961	9	100	130½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)					—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,069,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	120
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	897,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	66½
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739.800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	26
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,2 0,000	1,049,260	120,583	61,090	102.0	.....	.....	.....	460,135	162,972	—	100	44
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	736,303	258,436	—	50	17
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10.887,126	2,279,185	238,996	.....	4,797,185	7,165,258	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	12
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4.741.263	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	13
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	33
Oct. 31 1868	64 0	—	—	—	—	1	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track	Horses & c. Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	6,000	78,817	21,467		100	100	....
Nov. 30,'69	1.06			Albany st. Freight (B'ton).Mass.	49,749	150,000		4,377	3,404	Loss.		100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314		11,900	9,089	2,372		100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267		100	100	....
Nov. 30,'69	2.56			Boston and Chelsea.....Mass.	110,000	110,000				8,800	6⅔	100	100	38½
Nov. 30,'69	3.06			Boston & West Roxbury. Mass.	41,000	41,000				.....		100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,783	4.0	100	100	....
Sept. 30,'69	7.00		28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000		30,153	Loss.		100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999		100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000		72,720	5,718		100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Conej Isl.N.Y.		10,000	100,000	(Not	in opera	tion.)		100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	56,000	316,500	6,457	160,428	18,957		100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.		100	100	....
Nov. 30,'69	28.52			Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94		77,500	9.0	100	100	101¼
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997		100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067		100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000		738,600	180,104		100	100	....
Sept. 30,'69	3.50		4	Dunkirk and Fredonia .....N.Y.	42,643	34,825		1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64		12	Easton and S. Easton .....Pa.	25,230	29,562			8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272		12,444	2,749		50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456		100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000		376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000		308,138	61,719	6⅔	50	49½	38
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545		100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000		348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000			136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000		37,890	10,205		100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		82,066	7,093		100	100	39
Oct. 31, '69	5.09	196	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	....
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770		100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—			Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....		.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000			22,390	2,405		100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258		25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830			31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010		100	100	20
Nov. 30,'69	3.76			Malden and Melrose (Btn). Mass.	60,264	49,224			oper. M'	dlesex.		100	100	
Nov. 30,'69	1.00			Marginal Freight (Boston).Mass.	190,646	119,000		33,636	13,679			100	100	30½
Nov. 30,'69	3.34			Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500		oper. M'	dlesex.		100	100	
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000		6,201	28,732	Loss.		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000		233,457	821,332	134,567	10.0	100	100	66½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000		110,179	3,330		100	100	
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000		2,608	9,757	Loss.		100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313		100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462		50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000		169,088	29,747		100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230			27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000		40,434	13,645		20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500		86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Oct. 31, '68	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		41,495	9,677		50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.		100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.		100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997		100	100	....
Oct. 31, '69	3.48			Schuylkill River (Phila.) ....Pa.	47,463	50,000						50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000		527,472	108,834		100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000		7,408	105,467	29,467		50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000		14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000		1,650	12,462	504		100	100	....
Nov. 30,'69	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000			oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000		14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750			240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	168	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245		100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103		100	100	....
Sept. 30,'69	4.50			Troy and Cohoes.....N.Y.	70,000	70,000		oper. b	y Troy &	Lansb.		100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000		463,368	112,426	20	50	20	....
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,868	427,047	9,354		100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566		100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000		20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750		16,650	8,145	Loss.		100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000		108,739	28 824	11	100	100	....
Dec 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000		393,732	93,936	10	50	50	66
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000		12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966				25	25	....
Nov. 30,'69	2.76			Winnisimmet (Boston)....Mass.	62,152	54,750		628	3,600	2,812	4	100	100	....
Nov. 30,'69	4.00	44		Worcester .....Mass.	89,573	75 800	172,000	26,000	not now	oper'g		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	625,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	88,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	151,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Bloesburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44½
Hannibal and St. Joseph, pref.	5,253,836	...	...	116
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20½
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	79½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	12½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 — @	36 —
Pig, American, No. 1		32 — @	33 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		80 —	@ 85 —
Bar, Common		75 —	@ 80 —
Scroll		97 50	@130 —
Ovals and Half-round		100 —	@125 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ½@3-16 inch		85 —	@120 —
Hoop		105 —	@150 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½	@ — 11½
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	59 —	@ 60 —
Rails, American, at Works in Penna. c'y.		70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— —	@ — 18
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25	@ — —
Clinch		— —	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23	@ — 28
Copper		— 35	@ — 36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37½	@ — 38
Straits	(gold).	— 37½	@ — 38
English	(gold).	— 34	@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 75 @ 11 25
I. C. Coke	7 — @ 7 75	8 75 @ 9 75
Coke Terne	6 — @ 6 25	7 50 @ 7 75
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— — @	— 13
Crude, 40 @ 47 gravity (in shipping order)	— — @	— 17½
Refined, prime L. S. to W. (110 @115 test)	— — @	— 26
Refined, Standard White (in ship'g order)	— 24½ @	- 25
Refined, prime White (in shipping order)	— — @	— 26
Refined, S. W. (in jobbing lots)	— 27 @	— 28
Refined, S. W. (in tin)	— 31 @	— 32
Naptha, Refined, (65 @ 75 gravity)	— — @	— 9
Residuum....per bbl.	4 — @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th. 14	F. 15	Sat. 16	M. 18	Tu. 19	W. 20
Canton Co.	67½	....	....	....	....	....
Central Pacific 6s	88½	....	88	....	....	83
Central of N. Jersey	103½	103	102½	103½	102½	....
Chicago & Alton	116½	117	116	....	....	....
" pref.	....118½	....	....	....	....	....
" 1 M.	....	....	....	101	100½	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	160	....
" 8s, 1883	....	....	111	....	....	110
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	81½	82½	83½	83½	81½
" pref.	87½	86½	87½	87½	86½	84½
" 1st M.	....	....	....	....	....	96
" S. F.	....	....	....	....	102½	....
" Consol.	93	....	....	....	....	....
Chic., Rock Isl. & Pac.	113	110½	112½	113½	112½	110½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97	96½	97	....	....	96
Clev., Col., C. and Ind.	83½	83	83	81½	....	....
Clev. and Pittsburg	105½	....	....	108	106½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	76½	....	....	....	77	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20½	19½	19½	19½	19½	18½
" 1 M.	83½	....	82½	83	....	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	126½	....	....	....	120s	....
Del. Lack. & Western	105½	105½	105½	105	....	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	23	22½	22½	22½	22½	22½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97	....	....	96	....	....
" 3 M. 7s, 1883	....	92½	92½	....	....	....
" 4 M. 7s, 1880	84½	....	....	84	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	83½	....	....	....	....	....
Hannibal & St. Joseph	116	112½	113	112	....	....
" pref.	....	117½	117	116	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	....	135s	136	....	134½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	99½	98½	99½	95½s	95½	92½
Lake Shore Div. bonds	92½	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	20½	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	119	119½	118½	....	119
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	100	100	....	....
" 2 M.	....	....	....	....	....	95
Mariposa Mining Co.	....	....	....	6½	....	6½
" pref.	15	12	13	....	12½	12½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	65½	62½	63½	66½	62½	60
" pref.	80½	78½	79	79½	78½	76½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	108½	108	....	....
" 7 3-10s con.	....	....	96	....	96	....
Missouri 6s	91	....	91	....	90½	....
" H. & St. J. iss.	91	....	....	....	....	....
Morris and Essex	90	89½	90	....	90	89½
" 1st mort.	....	103½	....	....	....	....
" 2d mort.	....	99	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98	96	96½	96½	95½	93½
" certificates	93	90½	92	92½	90½	88½
N. York and Harlem	138½	135½	136½	136½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	53	51	....	50	51	....
" new	32½	32	30½	30	30	29½
Ohio and Miss.	35½	34½	34½	35½	34½	33½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	40½	38½	42	43½	42½	40½
Panama	95	94	98	99	....	95½
Phila. and Reading	101½	98½	99	97½	98½	95
Pitts., Ft. W. & Chi. gtd.	95	94½	95½	95	95	93
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	7	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	60
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87	....	87½	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	66½	66½	65½	....	....	65
" new	66	64	64	63½	62	60½
Tol., Wab. & Western	54½	50½	51½	52½	51½	49½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	95
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	84	82½	82½	....	....	79
Virginia 6s, ex-coupon	....	....	66	....	....	....
" new	....	67	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	105½	....	....
U. S. 5s, 10-40s, coup	108¼	....	107¾	106¼	106¾	106¾
U. S. 5s, 10-40s, reg	....	....	....	....	....	106¾
U. S. 6s, 1881, reg	....	....	....	....	112¼	....
U. S. 6s, 1881, coup	114¼	114¼	113¾	112¾	113	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110¼	....	....	108¾	....	....
U. S. 6s, 5-20s, c. 1862	110¾	109¾	109¾	109	109¾	109
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	108¾	109¼	108¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	109¼	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	108	....	....
U. S. 6s, 5-20s, c. n. '65	109¾	108¼	108¼	108	108¼	107¾
U. S. 6s, 5-20s, reg. '67	....	109	....	....	....	....
U. S. 6s, 5-20s, c. 1867	110¾	109¼	109¼	108¼	108¼	107¾
U. S. 6s, 5-20s, reg. '68	....	....	108¾	....	....	....
U. S. 6s, 5-20s, c. '68	109¾	109¼	109¼	....	....	108¾
U. S. 6s, Pac.R.R.issue	....	....	112¾	....	111¼	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
.. preferred	37¾	37¾	....	37	37¼	....
Camden and Amboy	118¾	....	120¼	120¼	120¼	a115¼
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	90	....	....
.. mort. 6s, '89	95	....	95¼	95¼	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34¼	34¼	....	34	....	33¾
.. 6s, 1884	85	....	....	....	....	84¼
.. Gold L	89	89	88¼	89	89	....
.. R. R. L	....	91¼	....	91¼	....	....
Lehigh Valley R.R	58	57¾	57¾	57¾	57¾	57¼
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	71¼	71	....	....	70	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	40¾	....	....	....	....	....
.. 6s, 1880	94¼	....	....	....	94	94¼
.. 7s	91	....	....	91¼	....	92
.. 10s, 1887	....	....	....	....	....	....
Northern Central	44¼	....	....	....	....	....
Pennsylvania R. R	58¼	58¼	58¼	57¼	57¼	57⅝
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	100
Philadelphia City, 6s	....	....	100¼	....	....	....
.. new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	51¼	51	49	49¾	49	48¾
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	28¾	28¾	....	....	27¾	28
.. 6s	....	....	....	....	....	....
.. 7s	....	80¼	80¼	....	....	80¼
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	16¼	....	....
.. 6s, 1882	....	....	....	72	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	46¼	....	....	46	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	5	6	6¼	....	....	....
Hestonville, (Horse)	....	....	....	....	....	14¼
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	45¼	45¼
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	22	....	22	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	94¾	95	....	....	94¼	94¼
.. 1886	....	93¾	....	....	....	....
.. 1890	94¾	....	....	94¼	....	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	93¾	....	....	....	....	....
.. .. 1885	94¾	....	....	....	....	....
Marietta & Cin. 1st M	....	....	96¼	96¼	....	....
.. 2d M	76	76¼	75¾	75¾	75¼	....
Northern Central	44¼	....	44¼	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	147	147	147	....	....	146¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	147¾	....	147	147
Boston and Providence	141	....	141¾	....	....	142¼
Boston, Hartford & Erie	3¾	3¼	3¾	3¼	3⅛	3¼
.. 7s, new	28¾	....	27	27¼	27	27¼
Cheshire, pref	....	....	87¾	....	....	86
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135¾
Eastern	120¾	121	121	....	....	120¾
Fitchburg	135¼	135	....	....	....	134
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	120	119	....	119¼	118¼
Northern, N. H	....	....	....	....	....	110¾
Ogdens. & Lake Champ	90	90	....	....	....	89¾
.. pref	....	....	....	....	....	109
Old Colony & Newport	....	....	97	....	....	97¾
Ph., Wil. & Baltimore	54¼	54¼	....	....	54¾	54¾
Portl'd, Saco & Ports	....	....	....	....	....	112
Union Pacific	....	....	....	....	33¾	33¼
" 6s	83¾	....	....	83	....	....
" Land Grant 7s	....	....	74	74	....	....
" Income 10s	81	80	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101¼
Metropolitan ..	....	....	67¼	....	....	66¾
Middlesex ..	....	....	76	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	7
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	2¼	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	21	....	....	....

London Stock Exchange.

	—Closing Prices.— July 1.	July 8.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	27½ — 28½
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c	70 — 73	70 — 73
Erie shares 100 dol. all paid	18¾ — 19¼	18¾ — 19¼
Do. sterlg. 6 p. c. convertible bonds	65 — 67	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	114 —114¼	114 —114¼
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89¼— 90½	89¼— 90½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 23, 1870.

Stock Exchange and Money Market.

The war news and rumors from Europe have kept business in the financial and commercial line in a very excited and unsettled state all through the week. Speculation in Gold has been unusually brisk, leading to a much more urgent demand for Money, and though the offerings of capital have been up to a full average, lenders have been enabled to advance call loans to 5@7 per cent., and prime to good discounts to 7@9 per cent. per annum. The inquiry from mercantile borrowers has been more active. The dealings in Breadstuffs especially have been extraordinarily heavy, largely for investment, and have contributed to the increased animation in the Money line. The city banks, under a new arrangement of their weekly statement, showed a gain over 14½ millions of deposits, nearly 5½ millions of specie, and a small amount of legal tender notes, while they reported an addition of about 7½ millions to their loan averages, and a reduction of over a million in the item of circulation. Several important changes appeared on the last Bank return, which are designed to afford a better index to the general movement hereafter than heretofore, especially in regard to the amount of Gold held in Bank and the amount of Money loaned on Gold on special deposit in Bank. It is stated that one or more of the large Banks, since the passage of the Currency bill authorizing free banking on the Gold basis, have consolidated these items with the Loans and Specie usually reported every week through the Clearing house. The Bank of Commerce has recently reduced its circulation about $1,000,000, transferring so much of its privilege to certain Western Banks ready to pay a proper consideration therefor. This sum now comes off the usual average of Circulation in the Bank Statement. The U. S. Sub-Treasury last week reduced its specie reserve $3,576,398, and its currency balance, about half a million. On Wednesday, there was unusual activity in Money and at the close 7 per cent. was the minimum rate on call.

The specie reserve of the city banks according to the latest return is $41,135,688, against $31,055,450 same time last year. The city bank deposits are now $234,332,355, against $188,431,701 week ending July 17. 1869. The legal tender reserve amounts to $53,461,841, against $51,859,706 same time last year. The circulation now stands at $32,027,786, against $24,178,487 same time last year. The loans are now $285,377,318, against $257,008,289 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $103,891,583 a day, against a daily average of $81,696 827 the preceding week. The current weeks' exchanges average about 117 millions a day. The city banks last week, reported a gain of $5,401,254 of specie, $14,606,887 of deposits, and $112,871 of legal tender notes. They increased their loans, $7,593 891; and reduced their circulation, $1,072,571.

The city bank exchanges on Wednesday were about 122 millions.

The coin reserves of the Treasury Department on Tuesday were $114,000,000, including $41,300,000 on deposit on private account; currency balances, $31,100,000.

National Bank notes to the amount of $333,505 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $326,437,894 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,048 653 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,389,241. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,028,050; and for the public deposits, $16,341,500—making a total of $358,369,550. The Treasury Department last week redeemed and destroyed $612,400 of worn and mutilated fractional currency, and issued $292,503 of new.

The U. S. Sub-Treasury receipts, week ending with July 16, were $4,736,688 in coin, (including $2,585,000 from customs duties,) and $4,169,722 in currency; payments, $8,313,085 in coin, (including $8,518,861 of coin interest,) and $4,735,980 in currency; balance at the close of the week, in-

cluded $71,445,495, of coin, against $75,021,893 the preceding Saturday, and $10,992,530 of currency, against $11,558,789 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $459,505 in coin, (including $402 134 from customs,) and $525,486 in currency; payment $402,134 of coin (including amount of coin interest), and $333,956 of currency. On Tuesday, receipts, $471,063 in coin (including $230,122 from customs), and $323,151 in currency; payments, $383,234 in coin (including amount of coin interest) and $374,575 of currency. The balance at the close of business on Tuesday included $11,486,613 of currency, and $71,641,613 of coin against a balance a week previous of $11,812,726 currency, and $72,900,668 coin.

The U. S. Sub Treasurer issued in June $4,363,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,269,000 of coin certificates, received for customs.

Government revenues have been less prolific since our last. The excises, during the week yielded about three millions; customs at the port of New York, $2,491,708, and at the outports about $825,000 (in coin) more, making the grand total income for the week equal to about $6,983,650 in currency.

Gold has been unusually active, excited, and higher, under the war reports from Europe. The speculative dealings have been very extensive. The export demand has been more animated. The price has fluctuated violently, the extremes of the week having been from 112⅞@123⅝, and the closing quotation on Wednesday 122⅜, against 112⅛ the preceding Wednesday. The export drain last week reached $2,740,267. The shipments on Wednesday of the current week were $2,698,000. Some considerable amounts that had been engaged for that day were withdrawn. On the same day, of the million of Gold offered by the Government, only the sum of $625,000 was bid for, which was awarded at 120 50@122 40. Mr. W. G. White, the Assistant Treasurer *ad interim*, telegraphed to the Secretary, asking instructions in regard to the remaining $375,000 not bid for. In reply he was directed "to make no further advertisement of the remainder."

The coin balance of the U. S. Sub-Treasury on Thursday morning was $71,637,617.

The customs demand for Gold last week, averaged $430,833 a day; thus far, this week, it has averaged $346,128 a day, or equal to a weekly aggregate of $2,076,768. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $49,396; and since Jan. 1, 1870, $7,281,647, against $9,747,703 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $74,506,390 against $70,367,790, same time in 1869.

The customs revenue of the port on Wednesday was $439,000.

The customs revenue at the port of San Francisco, from Jan. 1 to July 7th, was $4,414,000, against $3,916,000 same time last year.

The exports of specie, from this port, last week, were $2,740,267 against $1,762,456 same week last year; and since Jan. 1870, $20,925,833, against $16,450,186 same time in 1869. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $3,518,861; and since Jan. 1, 1870, $56,895,151 against $59,739,127 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 7th, were $18,757,000, against $21,010,000 same time last year.

Foreign Exchange has been more active and firm. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.14½c.@5.13¾; sight bills on London to 110½@110¾, and on Paris to 5.11⅞c.@5.10⅝. The offerings of produce bills have been up to a fair average since our last. The week's exports of domestic produce have been to the currency value of $3,567,466; and since January 1, 1870, $99,654,340 against $100,411,558 same time in 1869.

Government securities have been offered very freely, chiefly on foreign account, and have been quoted decidedly lower. At the reduced figures, the home investment demand has been more active, particularly for the six per cents of 1881, and the later 5-20s.

U. S. sixes of 1881 closed here at 112½@112¾; U. S. Five-twenties of 1862, 108¾@109; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 108¾@109; U.S. Five-twenties of 1865 consolidated, 107⅝@107¾; U. S. Five-twenties of 1867, 107⅞@108; U. S. Five-twenties of 1868, 108¼@108⅜; U. S. Ten-forties at 106⅝@106⅞; U. S. Six per cent. currency bonds, 110½@111¼.

State bonds have been in much less demand at lower and irregular prices.

Railway bonds have been less sought after, including Central Pacific Sixes, which closed on Wednesday at 83@83½; and Union Pacific Sixes at 80@80¼.

Railway and miscellaneous share property has been decidedly less active, lower, and quite unsettled in price, closing very irregularly.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 6.	July 13.	July 20.
Consols	93⅛	92⅞	89½
U. S. 5-20's of 1862	90⅞	89½	80
U. S. 5-20s, 1865	90⅝	89½	80
" 1867	89⅞	89¼	79½
" 10-40s	88¼	86½	79
Erie	19	18	15
Ill. Central	115	112½	103
At. and Gt. West	28	26	21

General business has been unusually active in the line of Breadstuffs, which were much higher in price, though closing irregularly. Provisions, brisker and firmer. Petroleum lower and quite dull. Middling upland cotton closed heavy at 20 cts. per lb. The stock of cotton now here is given at about 28,500 bales. The receipts at the port this week, have averaged about 500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,811,550 bales, against 2,033,100 bales in 1868-'9; exports, same time 2,143 400 bales, against 1,454,100 bales same time in 1868-'9; stock on hand at latest dates, 138,600 bales, against 40,425 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,543 pkgs., against 15,270 pkgs., same time in 1869. From Boston, 3,505 pkgs. in 1870, against 5,872 pkgs. same time in 1869.

Foreign goods have been in more general demand and influenced by the rise in Gold, have been quoted, in the main, much stronger in price.

At the Live Stock markets, this week, Beeves have been in less demand at from 8@17c. per lb.; week's receipts, 6,809. Milch cows have been quiet at $40@$100 each, receipts, 153. Veal calves have been pretty actively sought after at from 3½@11c. per lb.; receipts, 2,824. Sheep have been in good request at from 4@7¼c.; lambs at 7½@11c. per lb.; receipts, 29,838. Swine dull at 9¼@9⅜c. per lb., all live weight; receipts, 13,931.

Ocean freights have been decidedly more active and firmer for British ports; and comparatively tame for the Continent. German vessels have been quite generally withdrawn from market, in view of the war risks. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 6d.@4s. by steamer per bbl.; grain at 10@19d. by sail, and 12d. by steamer, per bushel; cotton at $\frac{3}{16}$d.d. by sail and ¼d. by steamer per lb.; and heavy goods 20s. @45s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 489.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 19, and since the beginning of the year:

	1869.	1870.
For the week	$4 668,910	$3,567,466
Previously reported	95,742,648	96,086,881
Since Jan. 1	$100,411,558	$99,654,347

The imports for the week ending July 16, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,989,212	$1,595,758
Gen. merchandise	4,986,743	3,776,351
Total for the week	$6,925,955	$5,372,109
Previously reported	166,537,190	156,866,452
Since January 1	$173,463,145	$162,238,561

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do., 6s, Levee bonds, 72; do., 7s, Penn. bonds, 80½; North Carolina 6s, special tax, 23½; do., Fund Act, 1866, 36½; do., 1868, 33; Georgia 7s, 93; do., 6s, 85½; Alabama 8s, R. R., bonds, 97½; South Carolina 6s, new, Jan. and July, 78; Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 75½; Great Western 1st mort., 1888, 90½; North Missouri 1st mort., 85; St. Louis and Iron Mt. R. R., 48; Pacific R. R. 7s, guar. by Mo., 95; Toledo, Wabash and Western consol. bonds, 82½; Quincy and Toledo 1st mort., 83½; Chicago and Northwestern Interest bonds, 95; Ohio and Miss. consol. bonds, 90¼; Brooklyn 6s, W. L., 92¾; Western Union Telegraph, 34¼; Adams Exp. Co., 66; Wells-Fargo Exp., 14½; Am. Mer. Union Exp., 43; U. S. Exp., 44; Consol. Coal of Md., 29; Consol. Gregory gold, 0.80; Central gold, 0.28; Grass Valley gold, 0.40; Liberty gold, 0.02; Quartz Hill gold, 0.22; Smith and Parmalee gold, 0.60.

Philadelphia.—Pennsylvania General mort. reg., 98¾; do., coup., 96; Penn. and New York Canal 7s, 91¾; West Jersey R. R., 65; do., 7s, 96½; Warren and Franklin 7s, 87; Reading and Wilmington bonds, 94; Connecting R. R. bonds, 86¼;

Camden and Burlington Co., R. R. 6s, 90; Sunbury and Erie 7s, 102; Oil Creek and Allegheny River R. R., 45¾; McClintock oil, 7/8; Ocean oil, 5/8; Dalzell oil, 0.56. The latest quotations are: City 6s, 101@101½; do., free of tax, 101¼@101⅜, State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 104@—; do., 2d series, 106½@—; do., 3d series, 109¾@110; Reading, 47½@47¾; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 92@96; Camden and Amboy, 116@116¼; do., mort. 6s, 1889, 95⅜@95½; do., 1883, 94@95; do., 1889, 89@91; Penn. R. R., 57⅜@57½; do., 1st mort., 102@—; do., 2d mort., 102@—; Little Schuylkill R. R., —@44; Morris Canal, 25@30; do., pref., 70@70¼; do., 6s, 82@85; do., scrip 7s, 68@—; Susquehanna Canal, 6@10; do., 6s, 46@47; Schuylkill Nav., 8@9; do., pref., 16⅜@17; do. 6s, 1882, 72@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, —@96; do., 5s, 59@61; Lehigh Coal and Navigation, 32¾@33¾; do., 6s, 1884, 83@84; do., R. R. Loan, 90@92; do., Gold Loan, 88½@88¾; North Pennsylvania, 40@41½; do., 6s, 94¼@95; do., 7s, 92@92½; do., Chattle 10s, 111@—; Philadelphia and Erie, 27¼@27⅜; do., 6s, —@88½; Minehill, 51@—; Catawissa, 13@15; do., pref., 36¾@37; Lehigh Valley, 57⅜@57⅝; do. 6s, 95@96; do., 6s, reg., 96½@97; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 45¼@46½; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 23½@25; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 14½@14¾; Union, 43@44¼.

Boston.—Rutland pref., 79⅞; do., 7s, new, 85; Indianapolis and Cincinnati, 18½; Cincinnati Sandusky and Cleveland, 33½; do., 6s, 1900, 75¾; Eastern (N. H.) R. R., 113¾; Connecticut and Passumpsic Rivers pref., 92¼; Summit Branch, 41; Western R. R. 6s, 1875, 103; Vermont Central and Vermont and Canada 8s, 1875, 104; Burlington and Missouri River R. R., 8s, 1894, 102; do., new, convertible, 101½; Vermont Central 1st mort., 86½; Vermont and Massachusetts 6s, 91¼; Mansfield and Framingham 1st mort., 7s, 94¾; Cedar Rapids and Missouri 7s, 1916, 87¾; do., 1894, 87¼; Indianapolis, Bloomington and Western 1st mort., 7s, 83; Eastern R. R. 6s, 1885, 95; Boston Water Power Co., 16; Cary Imp. Co., 8½; Essex Land Co., 137⅝; Short Mt. Coal, 13; Massachusetts 5s, 1894, gold, 98; do., 6s, 1871, gold, 114⅝; do., 6s, 5-20s, currency, 100⅝; Vermont 6s, 1871, 101⅞; Maine 6s, 1889, 98¾; Boston 6s, currency, 100¾; do., 5s, 1877, gold, 100⅛; do., 5s, 1883, gold, 98½; do., 1884, 98¼; Bangor 6s, 1874, 95⅞; do., 6s, 1894, R. R. Loan, 89¾; St. Louis 6s, 1877, 88⅞; do., 1880, 90; do., 1882, 89½; do., 1887, 94¾; Chicago 7s, 1895, 99⅜; Cincinnati 6s, 1885, 94⅞; Bath 6s, 1891, 89; St. Louis County 7s, 97; Cook Co., Ills., 7s, 98; Charlestown 6s, 1876, 98; Cambridge 6s, 99½; Portland 6s, 1887, 95¾; Albany 6s, 1892, 92¼; Allouez Mining Co., 1; Hancock, 1½; Minnesota, 75c.

Baltimore.—Maryland 6s, 1890, 95½; Virginia 6s, old, reg., 52; do., 1866, 62; do., 1867, 59; Virginia Central 3d mort., 79; Western Maryland 1st mort., 75⅞; do., 2d mort. pref., 65½; North Western Virginia 1st mort., 93¾; Orange, Alex. and Manassas bonds, 78; Orange and Alexandria 2d mort., 78; do., 3d mort., 85; do., 4th mort. 80; Pittsburg and Connellsville bonds, 90⅛; Atlantic Coal, 1.95. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@90⅜; Baltimore and Ohio, 138@140; do., 6s, 1875, 94@94½; do., 1880, 93@93½; do., 1885, 94@95; Northern Central, 44½@44¾; do., 6s, 1885, 90@94; do., 1900, 88@88½; do., 6s, 1900, gold, 94@96; Parkersburg Branch, 22@23½; N. W. Va. 1st mort., 93@—; do. 2d mort., 92@—; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 96½@96¾; do., 2d mort., 75@76; Central Ohio, 24@30; do., 1st mort., 84@85; Western Md. 6s, 1890, 77⅛@79; do., guar., by Baltimore City,—@—; do., 2d mort., guar.,—@—; do., 6s, pref., 65½@—; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 77½@78; do, 3d mort., 8s, —@80; do., 4th mort., 8s, 79½@81; Orange, Alexandria and Manassas 7s, 78@79; Virginia and Tennessee 8s, 82@85; do., 6s, 1st mort., 82@85; do., 6s, 2d mort., 73@74½; Baltimore 6s, 1875, 94@94½; do., 1884, 94@94; do., 1886, 93½@94; do., 1890, 93¾@94; do., 1893, 93@94¼; do., 5s, 1838-'70, 78@75; Memphis City 6s, 54@55⅛; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R. 23@—; George's Creek Coal, 61@63; Atlantic Coal, 1.90@1.95; Bare Hill, 0.20@0.25.

New York, West Shore and Chicago R. R.

Articles of association of the New York, West Shore and Chicago Railroad Company were filed in the office of the Secretary of State of the State of New York on the 19th of July. The length of the road is to be four hundred and twenty-five miles, commencing at the division line between the States of New Jersey and New York, on the west shore of the Hudson river; thence along or near the shore thereof to Athens; thence to Albany; also from Athens northwesterly to Schenectady; from Schenectady along or near the south shore of the Mohawk river to Utica, thence westerly to Syracuse; thence to Buffalo, and thence to some point on Niagara river, in Erie county. The road to run through the counties of Rockland, Orange, Ulster, Greene, Albany, Schoharie, Schenectady, Morgan, Onondaga, Cayuga, Seneca, Ontario, Livingston, Monroe, Wyoming, Genesee and Erie. The amount of capital stock is ten millions of dollars.

Names of thirteen directors—James Elliott, of Poughkeepsie; John M. Courtneay, Lionel T. Guthrie, Joseph P. McClellan, John C. Wyman, Thos. A. Hoyt, Charles B. Stuart, Lawrence P. Bayne, of New York city; Wm. M. Richards, of Brooklyn, Edward Reiley, of Harrisburg, Pennsylvania; Daniel D. Broadhead, of Boston, Massachusetts; Henry W. Howell, of Elizabeth, New Jersey; James G. McPheeters, Baltimore, Maryland.

☞ The certificate of incorporation of the Lake Shore, Louisville and Southern Railroad Co. was filed at Columbus, Ohio, on the 5th of July. The road is to commence at Huntsville, in Logan county, runs thence through Champaign, Shelby, Miami, Montgomery and Preble counties, striking the Indiana State line at or near College Corners, Butler county. Capital stock, $1,000,000. Shares, $50 each. Corporators, F. A. Soule, D. C. Howard, M. A. De Tough, Stephen Johnson and Alexander G. Conover.

Sunbury and Erie Railroad Bonds.

On the 1st of April last the coupons due on that day on the Sunbury and Erie Railroad 7 per cent. bonds, and which are payable by the Pennsylvania Railroad Company as the lessees of the Philadelphia and Erie Railroad, were paid in currency, accompanied with a "memoranda" that if the legal tender decision of the Supreme Court was not reversed within a year the company would make the currency payment then made equal to coin. In fulfilment of that promise the announcement is already made that this difference will be paid at the office of the Pennsylvania Company for the Insurance on Lives and Granting Annuities on the 25th instant.

☞ Alexander Beal has been elected President, and Payson E. Tucker, clerk of the Shawmut Railroad Company. The proposed railroad will begin at Granite bridge, Neponset and connect either with the Old Colony Railroad, at some point between Harrison square and Crescent avenue stations, or with the Hartford and Erie Railroad, somewhere between Stoughton street and the Mount Bowdoins tations.

☞ The North Shore (Ca.) railway was reorganized at Quebec on the 14th inst., by the election of the following officers: President, the Hon. Mr. Cauchon; vice-President, the Hon. Mr. Abbott; Secretary, Mr. J. D. Bronsseau, M. P.; Treasurer, Mr. G. H. Simard, M. P. The directors have decided to open a new set of subscription books and to take the field immediately.

☞ From the Lawrence (Kansas) *Journal* of the 16th inst., we learn that the Kansas Pacific Railway Company is laying from three to five miles of track every day, and that the road will be completed to Denver by the 15th of August. At Denver it connects with the railway branch to the Union Pacific.

☞ At the recent meeting of the stockholders of the Mississippi river railroad company at Memphis, the action of the old board in contracting with the Southern Railroad Association for the completion of the road was fully endorsed, and they and their friends elected to the new board.

☞ The New York, Housatonic and Northern Railroad, to run from White Plains, N. Y., to Danbury, Conn., has been commenced by Messrs. Sterns & Clark, the contractors. A portion of the road, from Danbury to Brookfield, is already completed.

☞ The track of the Portland and Rochester Railroad is being laid beyond the station at Alfred, and the bridges over the Jepson and Mousam Rivers will be completed in season to run the trains to Springvale the coming autumn.

☞ The Hudson River Railroad Company is engaged in building a trough between Catskill and Hudson, so that water can be picked up by the locomotive without stopping, as is done below Poughkeepsie.

☞ The locomotive Morro, which arrived a short time since at Valparaiso, Chili, for the railway, made its trial trip on the 28th ultimo.

☞ Contracts for three principal bridges on the Maysville and Lexington Railroad have been awarded to Irvine & Co., of Ohio.

Our Imports from and Exports to Germany.

THE EXTENT OF OUR COMMERCIAL INTEREST IN THE WAR.

The statistics contained in the following statements supply information which must prove of the highest interest by showing the extent to which our commerce will be interrupted if the French-German conflict continues, and the German ports are blockaded:

IMPORTS.

Our imports from the States in the Zollverein, which embraces nearly all Germany, for the fiscal year ending June 30, 1868, amounted to $21,569,988, and were received from the following States, in the quantities given:

Prussia	$11,586,576
Saxony	5,660,384
Bavaria	1,897,314
Other German States	2,425,714
Total	$21,569,988

These imports were received in the following quantities through the ports of the countries named:

England	$4,803,631
Bremen	10,243,934
Hamburg	4,876,220
France	170,248
Belgium	1,103,256
Holland	396,151
Not specified	6,498
Total	$21,569,988

The principal items in these imports are given in the following table:

Books	$239,201	Gloves	$177,390
Bristles	171,584	Musical Instruments	272,326
Buttons	289,757	Paintings	167,450
Analine	52,418	Writing paper	89,745
Cotton hosiery	2,522,232	Paper sundries	125,350
Laces	684,202	Pencils	104,066
Cotton sundries	110,223	Velvets	596,155
Clothing	815,090	Ribbons	636,458
Embroideries	146,298	Dress and piece goods	276,206
Beads	374,890	Laces	167,436
Pipes	101,778	Silk	713,707
Toys	216,156	Spirits & wines	421,656
Dolls	126,614	Willow-ware	125,868
Furs, undressed	146,553	Cloths	3,342,612
Furs, dressed	410,328	Woollen sundries	436,024
Furs, hatters	342,686	Shawls	60,560
Glass	377,531	Hosiery	134,953
Hops	333,696	Woollen and worsted yarns	325,382
Iron manufacturers	68,710	Worsted sundries	164,890
Penknives	133,326	Womens dress goods	851,127
General cutlery	75,432	Webbings	668,565
Steel sundries	235,815	Zinc	100,853
Pig Lead	546,046		
Calfskins, tanned	323,078		
Skins, tan'ed, all upper leather	107,610		

EXPORTS.

Our exports to Germany during the fiscal year ending June 30, 1868, amounted to $39,427,403 (including gold), and appear in the official returns as having been divided as follows—the ports of Bremen and Hamburg, as will be seen, being the great distsibuting points for all Germany:

Prussia	$949,188
Hamburg	15,190,798
Bremen	23,284,467
Total	$39,427,403

Cotton, petroleum, lard and tobacco are the chief products we sell to Germany, but as there is a large indirect trade in these and other commodities transacted through the English markets, the figures below do not represent the full extent to which we find purchasers in Germany for our productions. The following table gives the value of the principal products which we export to Germany:

	Exported. Hamburg.	Exported. Bremen.
Bark	27,392	24,180
Indian corn	45,211	18,784
Rye	224,260	268,971
Copper, pig, &c.	253,766	.....
Cotton	1,792,847	11,835,231
Dyewoods	273,413	157,710
Furs	177,689	68,904
Gold (bullion)	1,623,469	89,200
Gold (coin)	4,167,131	721,390
Silver (bullion)	3,007 033	.....
Silver (coin)	248,984	.....
Hides	76,260	55,199
Muskets and rifles	184,082	257,985
General machinery	129,984	8,493
Sewing machines	377,006	.....
Rosin and turpentine	156,097	246,423
Petroleum (benzine)	8,961	.....
Petroleum (crude)	29,767	118,378
Petroleum (refined)	2,572,431	24,360
Beef	138,745	.....
Lard	348,077	1,059,678
Tallow	91,400	14 653
Tobacco (manufactured)	89,637	108,954
Tobacco (unmanufac'd)	269,194	4,730,900
Whalebone	119,186	132,726

SHIPPING.

The number of vessels and their tonnage which cleared for German ports in the fiscal year ending June 30, 1868, was as follows:

	American. Vessels.	American. Tons.	Foreign. Vessels.	Foreign. Tons.
To Prussia	2	806	42	11,707
To Hamburg	3	1,894	96	144,842
To Bremen	24	31,586	241	271,057
Total	29	34,286	379	427,606

The number of vessels and their tonnage entered during the same time was as follows:

	American. Vessels.	American. Tons.	Foreign. Vessels.	Foreign. Tons.
Prussia	.	.....	2	834
Hamburg	.	.....	97	155,888
Bremen	16	30,971	187	242,324
Total	16	30,971	286	409,046

FRANCE.

Our exports to France during the fiscal year ended June 30, 1868, amounted to $45,945,864, of which $43,386,384 was to Atlantic and $2,559,480 to Mediterranean ports.

Our imports from France amounted to $26,921,951, of which $23,444,815 was to Atlantic and $3,477,136 to Mediterranean ports.

The tonnage was as follows:

	Entered. Amer'n. Tons.	Entered. For'n. Tons.	Cleared. Amer'n. Tons.	Cleared. For'n. Tons.
France on the Atlantic	64,923	74,678	114,513	73,523
France on the Mediterranean	11,563	9,158	25,648	4,086
Total	76,486	83,836	140,161	77,609

Commerce of Philadelphia.

The *North American* publishes a statement of the foreign trade of Philadelphia for the year ending June 30, 1870 The following are leading figures: Of commodities, the growth, produce and manufacture of the United States, to foreign countries, the exports were $16,096,227, or as stated in another place, $16,908,072, Imports subject to duty, $14,500,797; free of duty, $389,107. Immigrants arrived, 1,007. Vessels cleared, 726; entered, 864. Coastwise, entered, 1,111; cleared, 1,165. Duties collected, $8,845,794 01.

Journal of Railroad Law.

RAILROAD COMPANIES—RELATIONS BETWEEN SHIPPER AND CARRIER—WAIVER OF RIGHTS UNDER CONTRACT.

The facts in the late case of the Chicago and Northwestern Railway Company *vs.* Van Dresar and ano., (22 Wis. 511), are as follows:

Van Dresar & Bartlett shipped thirty two head of cattle from Fond du Lac to Chicago, by the C. & N. W. Railway. Bartlett attended to loading the cattle, fifteen of which were put in the only open cattle car that the company had at the depot, and seventeen in a box car. It does not appear that Bartlett made any objection to the use of the latter. The contract signed by both parties stated that the company was not to be liable "for any damage said property (might) sustain, except such as (might) result from a collision of trains, or where cars (were) thrown from the track in course of transportation," and that the cattle were "to be fed and taken care of by the owner." The "printed tariff" of the company is also declared to be a part of the contract; and a portion of the same, printed on the same sheet with said contract, provides that "when live stock is shipped the owner or his agent is to feed, water and to take care of his stock at his own expense and risk, and is to assume all risk of injury or damage that the animals may do to themselves or each other, or which may arise from delay of trains."

The cattle were put on the train about nine o'clock A. M., and in the usual course of events would have reached Chicago by five or six o'clock next morning. Plaintiffs did not send any person along in charge of them. When the train reached Bellville station a large proportion of those in the box car were found fallen down and piled upon each other, so that the company's agents thought it necessary in order to save them from further injury to switch off the car, and get them out, and inclose them in a yard adjoining its road, used for loading cattle at that station. During the night some of the cattle escaped from the yard, and three of them were killed and another injured by a train on said road. The action below was brought by Van Dresar & Bartlett for the damages thus sustained which are alleged in the complaint to have been caused by the negligence of the company. There was contradictory evidence as to whether the yard at Bellville station was surrounded by a substantial fence. The evidence tended to show that one of the cattle was wild and unruly and broke down the fence, and after escaping broke another fence; but there was a conflict of evidence as to plaintiffs' knowledge that the animal was unruly. It appeared that plaintiffs had previously, at different times, shipped cattle on this road. Van Dresar as a witness for them, was asked "Had it been usual for you to go with the stock shipped over defendant's road?" and, an objection to the question being overruled, answered in the negative. Question: In the shipment of stock from Fond du Lac to Chicago, did they require any watering or feeding on the way?" Objection overruled. Answer: "I never considered it necessary, and never did it." Bartlett, for the plaintiffs was permitted against objection to testify that an open car is best for cattle and why.

Verdict and judgment for the plaintiffs, and defendant sued out a writ of error.

The following is the able opinion of the Court delivered by

COLE, J.—We think the question asked the witness Bartlett, as to which was the better car for shipping cattle in, was improper, and should have been ruled out. This witness was one of the owners of the stock, and himself assisted in loading the cattle on the cars at Fond du Lac. He saw that one of the cars was a box car, but still he saw fit to ship his cattle in it. It does not appear that he made any objection to the kind of car; and if he deemed it unsuitable for the purpose, he should have then insisted upon having an open car. We certainly think, after he had himself aided in loading the cattle upon that car without any sort of objection, that he ought not to be permitted to say that the cattle should have been shipped in some other kind of car. By the express condition of the contract the stock was "to be loaded and unloaded, watered and fed, by the owner, and at his risk in all respects, except" as otherwise therein specified. And after having accepted the box car and loaded his cattle in it, we think it was too late for him to say that an open car should have been furnished. Betts *vs.* Farmers' Loan and Trust Co., 21 Wis. 80.

We think the defendant was entitled to have the first instruction given to the jury in terms as asked. That instruction was: "It appears from the contract for the transportation of the cattle, made between the plaintiffs and defendant, that the cattle were to be fed and taken care of by the owners the plaintiffs in this action; and if you find from the evidence that the plaintiffs neglected this part of the contract, and such neglect contributed to the injury of the cattle, then the plaintiffs are guilty of such negligence on their part as will bar them from recovering in this action." The court gave the instruction with the qualification "unless the jury find that the defendant waived that part of the agreement." There can be no doubt that by the contract the plaintiffs were to take care of the cattle on the road during their transportation. For one clause of the contract is in the following words; "When live stock is shipped, the owner or agent is to feed, water and take care of his stock at his own expense and risk, and is to assume all risk of injury or damage that the animals may do to themselves or to each other, or which may arise from delay of trains." This is an important provision of the contract, and there is no evidence in the case from which the jury would have been authorized in finding that the company waived it. The very injury which did happen, in all probability, resulted from the neglect of the plaintiffs to send some one with the cattle to take care of them as they were bound to do. At all events the company was entitled to have that simple question submitted to the jury upon all the evidence. Of course, it was competent for the company to waive this provision of the contract; but there is not the least evidence that it ever did. And hence it was well calculated to distract the attention of the jury from the real points in the case, by raising the question of waiver, which did not arise upon the evidence. In the general charge, the court likewise, in effect, instructed the jury, that the evidence showed that it had not been the custom of the plaintiffs to go on the train with their cattle and that it did not appear that the company refused to transport the cattle for that reason; and that if the company had been in the habit of conveying the cattle for the plaintiffs without their presence on the train, the jury might receive this evidence as tending to prove that the company waived that part of the contract in this case, and took on itself the care of the cattle on the way, but we do not suppose it was necessary that the company should refuse to transport the cattle unless some one went with the train to look after them in order to entitle it to raise this defense. The contract was specific upon the point that the owner was to take care of the stock, and assume all risk of injury which the animals might do to each other while *in transitu*. The Circuit Judge ruled that the fact of the company having transported cattle for the plaintiffs without their presence on the train, tended to prove that it had waived this part of the contract in this case. But as we have already said, we do not think there is any evidence from which the jury would have been warranted in finding that there was a waiver of this part of the agreement. And if the neglect of the plaintiffs to perform this duty contributed to the injury of the cattle, then it is clear that the company is not liable.

We do not deem it necessary to notice the other points discussed in the brief of the counsel for the company. The errors already noticed are sufficient to reverse the judgment, and on a new trial new proofs may show a different state of facts.

The judgment of the Circuit Court is reversed, and a new trial ordered.

Fluctuations of Securities.

It is curious, in comparing past years with the present, to notice the many fluctuations of Rail road securities; at one time apparently worthless, and at another, under more favorable management, springing up and maturing into a steady and remunerating value. If the past does but repeat itself in the future we may yet see the Hartford and Erie compete successfully with its flourishing rival. Among these growths of the last ten years there are none more striking and promising than the Vermont Central, Ogdensburg and Rutland Railroads. Nine years ago the first mortgage Bonds of the Vermont Central were sold at 10 per cent., $100 for $1,000. Since then the company has given a new bond of 50 per cent., $500 to every holder of $1,000, and $1,000 can now be realized for a purchase of $100. The second mortgage, at the same time, sold as low as ½ per cent., $6 for $1,000—now at 40 to 42. The gross earnings of the road the past year amount to nearly $2,000,000.

In 1862 Ogdensburg first mortgage sold at 61. They are now converted into an 8 per cent. preferred stock, selling at 110; second mortgage sold at $20 for $1000, now common stock of Ogdensburg and Lake Champlain, and selling at 90, or $900 for $20 paid.

Rutlnd and Burlington first mortgage Bonds were sold as low as 18 per cent. In 1868 the company was re-organized as the Rutland Railroad, and the first mortgage Bonds are now represented by the preferred stock of the Rutland Railroad, and were converted for principal and interest at an amount equal to $2,370. The stock now sells at 83, being 7 per cent., free of Government tax. The second mortgage Rutland and Burlington Bonds were, in 1862, almost valueless, selling at $10 for $1,000. These Bonds are now common stock of the Rutland Railroad—converted at the rate of $1,950 for each bond—the stock now 80 to 82.

The business of all these roads is showing a steady increase, and the completion of Northwestern lines—St. Paul's to Duluth, and the Northern Pacific—cannot fail to render them of additional value. The completion of the Caughnawa Canal, which will unite the waters of the St. Lawrence with Lake Champlain, may be looked for at an early day. Then vessels of large tonnage will be only eight days from Duluth to Burlington.—*Boston Journal.*

Memphis and Little Rock Railroad.

The Memphis and Little Rock railroad, according to the contract made between Messrs. Epperson, Brinkley and others, and the City of Memphis, was to have been completed by the first of July, 1870. The purchasers of the stock of the City of Memphis, having failed to comply with the contract, the *Avalanche* says the city can now promptly cancel the contract and resell the stock to the same or other parties. The offer to buy the stock, made by Warren Fisher, Jr., of Boston, a few weeks before it was sold to Epperson & Co., was rejected, because it was said Warren Fisher, Jr., would not or could not build the road. Yet Mr. Fisher has this year built of the Little Rock and Fort Smith railroad sixty miles, and is now also engaged on the Cairo and Fulton road from Little Rock northward.

Rochester and Pine Creek R. R.

Papers have been placed on file in the office of the Secretary of State of the State of New York, for the organization of the Rochester and Pine Creek Railway Company. This road will be about twenty-seven miles long, running from Castile, Wyoming county, to Caledonia, Livingston county, through the towns of Castile, Perry, Covington, York and Caledonia. The stock subscription amounts to over $30,000, and the towns already bonded give the company over $300,000 to start with. The officers are: James Wyckoff, President; A. Kennedy, Vice President; H. N. Page, Treasurer; Geo. A. Sanders, Secretary.

Cairo and Fulton Railroad.

The Arkansas *Gazette* of July 12th says that about five miles of this road are graded and ready for the ties, and work is rapidly progressing on the whole of the first twenty miles of the road. It is thought that grading on the twenty miles will be completed by the 1st of October. The engineers are now in the vicinity of Jacksonport. They crossed Little Red River about ten days since at Peach Orchard Bluff. The line varies but little from the old survey.

☞ The great trans Alpine railways in Europe will probably soon be imitated in South America. There is talk in Chili of the possibility of a railroad being constructed through the Cordillera Mountains, engineers saying that the Pass "Planchon" does not present very serious difficulties. This trunk railway line would eventually cross the continent and unite Valparaiso with Buenos Ayres.

☞ Iron, sufficient to lay about two hundred miles of the North Pacific Railroad track, has been purchased at three or four different points in Pennsylvania. It will soon be sent forward to its destination, and it is the intention of the directors to push forward the work with all possible dispatch.

☞ A construction train of the Milwaukee Rockford, Rock Island and St. Louis Railroad was at Vermont, Fulton Co., Ill., on the 25th, laying track, from Beardstown.

Dunkirk, Warren and Pittsburg Railroad.

The Dunkirk, Warren and Pittsburg Railroad Company has consolidated with the Conewango Valley Railroad Company. The impediment to the completion of the line of the former company was removed by act of legislature last winter, and the cars will soon be running all the way, over the line from Dunkirk to Warren, Pa., and probably from Buffalo to Pittsburg. The officers are as follows: President Timothy D. Copp, Sinclairville, Chautauqua City; vice-president, Lewis F. Watson, Warren, Pa.; treasurer, Truman E. Coleman, Dunkirk; secretary, John F. McPheeson, Warren, Pa.

☞ Messrs. Willis Phelps & Co., of Springfield, Mass., are discussing the subject the introduction of Asiatic labor on the railroad they are building from Framingham to Lowell. The people along the line of the Athol and Enfield road, also under contract to Mr. Phelps, are said to be anxious for the Chinese, as a peaceable and industrious contrast to other foreign elements.

☞ The engineers on all the sections of the Shenandoah Valley Railroad, extending from Hagerstown to Salem, Va., have finished their surveys, and are now engaged, says the Shepherdtown *Register*, at Luray preparing the general map and profile of the road, and we have every assurance that in a very short time the road will be under contract.

☞ The State of Indiana is out of debt, or will be practically so on the 1st of September. The State Treasurer notified the holders of the State bonds that he would pay them on the 1st of July. A portion of the bonds were presented, and now notice is given that after the 1st of September, 1870, interest will cease.

☞ Wm. G. Leduc, Oakes Ames, Alexander Mitchell, Russell Sage, Julius Wadsworth, W. J. Gurnee, N. A. Cowdery, F. P. James and L. P. Morton were yesterday elected directors of the Hastings and Dakota road.

☞ The whole of the proposed new railroad from Schenectady to connect with the Albany and Susquehanna Railroad at Duanesburg, is said to have been placed under contract for immediate construction.

☞ The prospect now is that the trains on the Portland and Ogdensburg road will be running to Sebago Lake by August, and to Fryeburg by January.

☞ A large force has been put to work upon the Western Union Railroad Extension; and it is believed the first twenty miles will be graded and, ready for the superstructure in sixty days.

☞ The cars are now running to Canton on the Portland and Oxford Central Railroad.

To Contractors.

PROPOSALS will be received until the 30th day of July for completing the Buffalo and Washington Railway from South Wales to Olean, a distance of about 47 miles. Specifications and plans can be seen at the Engineer's office, No. 62 Exchange st., on and after Monday, the 18th inst. The company reserve the right to reject all propositions. Address B. C. Rumsey, No. 60 Exchange-street.

Buffalo, July 14, 1870.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance,
Comptroller's Office,
New York, June 27, 1870.

RICHARD B. CONNOLLY,
Comptroller.

RAILS.

3,000 tons 56 lbs. Fish bar pattern.
3,500 " 50 lbs. " "

Now in yard and to arrive soon for sale by

PERKINS LIVINGSTON & POST,
31 New Street.

The Central Railroad of Iowa,

235 MILES IN LENGTH,
NOW NEARLY COMPLETED.

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of $16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

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No. 20 Wall Street, New York.

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FOR SALE AT PAR.
GEO. K. SISTARE, NO. 24 NASSAU-ST.

OFFICE OF THE
RED RIVER CONSTRUCTION COMPANY,
Minneapolis, Minn., June 16, 1870.

Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

RED RIVER CONSTRUCTION CO.,
Contractors.

Address,
SUPT. RED RIVER CONSTRUCTION CO.
412t Minneapolis, Minn.



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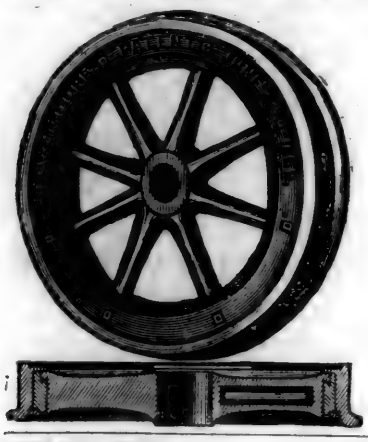
WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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Being Safe, Economical, Durable and Noiseless.

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Wheels fitted to axles, at lowest rates.

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Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

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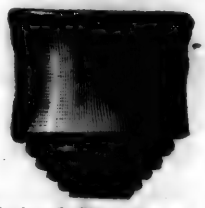
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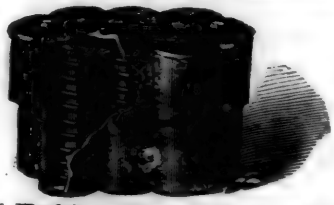
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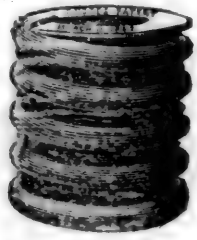
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.



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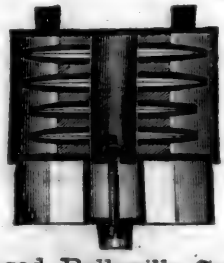
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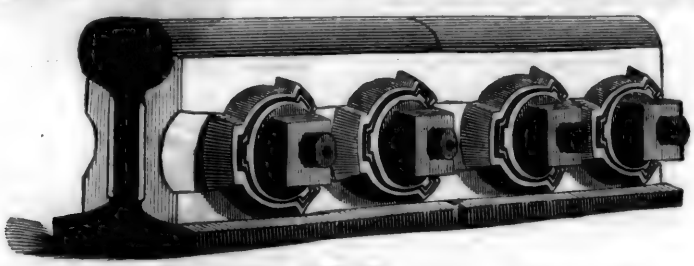
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PATENT COMPENSATING FISH-JOINT,



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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each soult. Medicine and attendance free.

July 21, ARIZONA, CAPT. GRAY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer CHINA, will leave San Francisco Aug. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, July 20. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, July 19, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXVI., No. 31.] SATURDAY, JULY 30, 1870. [WHOLE No. 1,789, VOL. XLIII.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 30, 1870.

Prospectus of the American and Mexican Railroad and Telegraph Co.

The necessities of the American people, as well as those of Mexico, demand a Transcontinental Railroad, over the shortest and most practicable route, that can be kept in operation during all seasons without impediment or natural obstruction, and that may at all times be relied upon for the conveyance of passengers, mails and freights, from Ocean to Ocean.

The vast productive and rapidly developing agricultural and mineral resources of our Southwestern States and Territories, and the States of Sonora and Chihuahua in Mexico, will amply remunerate the enterprise that will give them a market by laying that road; for through them to Guaymas, on the Gulf of California is the shortest, most practicable, and cheapest route across the Continent.

The American and Mexican Railroad and Telegraph Company propose to construct a Railroad and Telegraph line from a point at or near El Paso, in Texas, through the States of Chihuahua and Sonora to the port of Guaymas, connecting with a road now projected through Texas and the Southern Pacific Railroad, at or near El Paso, passing through a country rich in mineral and agricultural resources, and in climate the most salubrious and even of any in the world.

The advantages of these routes are:

First—The cheapness of the construction of the road, owing to the almost imperceptible grades, and the exemptions from all duties and taxation, either on the capital stock by the State of New York, or the road or its equipments by the Mexican Government.

Second—The immense business which will be done by the road in freight and passengers immediately upon its completion, and which must rapidly increase in proportion to the further developments of the country through which it will pass. And,

Third—That by this route the Atlantic and Pacific Oceans may be connected by a railroad fifty per cent. cheaper, and over a route nearly four hundred miles shorter than by any other, and through a country being rapidly populated, rich in resources, unequalled in climate, *and never blockaded by snow.*

To aid this important enterprise the Legislature of the State of New York have incorporated the Company, and the States of Sonora and Chihuahua, and the National Government of Mexico have made the grants to the Company, which, for liberality, and generous concessions of property and privilege, are unsurpassed in the history of railroad legislation.

The harbor of Guaymas is large, safe, and has ample capacity for the largest vessels, and is all that could be desired by any commercial city, and the City of Guaymas is the distributing port for the State of Sonora and much of Arizona—between which and Arizona three hundred wagons are constantly employed in the transportation of merchandise and machinery, at the rate of twenty cents per mile for each ton.

The distance from Guaymas to Hermosilla, the largest city in Sonora, by the located line of the railroad, is eight and one half miles, through valleys from two to fifteen miles wide, for the most part broad and abounding in mosquito timber, iron wood and some lignum vitæ, on either side of which are hills and mountains containing mines of silver, of acknowledged merit.

The valley of Hermosilla is of surpassing beauty and fertility, and from five to fifteen miles wide, producing sugar cane, cotton, grain, and fruit in abundance, while recent discoveries disclose the presence of good anthracite coal, easily accessible from Guaymas.

A mountain of marble of superior quality, for building purposes, stands by the side of Hermosilla, and but for the great cost of transportation would now be successfully quarried.

The carrying trade now done between Guaymas and Hermosilla alone will pay a large profit on the capital necessarily invested in the construction of the road, the cost of which, including a dock at Guaymas, all the necessary buildings, turn tables, turn outs and water tanks, together with the rolling stock, as reported in the estimate of the Company's Engineer, who made the survey and located the line, will not exceed the sum of thirteen hundred thousand dollars.

Leaving Hermosilla, the line of the road, as surveyed, runs in a northerly and easterly course, through a country for the most part level, and rich in pastoral and agricultural lands, and eminently adapted to railroad construction, to the town of Santa Cruz, six miles from the southern line of Arizona, and passing in its route through the towns of Santa Anna, Magdelina, San Ignatio and Cocospero, surrounded by magnificent and well watered valleys, a distance of one hundred and seventy-nine and one half miles, and over which the road can be completed for fourteen thousand dollars per mile.

The route thus far seems as though nature had designed it for a railroad, opening a way to the immense mineral wealth of Sonora and Arizona, and through lands susceptible of growing three crops of grain per year. Thus, from Arizona to one of the finest harbors on the Pacific is only two hundred and sixty-six miles.

From Santa Cruz the line of the road runs easterly, through the northern parts of Sonora and the State of Chihuahua, over vast plains, covered with grass, on which herds of cattle and horses feed the year round, and through a natural pass through the mountains, and thence down an almost imperceptible grade over the plains to the eastern terminus at or near El Paso, a distance not exceeding two hundred and ninety miles, and from Guaymas, nearly five hundred and fifty miles. It is believed that the entire road can be put in successful operation for the sum of *ten millions of dollars.* But one section, of about twenty miles of heavy grade, and that in the pass through the mountain, will have to be overcome, and that is as nothing compared to difficulties met with on all other routes. A road through New Mexico and Arizona, connecting with this on the line between Arizona and Sonora, at a point near Santa Cruz, is more feasible, and easier than any continuation westward; and the distance from El Paso to the Pacific by this route, the cheapness of construction, and immense business thus to them secured, will make that point the western terminus of the Texas road, or any Southern Pacific road.

The Company have at their office the topographical maps, profile, estimates and reports made by their Superintendent and engineers, from actual survey of the route from Guaymas to El Paso, and also to Presidio del Norte, and will cheerfully give any information concerning

the enterprise. Competent engineers, in the employ of the Company, are now in Chihuahua completing the survey.

No other enterprise is so universally popular in Mexico, where labor is so cheap, and natural resources so great, and no other gives so much promise of great remuneration to the enterprise that shall complete it, or greater results to Mexico and the United States in the development of wealth, and in turning the tide of immense products, and silver and gold, from Europe to our own markets.

Office of the Company, corner Rector street and Broadway, New York.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—DELIVERY OF BILL OF LADING TO THIRD PERSON—CONTRACT WHEN SEVERABLE.

The facts in the late case of Sawyer *vs.* The Chicago and Northwestern Railway Company (32 Wis., 403,) are fully and clearly stated in the following opinion by

DIXON, C. J.—Mr. Watson, the receiving and shipping clerk of the defendant, the railway company, knew that the flour belonged to the plaintiff. He knew it because he knew it came from the plaintiff's mill, and that the teamster who hauled it was the same who had previously hauled flour for the plaintiff. He himself testified to these facts. He also testified that his only authority for delivering the bill of lading to Mr. Tilton was, that the teamster "said the flour was for Mr. Tilton." This was clearly no authority for delivering the flour to Mr. Tilton; and such delivery was a conversion by the railway company.

In the first place, the teamster was not the agent of the plaintiff for any such purpose. He was a mere servant, having possession of the flour for the purpose of delivering it to the railway company, and nothing more. He had no power, or semblance of power, by virtue of his employment, to direct the delivery of the flour by the railway company to Mr. Tilton or any one else. The agents and servants of the railway company were bound to know this, and to govern themselves accordingly. Special authority from the plaintiff to the teamster for that purpose was not shown, nor attempted to be.

In the second place, the statement of the teamster that the flour was for Mr. Tilton did not justify the inference, either that it then belonged to Mr. Tilton or that he was entitled to the possession of it. It was no more than saying that it was intended for him, which was true, but which could not have been understood as implying that it was to be delivered by the railroad company to him without further and specific instructions to that effect from the plaintiff, who was the real owner. Upon these facts alone, which are clear and undisputed, I do not see how the jury could have found otherwise than that the delivery to Mr. Tilton was wholly unauthorized; and that without regard to any evidence of the supposed custom prevailing among business men in transactions of this nature. If there was no custom, and no evidence tending to establish it, the verdict must have been the very same. I do not therefore consider it necessary to examine any of the exceptions or alleged errors arising out of that part of the case. They become immaterial, and cannot effect the judgment.

The next question, and that about which we have had most difficulty, arises out of the subsequent delivery by the plaintiff to Mr. Tilton of the other two hundred barrels of flour mentioned in the agreement. He delivered and received pay for them. Was such delivery and receipt of payment a waiver of the condition of payment down for the first hundred barrels according to the agreement? Did the plaintiff thereby ratify the entire agreement, so that he could not afterwards rescind as to the one hundred barrels of which Mr. Tilton had thus obtained wrongful possession? Laying aside all question under the statute of frauds, and considering the agreement in every respect as valid as if it had been reduced to writing and subscribed by the parties, I yet think that the plaintiff waived none of his legal rights arising out of the wrongful delivery or taking of the first one hundred barrels. I think so because I think the agreement was divisible. It was for the sale of three hundred barrels of flour at $8 per barrel, to be delivered in lots of one hundred each, each lot to be paid for on delivery. It was in legal effect the same as if there had been three contracts for the sale and delivery of one hundred barrels of flour each. The delivery of the flour and receipt of the price under one contract was not a waiver of any rights which had accrued in consequence of the non-performance of another. "Any contract," says Mr. Parsons, "may consist of many parts; and these may be considered as parts of one whole, or as so many distinct contracts, entered into at one time, and expressed in the same instrument, but not thereby made one contract. * * * If the part to be performed by one party consists of several distinct and separate items, and the price to be paid by the other is apportioned to each item to be performed, or is left to be implied by law, such contract will generally be held to be severable. Johnson *vs.* Johnson, 3 B. and P., 162.

The only remaining question necessary to be considered is as to the eighth instruction given by the Court to the jury. That instruction was to the effect that the subsequent receipt by the plaintiff from Mr. Tilton of $50 on account of the flour wrongfully delivered, if the jury should so find, would constitute no release or waiver of the plaintiff's right of action against the defendant. The correctness of this instruction is very questionable; but whether it is correct or not is not a matter which need now be considered. It has become speculative and immaterial by the finding of the jury. The jury returned a verdict for the plaintiff for the value or price of the flour, with interest from the time of conversion, and thus must have found that the $50 was received by the plaintiff not in part payment for this flour, but upon a pre-existing debt due from Tilton to him. The verdict in this respect is sustained by evidence, and was found under a proper instruction given by the Court upon that point. Hence the defendant is not aggrieved by the instruction, conceding it to have been erroneous, and the judgment will not an that account be reversed. Lawler *vs.* Earle, 5 Allen, 22.

Judgment affirmed.

☞ Two miles of the Butler Branch Railroad next to Freeport, has been constructed, and the locomotive is doing its work transporting iron and timber for the other sections and for the bridges across the Little Buffalo.

The New Illinois Constitution.

Complete returns from the election in Illinois, with the exception of a single county, show the following results: For the new Constitution, 132,734; against it, 85,324; majority for the Constitution, 97,410. All the propositions submitted to a separate vote were adopted. The article which provides that the Central Railroad Company's liability to the State shall never be alienated, received 145,484 to 21,290—majority for the clause, 124,144. The clause which prohibits counties, cities, towns, townships, or other municipalities from subscribing to the stock of any railroad or private corporations, and from making any donation or lending its credit in aid of such corporation, received 132,670 to 33,924—majority for the clause, 98,721. On Railroads, in the article entitled "Corporations," which prohibits the consolidation of competing roads, and otherwise regulates railroad corporations, the vote stood: For, 143,180; against, 23,482—majority for the provision, 119,698. The provision that the Illinois and Michigan Canal shall never be sold or leased except by a vote of the people, received 140,954 to 16,992—majority for the clause, 118,962.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1870, was as follows:

From passengers		$415,869 74
" freight		493,342 42
" mails and express		25,412 15
" rents to other companies		195,000 00
" miscellaneous		9,198 71
" use of machinery		26,683 17
" interest		19,434 28
" sundries, profit and loss, etc.		6,516 88
		$1,191,457 45
Operating expenses, viz.:		
Repairs of road	$189,356 84	
" bridges	20,740 63	
Shops and engine houses	15,237 64	
Station expenses	60,104 91	
Wood, coal and oil	107,960 85	
Locomotive power	76,231 77	
Passenger train exp	41,272 82	
Freight train exp	49,649 63	
Office expenses	39,092 41	
Miscellaneous exp	29,616 58	
		579,964 08
Earnings less expenses		$611,493 37
From which deduct—		
Interest on bonds	$143,956 59	
Taxes—State	43,083 74	
" National	30,867 50	
Insurance	6,263 29	
		224,171 12
Leaving a balance of		$387,322 25
Add balance from previous year		303,602 69
Total		$690,924 94
Applied as follows—		
Dividend No. 28—scrip		$175,000 00
" No. 29—cash		140,000 00
Balance—surplus account March 31, 1870		375,924 94
Total, as above		$690,924 94

The operating expenses were 49.76 per cent. of gross earnings. The number of miles run by trains earning revenue was 498,270. Earnings per mile run by trains, $2.34; expenses, do., $1.16, Income per mile of road, $19,435 10; expenses. do., $9,666 07. Number of passengers carried, 669,252. Tons of freight moved in narrow gauge cars, 395,432.

There have been used in the track during the year 324¼ tons of Bessemer Steel rail, and 571 tons of re-rolled iron rail, the cost of which, after deducting the credits due, have been charged to expenses of road and track. There are now a little over five miles of Bessemer Steel rail laid, and thus far it has proved satisfactory; none of it has broken or shown any lamination.

The current assets and liabilities of the company are as follows:

Assets:	
Materials for repairs	$208,795 07
Wood lands	12,540 00
Bills receivable	32,323 76
Stock and bonds	421,422 81
Due from railroad companies	24,488 01
" individuals	30,385 39
" Post office department	6,312 50
Cash and cash assets	87,632 39
Dayton & Michigan Railroad Lessors' account	86,605 43
Cincinnati, Richmond and Chicago Lessors' account	17,832 64
	$928,838 00
Liabilities:	
Balance construction	$598,588 91
Due dividends	16,012 00
" dividend No. 29	140,000 00
Unpaid coupons	6,118 06
Due railroad companies	37,194 91
" individuals	59,577 66
" United States	11,679 44
Pay rolls March—C., H. & D., D. & M. and C., R. & C	59,667 02
	$928,838 00

The receipts from operations of the Dayton and Michigan Railroad during the year were $1,062,-881 45; and the expenditures, $1,042,338 39—leaving a balance of $20,543 06; which deducted from amount ($107,148 49) due lessees March 31, 1869, leaves a balance due C., H. & D. R. R. Co., March 31, 1870, of $86,605 43.

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad during the year were $105,751 95; and the expenditures, $123,584 59—leaving balance due C., H. & D. R. R. Co., of $17,832 64.

CONDENSED BALANCE SHEET, MARCH 31, 1870.

Construction	$3,974,404 73
Equipment	995,750 96
Real estate	339,180 84
Material for repairs, etc	208,795 07
Wood lands	12,540 00
Bills receivable	32,323 76
Stock and bonds	421,422 81
Due from railroad companies	24,488 01
" individuals	30,385 39
" post office department	6,812 50
Cash and cash assets	87,632 39
Dayton and Michigan R. R. Lessors.	86,605 43
Cin., Rich. and Chicago R.R. Lessors	17,832 64
	$6,238,174 03
Capital stock	$3,500,000 00
1st mortgage bonds	1,250,000 00
2d "	500,000 00
3d "	282,000 00
Surplus earnings	375,924 94
Interest on bonds	6,118 06
Dividends unclaimed	16,012 00
Dividend No. 29	140,000 00
Due railroad companies	37,194 91
" individuals	59,577 66
" United States	11,679 42
Pay rolls, March	59,667 04
	$6,238,174 03

Dayton and Michigan Railroad.

The income of this company for the fiscal year ending March 31, 1870, was as follows:

From passengers		$349,487 55
" freight (837,259 tons)		669,334 88
" mails and express		41,537 65
" rents		1,496 37
		$1,061,856 45
Expenses, viz:		
Maintenance of way	$183,493 79	
Machine shop	7,134 71	
Locomotive power	89,126 14	
Wood and oil	84,286 44	
Train expenses	120,589 79	
Station expenses	66,782 02	
Office expenses	24,020 64	
Miscellaneous expenses	55,195 97	
		640,579 50
Earnings less operating expenses		$421,276 95
From which deduct—		
Interest on bonds	$301,280 00	
General int. and exchange	763 84	
Insurance	4,641 83	
Taxes—State	28,140 41	
" National	9,144 81	
		343,970 89
Leaving as net earnings for the year.		$77,306 06

The two bonds, Nos. 22 and 23, due July 1, 1867, referred to in the last report as probably lost, have recently been presented and paid. There have also been $500 Income bonds paid, leaving a balance of $800 to pay. The Trustee of the Sinking Fund has cancelled 36 First Mortgage bonds during the year, making in all to date $234,000, leaving a balance of $2,776,000.

CONDENSED BALANCE SHEET, MARCH 31, 1870.

Construction account	$4,784,186 19
Stock Interest account	487,117 38
Fencing	31,991 04
Toledo improvement	343,588 38
Right of way	106,041 45
Lima shop equipment	12,145 31
Real estate	91,988 12
Rolling stock	667,267 95
Bills receivable	1,562 00
Town of Perrysburg	11,000 00
Individual account	4,794 36
Profit and loss	243,742 69
	$6,784,024 87
Capital, new	$2,356,388 61
" old	36,751 01
1st mortgage bonds	2,766,000 00
2d "	642,000 00
3d "	700,000 00
Toledo depot bonds	169,500 00
Income bonds	800 00
Bills payable	4,200 00
Interest on bonds	21,673 82
Individual and railroad account	100 00
C., H. & D. R. R. Lessors' account	86,605 43
	$6,784,024 87

☞ Congress having made available Massachusetts' appropriation to the completion of the European and North American Railway, work will be resumed upon the unfinished portion immediately, and it is hoped that in October, 1871, the cars will run through from Boston to Halifax. There will then be a connecting line of railroad from Halifax to San Francisco.

☞ The work on the Vineland (N.J.) railroad between Atsion and Vineland, will soon be completed. It has been graded and bridged nearly its entire length, and the work of laying the crossties and rails is progressing quite rapidly.

Cincinnati, Richmond and Chicago R. R.

The income of this company for the fiscal year ending March 31, 1870, was as follows:

From passengers		$51,385 77
" freight (35,575 tons)		46,965 10
" mails and express		6,784 45
" rents, etc.		616 63
		$105,751 95
Operating expenses		77,579 48
Earnings less operating expenses		$28,172 47
From which deduct—		
Interest on bonds	$43,750 00	
Interest and exchange	148 03	
Insurance	819 63	
Taxes—State	2,974 68	
" National	1,284 62	
		48,477 26
Excess of expenses over receipts		$20,304 79

BALANCE SHEET, MARCH 31, 1870.

Construction	$826,733 29
Equipment	120,451 98
Real estate	700 00
Profit and loss	82,109 62
	$1,029,994 89
Capital stock	$382,600 00
1st mortgage bonds	560,000 00
2d "	65,000 00
Interest on bonds unpaid	4,562 25
C., H. & D. R. R. lessees	17,832 64
	$1,029,994 89

Baltimore, Pittsburg and Western Railway.

A Youngstown letter, of date the 19th, says: "A surveying party within the last few week has been engaged on a route from this place to Akron, with a view to test its feasibility as a part of the proposed extension of the Connellsville Road west. Two routes are proposed, one to follow up the valley to Niles, and then to strike west; the other to leave the valley near Youngstown, following some of the ravines running west from the Mahoning or Mill creek, which enters it from the south of its confluence with the Mahoning. The engineer reports a good route, the heaviest grade not to exceed fifty feet to the mile, to the dividing ridge between the Mahoning and Neander near the centre of Austintown, from which point to Akron a road may be run in nearly a direct course and with easy grades and curvatures. It is believed that we can offer a better line in respect to grades, curves, distance and expense of construction than any of the competing routes, and as to the amount of business it will furnish this line, running a very considerable portion of the distance through a region rich in minerals and studded with furnaces and rolling mills, is far ahead of any other. We think we can make a showing both in the advantage of route and subscription to stock that will make a strong impression in our favor. Up to Tuesday the subscriptions secured at Akron amounted to $250,000, leaving but $50,000 to be raised to complete the amount required, $300,000. It was thought the necessary sum would be subscribed on Wednesday.—Salem (Ohio) *Republican.*

☞ Norfolk, Va., has voted upon the question of subscribing one million dollars to the stock of the Norfolk and Great Western railroad. The vote was: for the subscription, 1,658; against it, 1,179—wanting forty-five of the three-fifths majority necessary under the law to carry the subscription.

☞ The President has appointed William Sherman, Thomas B. B. Sharmon and Calvin Brown of California, Commissioners of the Southern Pacific Railroad.

New Internal Revenue and Tariff Act.

AN ACT to reduce internal taxes, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the first day of May, eighteen hundred and seventy-one, the special taxes imposed by the seventy-ninth section of the act entitled "An act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes," approved June thirty, eighteen hundred and sixty-four, as amended by section nine of the internal revenue act approved July thirteen, eighteen hundred and sixty-six, and as amended by section two of the internal revenue act approved March two, eighteen hundred and sixty-seven, be, and the same are hereby, repealed; but this act shall not be held to repeal or in any way effect the special tax on brewers imposed by said section, or the special taxes imposed by the act approved July twenty, eighteen hundred and sixty-eight, entitled "An act imposing taxes on distilled spirits and tobacco, and for other purposes, or the acts amendatory thereof.

SEC. 2. And be it further enacted, That on and after the first day of October, eighteen hundred and seventy, the several taxes on sales imposed by the internal revenue laws now in force, saving and excepting such taxes on sales as are by existing law paid by stamps, and the taxes on sales of leaf tobacco, manufactured tobacco, snuff, cigars, foreign and domestic distilled spirits, and wines, imposed by said act, approved July twenty, eighteen hundred and sixty-eight, and acts amendatory thereof, be, and the same are hereby, repealed.

SEC. 3. And be it further enacted, That on and after the first day of October, eighteen hundred and seventy, the taxes imposed by the internal revenue laws, now in force, herein specified, be, and the same are hereby, repealed, namely; on articles in Schedule A; the special tax on boats, barges, and flats; on legacies and successions; on passports, and on gross receipts.

SEC. 4. And be it further enacted, That on and after the first day of October, eighteen hundred and seventy, the stamp tax imposed in Schedule B on promissory notes for a less sum than one hundred dollars, and on receipts for any sum of money, or for the payment of any debt, and the stamp tax imposed in Schedule C, on canned and preserved fish, be, and the same are hereby, repealed. And no stamp shall be required upon the transfer or assignment of a mortgage, where it or the instrument it secures has been once duly stamped. And the proprietor or proprietors of articles named in said Schedule C, who shall furnish his or their own die or design for stamps to be used especially for his or their own proprietary articles, shall be allowed the following commissions, namely: On amounts purchased at one time of not less than fifty dollars nor more than five hundred dollars, five per centum; and on amounts of over five hundred dollars, ten per centum of the whole amount purchased: *Provided*, That lucifer or friction matches, and cigar lights, and wax tapers may be removed from the place of manufacture for export to a foreign country without payment of tax, or affixing stamps thereto, under such rules and regulations as the Commissioner of Internal Revenue may prescribe; and all provisions of existing laws inconsistent herewith are hereby repealed.

SEC. 5. And be it further enacted, That section 158 of the act entitled "An act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes," approved June 30, 1864, as amended by section 9 of the Internal Revenue act, approved July 13, 1866, be and is hereby amended by striking out the words "fifty dollars" in the second proviso, and inserting in lieu thereof the following: "double the amount of tax remaining unpaid, but in no case less than five dollars;" also, by striking out the words "sixty-six" in the third proviso, and inserting in lieu thereof the words "seventy-one;" also, by striking out the words "sixty-seven" in the last proviso, and inserting in lieu thereof the words "seventy-two."

SEC. 6. And be it further enacted, That there shall be levied and collected annually, as hereinafter provided, for the years 1870 and 1871, and no longer, a tax of one and one-half per centum upon the gains, profits and income of every person residing in the United States, and of every citizen of the United States residing abroad, derived from any source whatever, whether within or without the United States, except as hereinafter provided, and a like tax annually upon the gains, profits and income derived from any business, trade or profession carried on in the United States by any person residing without the United States, and not a citizen thereof, or from rents of real estate, within the United States owned by any person residing without the United States, and not a citizen thereof.

SEC. 7. And be it further enacted, That in estimating the gains, profits and income of any person, there shall be included all income derived from any kind or property, rents, interest received or accrued upon all notes, bonds and mortgages, or other forms of indebtedness bearing interest, whether paid or not, if good and collectible, interest upon notes, bonds or other securities of the United States; and the amount of all premium on gold and coupons; the gains, profits and income of any business, profession, trade, employment, office or vocation; including any amount received as salary or pay for services in the civil, military, naval or other service of the United States, as a senator, representative or delegate in Congress; except that portion thereof from which, under authority of acts of Congress previous hereto, a tax of 5 per centum shall have been withheld; the share of any person of the gains and profits, whether divided or not, of all companies, or partnerships, but not including the amount received from any corporations whose officers, as authorized by law, withhold and pay as taxes a per centum of the dividends made, and of interest or coupons paid by such corporations; profits realized within the year from sales of real estate purchased within two years previous to the year for which income is estimated; the amount of sales of live stock, sugar, wool, butter, cheese, pork, beef, mutton or other meats, hay and grain, fruits, vegetables and other productions, being the growth or produce of the estate of such person, but not including any part thereof consumed directly by the family; and all other gains, profits and income drawn from any source whatever, but not including the rental value of the homestead used or occupied by any person or by his family.

SEC. 8. And be it further enacted, That military or naval pensions allowed to any person under the laws of the United States, and the sum of two thousand dollars of the gains, profits and income of any person, shall be exempt from said income tax, in the manner hereinafter provided. Only one deduction of two thousand dollars shall be made from the aggregate income of all the members of any family composed of one or both parents and one or more minor children, or of husband and wife; but when a wife has by law a separate income, beyond the control of her husband, and is living separate and apart from him, such deduction shall then be made from her income, gains, and profits; and guardians and trustees shall be allowed to make the deduction in favor of each ward or beneficiary except that in case of two or more wards or beneficiaries comprised in one family, having joint property interest, only one deduction shall be made in their favor. For the purpose of allowing said deduction from the income of any religious or social community holding all their property and the income therefrom jointly and in common, each five of the persons composing such society, and any remaining fractional number of such persons less than five over such groups of five, shall be held to constitute a family, and a deduction of two thousand dollars shall be allowed for each of said families. Any taxes on the incomes, gains, and profits of such societies now due and unpaid, shall be assessed and collected according to this provision, except that the deduction shall only be one thousand dollars for any year prior to eighteen hundred and seventy.

SEC. 9. And be it further enacted, That in addition to the exemptions provided in the preceding section, there shall be deducted from the gains, profits, and income of any person all national, State, county, and municipal taxes paid by him within the year, whether such person be owner, tenant or mortgager; all his losses actually sustained during the year arising from fires, floods, shipwreck, or incurred in trade, and debts ascertained to be worthless, but excluding all estimated depreciation of values, the amount of interest paid during the year, and the amount paid for rent or labor to cultivate land, or to conduct any other business from which income is derived; the amount paid for the rent of the house or premises occupied as a residence for himself or his family, and the amount paid out for usual and ordinary repairs. No deduction shall be made for any amount paid out for new buildings, permanent improvements or betterments, made to increase the value of any property or estate.

SEC. 10. And be it further enacted, That the tax hereinbefore provided shall be assessed upon the gains, profits and income for the year ending on the thirty-first day of December next preceding the time for levying and collecting said tax, and shall be levied on the first day of March, eighteen hundred and seventy-one and eighteen hundred and seventy-two, and be due and payable on or before the thirtieth day of April in each of said years. And in addition to any sum annually due and unpaid after the thirtieth day of April, and for ten days after notice and demand thereof by the collector, there shall be levied and collected, as a penalty, the sum of five per centum on the amount unpaid, and interest on said amount at the rate of one per centum per month from the time the same became due, except from the estates of deceased, insane or insolvent persons.

SEC. 11. And be it further enacted, That it shall be the duty of every person of lawful age, whose gross income during the preceding year exceeded two thousand dollars, to make and render a return on or before the day designated by law to the assistant assessor of the district in which he resides of the gross amount of his income, gains and profits as aforesaid; but not including the amount received from any corporation whose officers, as authorized by law, withhold and pay as taxes a per centum of the dividends made and of the interest or coupons paid by such corporation, nor that portion of the salary or pay received for services in the civil, military, naval, or other service of the United States, or as senator, representative, or delegate in Congress, from which tax has been deducted, nor the wages of minor children not received; and every guardian and trustee, executor or administrator, and any person acting in any other fiduciary capacity, or as resident agent for, or copartner of, any non-resident alien, deriving income, gains, and profits from any business, trade, or profession carried on in the United States, or from rents of real estate situated therein, shall make and render a return as aforesaid to the assistant assessor of the district in which he resides of the amount of income, gains, and profits of any minor or person for whom he acts. The assistant assessor shall require every such return to be verified by the oath of the party rendering it, and may increase the amount of any return, after notice to such party, if he has reason to believe that the same is understated. In case any person having a gross income as above, of two thousand dollars or more, shall neglect or refuse to make and render such return, or shall render a false or fraudulent return, the assessor or the assistant assessor shall make such return, according to the best information he can obtain by the examination of said person, or of his books or accounts, or by

any other evidence, and shall add, as a penalty, to the amount of the tax due thereon, fifty per centum in all cases of wilful neglect or refusal to make and render a return, and one hundred per centum in all cases of a false or fraudulent return having been rendered. The tax and the addition thereto as penalty, shall be assessed and collected in the manner provided therefor in cases of wilful neglect or refusal to render a return, or of rendering a false or fraudulent return. But no penalty shall be assessed upon any person for such neglect or refusal, or for making or rendering a false or fraudulent return, except after reasonable notice of the time and place of hearing, to be regulated by the Commissioner of Internal Revenue, so as to give the person charged an opportunity to be heard: *Provided*, That no collector, deputy collector, assessor, or assistant assessor shall permit to be published in any manner such income returns, or any part thereof, except such general statistics, not specifying the names of individuals or firms, as he may make public, under such rules and regulations as the Commissioner of Internal Revenue shall prescribe.

SEC. 12. And be it further enacted, That when the return of any person is increased by the assistant assessor, such person may exhibit his books and accounts and be permitted to prove and declare, under oath, the amount of income liable to be assessed; but such oath and evidence shall not be conclusive of facts, and no deductions claimed in such cases shall be allowed until approved by the assistant assessor. Any person may appeal from the decision of the assistant assessor, in such cases, to the assessor of the district, and his decision thereon, unless reversed by the Commissioner of Internal Revenue, shall be final. The form, time and manner of proceedings shall be subject to regulations to be prescribed by the Commissioner of Internal Revenue.

SEC. 13. And be it further enacted, That any person, in his own behalf, or as such fiduciary or agent, shall be permitted to declare, under oath, that he, or his ward, beneficiary, or principal, was not possessed of an income of two thousand dollars, liable to be assessed according to the provisions of this act; or may declare that an income tax has been assessed and paid elsewhere in the same year, under authority of the United States, upon his income, gains and profits, or those of his ward, beneficiary, or principal, as required by law; and if the assistant assessor shall be satisfied of the truth of the declaration, such person shall thereupon be exempt from the income tax in the said district.

SEC. 14. And be it further enacted, That consuls of foreign governments who are not citizens of the United States shall be exempt from any income tax imposed by this act which may be derived from their official emoluments, or from property in foreign countries: *Provided*, That the governments which such consuls represent, shall extend similar exemption to consuls of the United States.

SEC. 15. And be it further enacted, That there shall be levied and collected for and during the year eighteen hundred and seventy-one a tax of two and one half per centum on the amount of all interest or coupons paid on bonds or other evidences of debt issued and payable in one or more years after date, by any of the corporations in this section hereinafter enumerated, and on the amount of all dividends of earnings, income, or gains hereafter declared, by any bank, trust company, savings institution, insurance company, railroad company, canal company, turnpike company, canal navigation company, and slack-water company, whenever and wherever the same shall be payable, and to whatsoever person the same may be due, including non-residents, whether citizens or aliens, and on all undivided profits of any such corporation which have accrued and been earned and added to any surplus, contingent, or other fund, and every such corporation having paid the tax as aforesaid, is hereby authorized to deduct and withhold from any payment on account of interest, coupons, and dividends an amount equal to the tax of two and one-half per centum on the same; and the payment to the United States, as provided by law, of the amount of tax so deducted from the interest, coupons and dividends aforesaid, shall discharge the corporation from any liability for that amount of said interest, coupons, or dividends, claimed as due to any person, except in cases where said corporations have provided otherwise by an express contract: *Provided*, That the tax upon the dividends of insurance companies shall not be deemed due until such dividends are payable, either in money or otherwise; and that the money returned by mutual insurance companies to their policy-holders, and the annual or semi-annual interest allowed or paid to the depositors in savings banks or savings institutions, shall not be considered as dividends; and that when any dividend is made, or interest as aforesaid is paid, which includes any part of the surplus or contingent fund of any corporation which has been assessed and the tax paid thereon, or which includes any part of the dividends, interest, or coupons received from other corporations whose officers are authorized by law to withhold a per centum on the same, the amount of tax so paid on that portion of the surplus or contingent fund, and the amount of tax which has been withheld and paid on dividends, interest, or coupons so received, may be deducted from the tax on such dividend or interest.

SEC. 16. And be it further enacted, That every person having the care or management of any corporation liable to be taxed under the last preceding section, shall make and render to the assessor or assistant assessor of the district in which such person has his office for conducting the business of such corporation, on or before the tenth of the month following that in which any dividends or sums of money become due or payable as aforesaid, a true and complete return, in such form as the Commissioner of Internal Revenue may prescribe, of the amount of income and profits and of taxes as aforesaid; and there shall be annexed thereto a declaration of the president, cashier, or treasurer of the corporation, under oath, that the same contains a true and complete account of the income and profits and of taxes as aforesaid. And for any default in the making or rendering of such return, with such declaration annexed, the corporation so in default shall forfeit, as a penalty, the sum of one thousand dollars; and in case of any default in making or rendering said return, or of any default in the payment of the tax as required, or of any part thereof, the assessment and collection of the tax and penalty shall be in accordance with the general provisions of law in other cases of neglect and refusal.

SEC. 17. And be it further enacted, That sections one hundred and twenty, one hundred and twenty-one, one hundred and twenty-two, and one hundred and twenty-three of the act of June thirty, eighteen hundred and sixty-four, entitled "An act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes," as amended by the act of July thirteen, eighteen hundred and sixty-six, and the act of March two, eighteen hundred and sixty-seven, shall be construed to impose the taxes therein mentioned to the first day of August, eighteen hundred and seventy, but after that date no further taxes shall be levied or assessed under said sections, and all acts and parts of acts relating to the taxes herein repealed, and that all the provisions of said acts shall continue in full force for levying and collecting all taxes properly assessed or liable to be assessed, or accruing under the provisions of former acts or drawbacks, the right to which has already accrued or which may hereafter accrue under said acts, and for maintaining and continuing liens, fines, penalties and forfeitures incurred under and by virtue thereof. And this act shall not be construed to effect any act done, right accrued, or penalty incurred under former acts, but every such right is hereby saved. And for carrying out and completing all proceedings which have been already commenced or that may be commenced to enforce such fines, penalties, and forfeitures, or criminal proceedings under said acts, and for the punishment of crimes of which any party shall be or has been found guilty.

SEC. 18. And be it further enacted, That the President is hereby authorized to annex to, and unite with each other, two or more adjoining collection districts, whenever in his opinion it will reduce the expenses of collecting the internal revenue, without impairing the efficiency of the service; and thereupon shall retain but one collector and one assessor for such enlarged district. And the President is also authorized to consolidate, in like manner, at his discretion, any two or more adjoining supervisors' districts, and to retain or appoint one supervisor for such consolidated district.

SEC. 19. And be it further enacted, That as soon as practicable, after the passage of this act the number of assistant assessors employed shall be permanently reduced by the discharge of all officers of that class who are assigned specially to the assessment of any taxes which shall have been abolished by law; and the Commissioner of Internal Revenue shall be required further to reduce the number of assistant assessors in proportion to any reduction of the service of assessment which has been made, or may hereafter be made, by the repeal of any portion of the internal taxes.

SEC. 20. And be it further enacted, That section sixty-seven of an act approved July thirteen, eighteen hundred and sixty-six, entitled "An act to reduce internal taxation, and to amend an act entitled 'An act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes,' approved June thirty, eighteen hundred and sixty-four," be amended by inserting after the words "that in any case civil or criminal," the words "at law or in equity;" also, by inserting after the words "if the suit were commenced in the court below by summons," the words following: "subpœna, petition, or by any other form of action except as hereinafter provided;" also, by inserting after the words "or if it were commenced by capias," the words following: "or by any similar form of proceeding by which a personal arrest is ordered.

(*To be continued.*)

Repeal of the Tonnage Tax.

The Secretary of the Treasury has issued a circular to Collectors and others, announcing the repeal of the tonnage tax on vessels engaged in the coasting trade and fisheries, and of the special internal revenue tax on boats, barges and flats. This repeal was effected by the passage of the act to reduce internal taxes, approved July 14, and which amends the acts of 1862, so that no ship, vessel, steamer, boat, barge or flat belonging to any citizen of the United States, trading from port or point within the United States, or employed in the bank, whale or other fisheries, shall hereafter be subject to the tonnage tax or duty provided for in said acts and the proviso in section 103 of the Internal Revenue Act of June 30, 1864. In accordance with the above provision of law, no tonnage tax could be legally exacted after the 14th inst., and Collectors are therefore instructed to abstain from its collection on receipt of the circular, and all applications for refunding of moneys so paid from and after that date will be forwarded with report thereon to the Secretary of the Treasury.

☞ The city council has determined to push forward the project of erecting a bridge across the Potomac at Cumberland, and a committee of that body invite proposals for the construction of the same.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,226	---- ----	---- ----
Atlantic & Gt. Western ...50	25,879,923	---- ----	---- ----
" " " pref..50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,350,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.....50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,800	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	899,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buffalo, New York & Erie*..100	950,000	M. & N.	Nov'69 5½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Boat'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* .. 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68@2
" Street.....	---- ----	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 1½
Cleveland & Mahoning*.... 50	2,058,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers 100	139,000	---- ----	---- ----
Do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,646	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Dubuque " do. pref 100	1,987,351	J. & J.	Jan.'70 3½
Do 50	392,550	J. & J.	July '70 3
East Mahanoy 50	3,833,300	J. & J.	Jan. '70 4
Eastern (Mass.)..... 100	492,500	J. & J.	Jan. '70 4
Eastern (N. H.) 50	654,600	---- ----	July '70 3
East Pennsylvania 100	1,290,067	---- ----	---- ----
East Tenn. and Georgia..100	1,902,000	---- ----	---- ----
East Tenn. and Virginia...100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	500,000	F. & A.	Feb'70 2½
Elm., Jeffers. & Canand*..100	500,000	M. & N.	Nov'69 2½
Elmira & Williamsport*.. 50	500,000	J. & J.	Jan.'70 3½
Do. do. pref. 50	500,000	F. & A.	Feb.'66 4
Erie Railway 100	70,000,000	Annual.	Dec'69 7½
Do. pref.....100	8,533,910	---- ----	---- ----
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordav.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,200,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	---- ----	Aug'70 3½
Do. do. pref.100	5,238,880	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	380,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Aug. '70 4
" " guar.100	633,500	F. & A.	Aug. '70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,316	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	300,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st prof. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,450,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	3,312,725	---- ----	June'69 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,378	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,920	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,468	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell..... 100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,438,800	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	---- ----	---- ----
N. Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey..... 100	6,250 000	F. & A.	Aug. '70 5
New London Northern.....100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem..... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 5½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	231,550	---- ----	---- ----
Oswego and Syracuse..... 50	432,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July '70 4½
Pennsylvania 100	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,581,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*..... 100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,685,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,200	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred..... 100	---- ----	F. & A.	Aug'69 2½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	303,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	---- ----	July'70 2
17th & 19th streets (Ph.).. 50	130,000	---- ----	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,200	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	695,923	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,300,000	January,	1870,11.4s
Tol., Wabash and West....100	11,700,000	---- ----	---- ----
" " pref 100	1,000,000	---- ----	---- ----
Troy and Boston.....	607,111	M. & N.	May'70 3½
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 5½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,476	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,500,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon..... 100	1,463,776	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	July'70 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 6
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,907,850	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'66 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	---- ----	Dec'66 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 6
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	---- ----	June'70 3
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,300	410,000	5,611,599
1870	331,568	313,325	383,790	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,290	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,930	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,962	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	384,504	404,012	558,101	486,196	508,746	409,560	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,239	468,109	403,691	348,996	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,859,267
1864	158,735	176,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	276,073	201,779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,258,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,166	479 246	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,586	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1.000.086	1.200,216	1.010,892	712,350	9.299.4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1.541,057	1,211.530	879,900	11,032.7 7
1868	892,092	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,884,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,281	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	283,296	262.798	239.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	350,468	3,445,627
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,068	7,181,208
1866	603,053	605,266	606,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588.219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,561	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	96,043	106,921	104,866	113,504	112,982	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,275,713
1868	92,433	81,599	98,492	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119.169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,809	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,962	462,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,660,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,665,808
1868	362,021	338,335	378,785	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,390	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,230,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,030	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,166,065
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,604	447,370	328,870	4,520,550
1866	282,430	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	306,660	4,280,115
1867	304,095	288,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,873	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,560	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	368,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	340,755	261,143	316,266	401,900	369,356*	365,412	350,565	751,738	1,101,771	775,616	438,323	5,663,608
1868	389,228	321,203	333,508	436,412	565,718	458,191	423,306	522,682	1,024,045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,400	420,951	460,288	630,844	678,928	586,531	525,547	724,732	1,040,102	801,195	696,566	7, 250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	289,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	306,454	278,701	310,762	302,426	281,613	3 350 083
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	296.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 083 026
1866	738,081	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833.742	887,793	874,974	436,990	10,637,124
1867	500,488	584,561	708,618	886,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,725,083
1869	479,236	525,490	755,433	904,834	499,462	630,080	1,232,903	1,454,026	1,294,621	1,236,866	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,963	198,884	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	156,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	108,716	117,625	116,242	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	287,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	341,756	353,480	3,969,955
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,806	323,270	399,439	4,013,206
1869	284,193	240,396	342,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,984	4,252,343
1870	312,133	298,645	295,298	318,600	340,802	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,002	623,560	617,585	758,467	857,322	837,388	716,329	5,708,148
1870	593,529	600,180	689,298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	105¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,783,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109
.. .. .. (5-20s).....coupon		6	" "	1882	109
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109
.. .. .. (5-20s).....coupon		6	" "	1884	109
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109
.. .. .. (5-20s).....coupon		6	" "	1884	109
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	109½
.. .. .. (5-20s).....coupon		6	" "	1885	109½
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108
.. .. .. (5-20s).....coupon		6	" "	1886	108½
.. .. .. 3d series (5-20s)...registered	379,602,350	6	" "	1887	109
.. .. .. (5-20s).....coupon		6	" "	1887	108½
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	108½
.. .. .. (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	253,472	var	.....	Due.	....
Treasury Notes (7-30s).....	661,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,152,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,256	*nil.*	.....	Dem.	....
Fractional Currency	39,878,684	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	98½
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92½
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	702,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'00	68
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	95½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	97½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	625,008	6	" "	'80-'99	95½
.. — .. .. 1838-'39.....	46,282	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
.. —South. Relief Loan of 1867.....	108,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	111½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	106½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	114½
.. —	650,000	6	" "	'72-'73	113
.. —	720,000	6	" "	'74-'75	112
.. —	1,430,000	6	" "	1876	108½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	109½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93½
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	88
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	99
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	108
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	3,511,000	6	J. & J. or A. & O.	'68-'91	49½
.. — .. (new).....	3,959,045	6	" "	'92-'98	30
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (" ").....	1,600,000	6	" "	1875	100
.. — .. (" ").....	4,095,300	6	" "	1881	100½
.. — .. (" ").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	....	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	109½
.. —	9,273,050	6	" "	1882	112½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	74
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2?9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	67
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	...
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	26½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	93½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	86
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1909	80
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	102½
Funded Coupons	755,000	7	May & Nov.	" "	1883	26
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1886	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	169,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	18??	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	88
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	79½
Columbus and Indiana Central:						
2d Mortgage	$21,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	709,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1888	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1892	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1893	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'63–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,360	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,137,500	7	April & Oct.	New York.	1875	27½
Construction	332,000	6	" "	" "	1875	110
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1969	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	94
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,800,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Morigage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,900	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1880	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1895	....
New Mortgage	230,000	7	April & Oct.	New York.	1898	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	94½
Chattel Mortgage	380,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	96½
Northern New Hampshire:						
Company Bonds of 1854	120,800	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	89
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	8	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	96
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York!	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	" "	1875	102
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	98
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,135,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912*	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Plattsmouth and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	660,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7,	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,200,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	34½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	72
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	75½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	"	"	1890	....
" " " 3d class	154,000	7	"	"	1890	....
" " " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		Δ				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	6½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	287,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,918,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	251,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,136	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,433,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	—	—	194,250	20,000	—	—	15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,988,809	8	100	139
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	22½
Dec. 31, 1868	49.0	—	5.0	196.0	9	2	1	541	*Bay de Noquet and Marquette*.....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	—	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	—	—	—	—	42,000	7	100	82
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	96,678,232	158,579,177	6,796,056	2,918,129	10	100	146
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	16	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,903	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	583	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,687,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	144
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	—	—	428,472	—	—	—	1.60	28,606	664,780	.....	49,175	14,867	7	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	129	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	180.0	.....	.....	.....	841,653	411,226	—	100	87½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	116
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,499	123,864	64,259	28,051	801,906	125,000	78,489	8,214	—	—	—	—	34,940	34,940	3	100	....
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	—	447,000	.....	.....	.....	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	—	426,900	—	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Nov. 30 1868	190.6	—	25.8	—	46	71	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Dec 31, 1868	64.0	10.0	76.0	—	107	134	15	1,898	Central of New Jersey.....New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	.....	.....	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	—	3,000,000	2,500,000	11,209	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	—	—	3,200,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	—	1,000,000	.....	505,000	220,445	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	.....	—	1,500,000	334,000	128,750	55,590	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	100.6	—	—	—	—	—	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	103,000	15,340	391,222	261,600	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	40.0	—	—	—	61,013	14,145	—	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	53.6	496,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy...Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,342,836	1,537,013	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	115
Dec 31, 1868	78.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	158
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	73.0	—	—	—	—	—	—	100	....
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	(Leased | to Chic. a | nd N. W.)	631,782	631,782	10	100	119½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.9	2,515,073	627,595	806,788	13,941,343	4,881,189	10	100	82½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	.....	.....	—	—	—	—	5,231,980	2,708,049	10	100	112½
Jun. 30, 1867	—	Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	.....	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	60.1	598,664	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Jan. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	—	(Leased	to Kentuc	ky Centra	l)	—	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	113.0	.....	.....	.....	.....	58	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
																		132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31,	1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	80
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	.....	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	50	....
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,460,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	104½
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	.....	.....	6,250,000	3,149,000	.....	.....	.....	(	Leased to	Lake Sho	re.)	.....	7	100	93
Dec. 31,	1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	.....	(Leased to	Pittsburg	Cincinnati	and St. Louis.)	.....	8	50	17½
Feb. 28,	1869									Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	.....	(Ope	rated by	Little Mi	ami.)	.....	8	50	151
Mar. 30,	1868	54.7	—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	....
Mar. 31,	1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31,	1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*	.....	.....	350,000	.....	.....	.....	.....	(L	eased to	Concord.)	.....	.....	7	100	120
Mar. 31,	1868	58.0	—	5.1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31,	1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	‡ 18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	87
Nov. 30,	1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	50	135
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecticut River	New Hampshire.	267,000	—	.....	.....	200,000	30,000	.....	.....	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....
Mar. 31,	1868	14.6	—	1.1	—	...	...	...	....	Contoocook River	New Hampshire.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Dec. 31,	1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Dec. 31,	1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	5,000,000	—	.....	.....	3,000,000	2,000,000	.....	.....	.....	(U	nder cons	truction.)	.....	.....	—	100	....
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,749,101	508,206	36,000	210,846	2,362,341	3,423,500	660,700	.....	141.4	.....	.....	.....	965,853	273,497	—	100	....
Mar. 31,	1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	....
Nov. 30,	1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....
Dec. 31,	1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104½
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	1,820,000	—	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31,	1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	825,199	*	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Mar. 31,	1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	978,186	.....	—	4s	....
Dec. 31,	1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	102
Dec. 31,	1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	407,000	—	.....	.....	280,000	.....	.....	.....	.....	(I	n progres	s.)	.....	.....	—	100	....
Sept 30,	1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	.....	(Leased	to Boston,	Hart.&Fis	hkill.)	.....	—	100	....
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	2,500	.....	.....	.....	89,800	175,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	121
Nov. 30,	1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	850,000	—	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Phila.,	Wil. & Ba	lt.)	.....	—	100	....
Dec. 31,	1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	391,604	—	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	1,472,599	*	.....	.....	1,309,200	496,900	.....	.....	—	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Oct. 31,	1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	5,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30,	1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30,	1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Oct. 31,	1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Northern	n Central.)	25,000	25,000	5	100	....
Sept. 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	-	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	....
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	845.7	7,761,579	28,455,158	817,829,190	16,721,500	2 179,395	—	100	60
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	21
Oct. 31,	1869	83 7	3.2	17.1	—	22	11	4	716	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	35.0	—	2.2	75.0	...	...	...	....	European and North American ¶	Maine.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....
Jun. 30,	1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Aug. 30,	1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	330,089	—	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Nov. 30,	1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	130,000	—	.....	.....	90,000	.....	.....	60	.....	(Leased	to Pittsbu	rg and Co	nnellsville	.)	7½	50	....
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	3,189,851	350,149	256,425	306,374	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	133
Nov. 30,	1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	375,000	—	.....	.....	150,000	100,000	125,000	.....	.....	(Leased	to Belvide	re Delaw	are.)	.....	—	100	....
Dec. 31,	1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31,	1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	.....	.....	.....	.....	184.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In pr	ogress.)	.....	.....	.....	—	100	....
Dec. 31,	1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	329,306	*	.....	.....	1,000,000	1,500,000	.....	.....	17.0	36,930	67,686	44,055	53,493	14,361	—	100	....
Dec. 31,	1868	11.5	5.5	1.0	—	2	3	2	12	Freehold & Jamesburg Agricultural	N. J.	.....	.....	.....	.....	230,845	.....	97,000	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	4,166,000	*	1,405,820	308,897	4,156,000	575,000	.....	.....	233.0	687,607	.....	.....	1,003,724	491,889	6½	100	109
Mar. 31,	1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	642,000	*	.....	.....	475,000	389,500	194,688	1,130,529	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	20.0	—	....	330.0	...	...	...	....	*Grand Rapids and Indiana*	Indiana.	.....	.....	.....	.....	.....	167,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.	.....	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31,	1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30	1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31,	1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271 0	.....	.....	.....	2,184,167	.....	—	100	109½
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,069	.....	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30,	1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Jan. 31,	1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.6	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31,	1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30,	1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31,	1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,818	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	.....	.....	706,380	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31,	1868	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	Alton &	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	120
Dec. 31,	1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	(Is no	w operat	ing Terre	Haute,	St. Lo	uis R.	R.)	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	36
Dec. 31,	1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30,	1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	.....	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31,	1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	240,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31,	1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31,	1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31,	1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	(Leased	to Chicag	o and Alt	on.)	.....	152,927	7	100	91
Dec 31,	1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	(Leased	to Michig	an Centra	l.)	.....	.....	8	100	....
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
Dec. 31,	1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31,	1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31,	1868	31.6	—	118	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31,	1869	60.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000	.....	.....	1,235,000	2,200,000	125,000	.....	80.0	576,048	.....	.....	964,492	354,689	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	89¼
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)	—	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	136	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,660	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	114
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,606	.....	1,898,814	157,324	—	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	796,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	51.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,340	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,582,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.8	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswibk .....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	28.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	278	Maine Central¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,612	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	135
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,087,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	118
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	89½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	102
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,076	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	80,375	720,000	—	15,000	89,375	28.7	236,052	8,360,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	13	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	216	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F	Wayne &	Chicago.)	—	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	196	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	—	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,098	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	4,093,425	1,882,600	642,107	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....	245,000	*	.....	.....	51,831,300	11,348,426	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	120,000	125,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	130½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con	truction)	.....	.....	—	100	....
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	2,000,000	—	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
May 31 1868	223.0	8.9	....	—	24	18	13	316	North Carolina ¶.....North Carolina.	4,960.606	*	294,611	67 653	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶. .....South Carolina.	2,148,131	*	26,175	23,701	4,000,000	433,000	147,045	732,835	102.0	.....	.....	.....	533.859	25,323	—	100	....
										1,053,950				845,000	276,937	23,120						254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																			
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,296,961	301,779	—	100	85
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	5½	50	81½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	89
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	3	100	110½
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	95,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,021		3,345,141	253,994				
Mar. 30, 1869	118.4	4.0	18.0	—	81	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	89½
Dec. 31, 1868	340.0	—	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	33½
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	89
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000			—	(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,446,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000			47.6						24	100	80½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				—	(Leased	to Erie.)			53,400	6	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....			5,000,000	500,000			—	(Leased	to Erie)				—	100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000			—	(Leased	to Erie.)			26,500	5	100	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....			339,650	160,000			—	(Leased	to Camden	and Amboy.)			—	100	
Oct. 31, 1869	364.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,612			17,250,812	4,767,786	10	50	115
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....			1,200,000	600,000			—	(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			—						—	100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	....			1,323,200	67,926	154,299		82.3				212,892	93,883	—	50	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	9,272	—	50	
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	53½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	164
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	96½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	329,675		1,259,100			80,555	26.5				1,077,569	274,081	10	100	118
Oct. 31, 1869	96.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	107
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000				—						—	100	85
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)						23.0	34,971			60,642	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,600,000		399,709	6,680	51.3	258,977			518,592	130,420	6	100	112
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....			350,000				—	(Leased	to Concord.)			24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....			170,000	200,000			—	(Leased	to Eastern.)		77,755	24,737	—	100	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	....			437,917	150,000			14.5	50,896			112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,455	12,300,450	793,301	205,118	3	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	4,098,592	*							—						—	100	
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	76.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000			—	(Not in operation.)					—	100	
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	
Sept. 30, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)				—	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 654,197	1,274,134	601,998	10	100	120
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rutland	Vermont.	6,500,000	....							166.3	694,409	4 069,421	11,712,202	993,239		—	100	30½
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000					(About $5	0,000 a month.)			—	100	72½
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)	517,941		—	100	35
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....			10,000,000	4,000,000			120.0				612,000	171,000	—	100	48
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—	(Leased	to Chi. &	Alton.)	240,000		—	100	
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,000			—		(Under construction.)				—	100	
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—		(Under construction.)				—	100	
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	
May 31, 1868	80.0	—	....	—	7	7	3	50	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	Salem	New Jersey.	278,328	....			180,550	100,000			—	(Leased	to West Jersey.)			16,533	6	50	
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1½	100	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill Valley	Pennsylvania.	676,841				576,050				—	(Leased	to Phila. and Reading.)				5	50	
Oct. 31, 1869	11.9	12.8	8.5	—	—	—	—	—	Seaboard and Roanoke	Va. & N. Carolina.						290,000									—	100	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450	*			869,450	700,000			—	(Leased by Northern Central.)					6	50	
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Shelby and Rush	Indiana.	187,663	*			100,000	37,800			20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000		—	100	
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	South Branch	New Jersey.	438,300	....			438,300				—	(Leased	to Central of New Jersey.)				6	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	758,431			1,294,962	590,706	—	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South and North Alabama	Ala.					900,000				—		(In progress.)				—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Side (L. I.)	New York.	1,973,558	*			497,750	850,000			63.0	150 5 0	5,597,645	2 0 4,921	221 8 5	66,552	10	100	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (Peterab'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,668,425	389,360	63,560	—	100	
Sept. 30, 1868	123 0	2.5	12.0	—	15	7	4	173	Southern Central	New York.					880,000				(Under construction.)						—	100	
Sept. 30, 1868	—	—	—	96.0	—	—	—	—	Southern Minnesota	Minnesota.	1,500,000	*							—				250,000		—	100	
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	*Southwest Pacific* ¶	Missouri.									91.0							100	
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the columns signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	28	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	396,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	48½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,		R. R.)	.....	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	68	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,850	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	30½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	(Leased to Vermont Central.)			1,208,309	14,520,100	47,067,328	1,788,406	513,306	8	100	98½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	...	—	26	13	11	184	Virginia Central † .....Virginia.	5,540 788	541,814	83,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee † .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1869	28.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	81
Dec. 31, 1868	161.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,898	364,219	.....	3,287,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,407,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	—	108.0	—	—	—	110,610	.....	10	100	119
Dec. 31, 1868	42.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912.108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	68½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,280	120,553	61,090	102.0	—	—	—	460,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track	Horses & d Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	0	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Phi.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,800	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.76	—	—	Malden and Melrose (Btn).Mass.	50,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	66½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N.Y. City).N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	—	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.).Pa.	119,668	160,000	—	7,408	105,487	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. & Mel.	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	.....	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	303,732	93,936	10	50	50	66
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsmmet (Boston).....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Wi nisimmet (Boston)....Mass.	62,152	54,750	—	626	3,090	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Wo ester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter st Rate.	Inter st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	80½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1876	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	600,000	7	....	....
Catawissa,* pref. and guar....	2,200,000	7	7	71½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	86
Chicago and Alton, pref....	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	88½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44½
Hannibal and St. Joseph, pref....	5,253,836	....	....	116
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	.....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	20½
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref....	3,500,000	7	7	74½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	....	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	79½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	60
Sandusky and Cincinnati, pref....	445,5?6	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	71
Schuylkill Navigation, pref....	2,888,997	6	6	32
Union, preferred....	.....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	.....	6	....	32½
Mariposa Mining, pref....	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 50 @ 39 —
Pig, American, No. 1		32 — @ 33 —
Pig, American, No. 2		30 — @ 31 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅛@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½@ — 11½
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold). per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— — @ — 18
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— — @ — 12
American German	do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d. @10d	per 100 lb	4 25 @ — —
Clinch		— — @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38½@ — —
Straits	(gold).	— 37½@ — 38
English	(gold).	— 33 @ — —
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box.	8 75 @ 9 — 10 75 @ 11 25
I. C. Coke		7 50 @ 7 75 9 — @ 9 75
Coke Terne		6 — @ 6 25 7 50 @ 7 75
Charcoal Terne		7 75 @ 8 25 9 50 @ 10 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 17
Refined, prime L. S. to W. (110 @115 test)		— — @ — 24
Refined, Standard White (in ship'g order)		— 24 @ — 25
Refined, prime White (in shipping order)		— — @ — —
Refined, S. W. (in jobbing lots)		— 26 @ — —
Refined, S. W. (in tin)		— 30 @ — —
Naptha, Refined, (65 @ 73 gravity)		— 9 @ — —
Residuum	per bbl.	4 — @ 4 25

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th. 21	F. 22	Sat. 23	M. 25	Tu. 26	W. 27
Canton Co.	....	64	....	65½	....	
Central Pacific 6s.	84	85½	87½	86½	86	86
Central of N. Jersey	101	100½	100½	99½	100	
Chicago & Alton	114½	114½	115	115	115	....
" pref.	....	114½	117	....	115½	116
" I M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	158
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	82	83½	83½	83	82
" pref.	85½	84½	85½	84½	84½	84½
" 1st M.	96	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	112½	112½	113	113	112½	112½
Chicago & R. I. 7s, 1870.	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1890.	....	....	....	....	....	....
Clev., Col., C. and Ind.	81½	....	80	....	....	....
Clev. and Pittsburg	106	106½	106½	106	105	105½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	18	....	16½	16½
" 1 M.	....	....	81	....	....	79½
" 2 M.	....	....	....	68	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120	....	119	....	....	....
Del. Lack. & Western	105	105	105½	....	....	104½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City	102	....	....	....	....	....
Erie Railway	22½	....	22½	22½	21½	....
" pref.	44½	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	80
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	108	110	....	....	....	109½
" pref.	115½	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	131½	....	131	129	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	90½	90½	90½	89½	89½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	118½	....	119	118	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F.	....	....	....	....	....	99½
" 2 M.	95	....	....	94½	....	....
Mariposa Mining Co.	6	6	....	6	6	....
" pref.	12	11	10½	10½	10	10
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	60½	60½	60½	60½	59½	58½
" pref.	76½	75½	76½	76½	75½	77½
" 1st mort.	92	....	....	....	....	90½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	95	....	....	....	....	....
Missouri 6s	89	....	89	89	89	88
" H. & St. J. iss.	89	89	....	....	....	....
Morris and Essex	88½	88½	88½	88½	....	88
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	97	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93½	93½	93½	93	91½	91½
" certificates.	88½	87½	89	88½	87½	85½
N. York and Harlem	134	132	132	132½	132	130½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101½	....	....	....	....	....
N. Carolina 6s	....	....	....	49½	....	49½
" new	30	30½	30½	30½	30	30
Ohio and Miss.	34½	....	34½	....	33½	33½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	40½	....	40½	40½	40½	40
Panama	....	95½	92	91½	85	80
Phila. and Reading	95½	95½	93½	94½	93½	95½
Pitts., Ft. W. & Chi. gtd.	92½	93	93½	92½	92½	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	97	....	....
Quicksilver Mining Co.	....	....	....	5	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	87½	....
" Income bds	77½	....	....	....	....	....
Tennessee 6s.	61½	62½	62½	63	64	64
" new.	59½	60½	61½	61½	62½	61
Tol., Wab. & Western.	50½	49½	49½	49	48½	47
" pref.	....	....	....	....	....	....
" 1 M. ex.	94	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	80	....	82½	82½	82½	82½
Virginia 6s, ex-coupon	65	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106¼	106⅜	....	106½	106⅜
U. S. 5s, 10-40s, reg	....	....	....	....	....	106½
U. S. 6s, 1881, reg	....	....	....	113¼	....	....
U. S. 6s, 1881, coup	112¼	....	113	....	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	108¼	108⅛	109¼	109⅜	109	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	108⅛	....	....	109¼	109	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	108¾	109	109¼	109	109¼	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	107⅛	107⅛	107⅛	108	107⅜	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	107⅛	107⅜	108¼	108¼	108	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	108	108⅜	108⅛	108¼	108⅛	....
U. S. 6s, Pac.R.R.issue	110¼	....	....	....	110⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	....	....	....	....	....
.. preferred	36⅛	36	....	....	36	35½
Camden and Amboy	116	116	....	116	115½	115
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	90	....	....	....	....
.. mort. 6s, '89	95½	....	....	95	95	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¼	33	....	32¾	34¼	....
.. 6s, 1884	....	....	....	83	82½	....
.. Gold L	89	88¾	89	88¾	88½	....
.. R. R. L	....	....	91	....	....	89½
Lehigh Valley R. R.	57⅛	57⅛	57⅛	57⅛	57⅛	57
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	51	51	....
Morris Canal	....	....	....	....	....	....
.. pref	71	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	92	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	57⅛	57⅛	57⅛	57⅛	57⅛	57⅛
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	102½	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	100⅜	....
.. new	101⅜	101⅛	101	101	101	101
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	47⅛	47⅛	47⅛	47⅜	47	47
.. 7s. 1893	....	....	83½	....	....	....
Philadelphia and Erie	27⅛	27⅛	....	....	27	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	88	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	71
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	45	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	6	....	7
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	38	....	....	....
2d and 3d streets ..	....	45	....	....	45½	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875.	94	....	....	....	....	93⅜
.. 1886	....	....	....	....	....	....
.. 1890	93⅜	93⅜	94	94	94	93⅜
.. 1884	....	....	....	93⅜	93⅜	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	95⅛	95⅛	....	....	95⅛
.. 2d M	....	75	....	....	....	....
Northern Central	....	44⅛	44⅛	....	....	....
.. bonds, 1885	....	....	....	....	....	93
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	146⅜	146½	147	....	....	146⅜
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	147	....	150	
Boston and Providence	....	....	....	....	....	144
Boston, Hartford & Erie	3⅛	....	3⅜	3⅞	⅛	3⅜
.. 7s, new	27½	27	...	26⅞	26⅛	26⅜
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135
Eastern	....	....	....	....	....	121
Fitchburg	....	133	133	....	....	133
Manchester & Lawr'ce	....	....	....	....	135	....
Michigan Central	118⅛	119	118½	118⅜	119	118⅜
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	89¾	....	89⅜	....	....	89⅜
.. pref	....	109	108⅜	109¼	....	109
Old Colony & Newport.	97¼	....	96⅜	96½	96⅜	96⅜
Ph., Wil. & Baltimore	....	....	53⅜	....	....	53⅜
Portl'd, Saco & Ports	....	....	112	....	112	113
Union Pacific	....	30	30½	....	30⅜	....
" 6s	....	82	....	....	81½	....
" Land Grant 7s	....	....	72	72⅜	72½	72
" Income 10s	....	78½	....	....	....	78½
Vermont & Canada	....	....	96¾	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	102	....	....
Metropolitan ..	....	....	67½	....	....	66½
Middlesex ..	76	76	76	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	3½	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	2
Pittsburg ..	....	....	....	....	....	....
Quincy ..	21	20	....	....	....	....

London Stock Exchange.

	Closing Prices. July 15.	July 8.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½— 28½	27½— 28½
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c.	70 — 73	70 — 73
Erie shares 100 dol. all paid	18⅞— 19½	18⅞— 19½
Do. sterlg. 6 p. c. convertible bonds	65 — 67	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	114 —114½	114 —114½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89½— 90½	89½— 90½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 30, 1870.

Stock Exchange and Money Market.

There has been less excitement in financial and commercial circles, since our last. The war reports from Europe have not been important, and operators have been disposed to await further developments. The Money market which opened quite briskly at the extreme rates quoted in our last, has, since Friday, been working more favorably for the borrowing interests, and call loans have been quoted comparativeiy easy at 4@6, generally 5@6; with strictly prime to good mercantile credits at from 6½@8½ per cent. per annum. The speculative demand for aid has been less urgent. The city banks, in their last weekly statement, showed a loss of over 6¾ millions, of which over four millions went out of the Bank of New York; and $366,842 of deposits; with a gain of over half a million of legal tender notes. They added nearly 2¾ millions to their loan and discount averages; and nearly a million to their circulation. The U. S. Sub Treasury at this port reduced its coin reserve last week, about 1⅝ millions, while it added nearly half a million to its currency balance. The U. S. Treasury Department had on Saturday under its control at all points a coin reserve of $105,600,000, and a currency balance of $30,500,000. The large outflow of specie, last week, to Europe, exceeding six millions, told heavily against the coin reserves of the city banks. A mistake was made in the published bank statement of the 16th inst., because of the erroneous returns of the Butchers' and Drovers' Bank, giving the figures of that institution as $4,454,100 instead of the true amount of $2,454,100. The aggregate total of the statement was consequently $2,000,000 in excess of the correct sum, and in the comparison with the balances with the previous week the increase was given in a corresponding amount above the exact gain.

The specie reserve of the city banks according to the latest return is $34,358,612, against $30,079,424 same time last year. The city bank deposits are now $233,965,513, against $193,622,260 week ending July 24, 1869. The legal tender reserve amounts to $53,978,711, against $54,271,862 same time last year. The circulation now stands at $32,999,337, against $24,110,798 same time last year. The loans are now $286,090,798, against $259,641,889 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $126,629,831 a day, against a daily average of $103,891,583 the preceding week. The current weeks' exchanges average about 94¼ millions a day. The city banks, last week, reported a loss of $6,777,076 of specie, and $366,842 of deposits, with a gain of $517,370 of legal tender notes. They increased their loans, $2,713,480; and their circulation, $971,551.

The city bank exchanges on Wednesday were about 79 millions.

The coin reserves of the Treasury Department on Tuesday were $106,107,726, including $40,792,500 on deposit on private account; currency balances, $29,510,388.

National Bank notes to the amount of $238,780 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $326,676,674, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,271,953 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,404,721. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,022,050; and for the public deposits, $16,316,500—making a total of $358,338,550. The Treasury Department last week redeemed and destroyed $584,800 of worn and mutilated fractional currency, and issued $880,941 of new.

The U. S. Sub-Treasury receipts, week ending with July 23, were $3,857,127 in coin, (including $2,542,000 from customs duties,) and $3,907,428 in currency; payments, $5,029,177 in coin, (including $2,704,589 of coin interest,) and $3,480,694 in currency; balance at the close of the week, included $69,773,444, of coin, against $71,445,945 the preceding Saturday, and $11,419,260 of currency, against $10,992,530 at the close of the preceding week. The business of the Office on the

first two days of the current week, was as follows: On Monday, receipts, $625,855 in coin, (including $415,643 from customs,) and $916,612 in currency; payment $117,524 of coin (including $44,613 of coin interest), and $473,542 of currency. On Tuesday, receipts, $569,381 in coin (including $523,721 from customs), and $491,444 in currency; payments, $170,269 in coin (including $137,563 of coin interest) and $200,122 of currency. The balance at the close of business on Tuesday included $12,153,553 of currency, and $70,680,887 of coin, against a balance a week previous of $11,486,613 currency, and $71,641,613 coin.

The U. S. Sub-Treasurer issued in June $4,363,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,209,624 of coin certificates, received for customs.

Government revenues yielded more satisfactorily, last week, in both forms of excises and customs. The excises, during the week yielded about 4¼ millions; customs at the port of New York, $2,401,085, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $8,091,300 in currency. The income of the Government, from excises, since July 1, 1870, has been $13,695,476.

The Gold speculation has been much less animated, since our last, and the fluctuations in the premium have been less violent. The range of the price has been from 118⅜ to 122⅛, and the closing quotation on Wednesday was at 121¼. The speculative call has been less confident. The export drain has been unusually large, having exceeded six million dollars. The customs inquiry has likewise been up to a fair average. The Gold Exchange Bank clearances, which were up to 133½ millions on Friday last, were only 96¼ millions on Saturday, and were down to 63⅝ millions on Tuesday and 59⅜ millions on Wednesday of the current week. Last week's specie exports from this port reached $6,101,352. On Wednesday of the current week, the shipments were $3,277,657. The shipments thus far this year have been about 30½ millions, against 18¼ millions same time in 1869; 57½ millions same time in 1868; 37¾ millions same time in 1867; 49¾ millions same time in 1866; and 18½ millions same time in 1865. Government marketed a million of Gold on Wednesday at from 121 38@121 51. The bids reached an aggregate of $6,240,000.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $71,089,314.

The customs demand for Gold last week, averaged $423,667 a day; thus far, this week, it has averaged $469,682 a day, or equal to a weekly aggregate of $2,818,092. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $35,454; and since Jan. 1, 1870, $7,317,101, against $9,747,703 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $74,048,498 against $23,031,367, same time in 1869.

The customs revenue of the port on Wednesday was $560,000.

The customs revenue at the port of San Francisco, from Jan. 1 to July 14th, was $4,437,000, against $3,971,000 same time last year.

The exports of specie, from this port, last week, were $6,101,352 against $3,082,015 same week last year; and since Jan. 1870, $27,038,106, against $21,294,748 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,704,589; and since Jan. 1, 1870, $59,599,740 against $61,741,051 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 14th, were $19,100,000, against $21,043,000 same time last year.

Foreign Exchange has been rather more freely dealt in and rates have been well maintained through most of the week, but closed rather heavily. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞, and on Paris to 5.14½c.@5.13¾; sight bills on London to 110½@110¾, and on Paris to 5.10c.@5.08¾. The offerings of produce bills continued up to a fair average. The week's exports of domestic produce have been to the currency value of $3,806,211; and since January 1, 1870, $103,460,558 against $104,956,115 same time in 1869.

There has been an encouraging revival in the investment dealings in Government securities, and prices have been quoted decidedly firm. The home call for the later issues of the Five-Twenties, as well as for the six per cents of 1881, has been more satisfactory. The offerings of bonds, on even European account, have been much lighter. The reports to the effect that the Banks of Berlin and Frankfort had determined to receive U. S. Five-Twenties, as collaterals for loans of money, have tended to strengthen the market for all the national interest bearing obligations.

U. S. sixes of 1881 closed here at 112⅝@112⅞; U. S. Five-twenties of 1862, 109¼@109¾; U. S. Five-twenties of 1864 at 109⅛@109¼; U. S. Five-twenties of 1865 at 109⅛@109¼; U.S. Five-twenties of 1865 consolidated, 108@108⅛; U. S. Five-twenties of 1867, 108@108¼; U. S. Five-twenties of 1868, 108¾@109; U. S. Ten-forties at 106½@106¾; U. S. Six per cent. currency bonds, 110¾@111⅛.

State bonds have been more active and firmer, but quite irregular.

Railway bonds have been in more active demand including Central Pacific Sixes, which closed on Wednesday at 86@86¼; and Union Pacific Sixes at 82@82½.

Railway and miscellaneous share property has been confidently dealt in, as a rule, and at stronger though variable prices, closing more firmly.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 13.	July 20.	July 27.
Consols	92⅞	89½	89⅝
U.S. 5-20's of 1862	89½	80	82
U. S. 5-20s, 1865	89½	80	82
" 1867	89¼	79⅛	81½
" 10-40s	86½	79	80
Erie	18	15	14¼
Ill. Central	112½	103	102
At. and Gt. West	26	21	21

General business has been decidedly less active. Breadstuffs have been depressed in price. Provisions have been quoted firmer. Petroleum, and Rum cheaper. Spirits Turpentine dearer. Groceries, about steady. Metals, unsettled. Middling upland cotton closed weak at 20¼ cts. per lb. The stock of cotton now here is given at about 26,250 bales. The receipts at the port this week, have averaged about 2,650 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,818,700 bales, against 2,035,875 bales in 1868-'9; exports, same time 2,160,900 bales, against 1,424,420 bales same time in 1868-'9; stock on hand at latest dates, 126,750 bales, against 38,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,606 pkgs., against 15,577 pkgs., same time in 1869. From Boston, 3,505 pkgs. in 1870, against 5,930 pkgs. same time in 1869.

Foreign goods have been in moderate demand at generally unchanged quotations. The dry goods entries at this port, last week, were $1,777,347, making with the general merchandise imports, a total of $5,456,690.

At the Live Stock markets, this week, Beeves have been in limited demand at from 8@16½c. per lb.; week's receipts, 7,268. Milch cows continue quiet at $40@$100 each, receipts, 99. Veal calves have been less sought after at from 5@10½c. per lb.; receipts, 2,986. Sheep have been in fair request at from 3½@7c.; lambs at 7@11c. per lb.; receipts, 25,303. Swine continue dull at 9¼@9⅜c. per lb., all live weight; receipts, 14,256.

The ocean freight market has been quoted firm, since our last, with a moderate call for grain room, chiefly for the British ports, and a rather more active inquiry for Petroleum vessels, under neutral flags, for Continental and Mediterranean ports. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 6d.@4s. by steamer per bbl.; grain at 10d. by sail, and 12d. by steamer, per bushel; cotton at $\frac{3}{16}$d.d. by sail and ¼d. by steamer per lb.; and heavy goods 20s.@45s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 472.

At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of, deliverable at Elizabethport, N. J., at advanced prices, the range having been from $4 20@$5 62, against $4@$5 25 in June, per ton of 2,240 lbs.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 26, and since the beginning of the year:

	1869.	1870.
For the week	$4 544,557	$3,806,211
Previously reported	100,411,558	99,654,347
Since Jan. 1	$104,956,115	$103,460,558

The imports for the week ending July 23, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,187,841	$1,777,347
Gen. merchandise	2,940,653	3,679,343
Total for the week	$5,128,494	$5,456,690
Previously reported	173,463,145	162,238,561
Since January 1	$178,591,639	$167,695,251

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23¾; do., Fund Act, 1868, 32; Illinois Coupon bonds, 1879, 100; Louisiana 6s, 68; South Carolina 6s, new, Jan. and July, 74; do. April and Oct., 77¼; Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 75; Ohio 6s, 1881, 100⅛; Pacific 7s, guar.

by Mo., 94; Connecticut 6s, War Loan, 100; Georgia 7s, 92½; Brooklyn 6s, W. L., 93; Great Western 1st mort., 1888, 90; Ohio and Miss. consol. bonds, 89; St. Louis and Iron Mt. 1st mort., 89; Milwaukee and St. Paul 1st mort., Iowa div., 86; North Missouri 1st mort., 82; New Jersey R. R., 115; Chicago and Alton scrip., 108½; N. Y. and N. H. R. R., 150; do., scrip., 140; Western Union Telegraph, 34; Adams Exp. Co., 65; Wells-Fargo Exp., 13¼; Am. Mer. Union Exp., 43; U. S. Exp., 43½; Consol. Coal Co. of Md., 26¾; Black Hawk gold, 0.31; Central gold, 0.28; Consol. Gregory gold, 0.75; Grass Valley gold, 0.41; Smith and Parmalee gold, 0.60.

Philadelphia.—West Jersey 7s, 96½; do., 6s, 90¾; Wilmington and Reading 7s, 94; Oil Creek and Allegheny River R. R., 44½; do. bonds, 80; Lehigh Nav. Conv. Loan, 79; Pennsylvania General mort. reg., 98; Elmira and Williamsport 5s, 60; Connecting R. R. bonds, 86¼; Warren and Franklin 7s, 87; Union Passenger R. R., 43; Allegheny County 5s, 75½; Dalzell oil, 0.56. The latest quotations are: City 6s, 100½@100⅝; do. free of tax, 100⅞@101; State 5s, coupon, 103@105; do., 6s, W. L., 105½@—; do., 1st series, 104½@105; do., 2d series, 106½@108½; do., 3d series, 109¾@110; Reading, 47⅞@48; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 115¼@116; do., mort. 6s, 1889, 95@95¼; do., 1883, 93½@95; do., 1889, 90@90; Penn. R. R., 57⅜@57½; do., 1st mort., 101@103½; do., 2d mort., 101¾@102½; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 69@70; do., 6s, 82@85; do., scrip 7s, 68@—; Susquehanna Canal, 6@10; do., 6s, 44@47; Schuylkill Nav., 8@9; do., pref., 16⅛@17½; do. 6s, 1882, 72@72¼; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 93@95; do., 5s, 59@61; Lehigh Coal and Navigation, 34⅛@34⅜; do., 6s, 1884, 82½@83½; do., R.R. Loan, 89@91; do., Gold Loan, 88¾@89; North Pennsylvania, 40¼@41½; do., 6s, 94½@95; do., 7s, 92@92½; do., Chattle 10s, 111@—; Philadelphia and Erie, 26¾@27; do., 6s, 92@92⅞; Minehill, 50½@51; Catawissa, 13@15; do., pref., 35¾@36¼; Lehigh Valley, 57@57¼; do. 6s, 96⅛@—; do., 6s, reg., 96@98; Fifth and Sixth streets, (horse,) 36@39; Second and Third, 45¼@46½; Thirteenth and Fifteenth, 21½@21¾; Spruce and Pine, 22½@24; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 13¼@14¼; Union, 44@44¼.

Boston.—Vermont Central 1st mort., 86; do., 2d mort., 40; N. Y. Central 6s, 1883, 91⅜; Michigan Central 8s, 1890, 108; Vermont Central and Vermont and Canada 8s, 1875, 103½; Kalamazoo, Allegan and Grand Rapids 8s, 95; Cincinnati, Sandusky and Cleveland, 32; do., 6s, 1900, 75¾; Lavenworth, Lawrence and Galveston 10s, 1899, 98⅛; Boston, Clinton and Fitchburg 7s, 1890, 91¾; Vermont and Massachusetts 6s, 91¼; Rutland R. R., 80½; do., pref., 79½; do., 7s, new, 85½; Eastern (N. H.) R. R., 114¾; Worcester and Nashua R. R., 131⅞; Connecticut and Passumpsic Rivers pref., ex-div., 88¼; Chicago, Burlington and Quincy R. R., 159½; Burlington and Missouri River pref., 90¼; do., 8s, (in Nebraska) 92½; Summit Branch, 40¾; Pittsfield and North Adams, 85; Indianapolis and Cincinnati, 18; Boston Water Power Co., 15¼; Cary Imp., 7½; Essex Land Co., 135¾; Massachusetts 6s, currency, 100⅝; do., 6s, 1873, gold, 113; do., 1874, 112; do., 1875, 110½; do., 5s, 1872, 111½; do., 1876, 109⅞; do., 1883, 98; Connecticut 6s, 1882, 98¾; Maine 6s, 1889, 98½; Chicago 7s, 99½; Boston 5s, 1877, gold, 99¼; do., 1883, 97; do., 6s, currency, 100½; Cambridge 6s, 100; St. Louis 6s, 1877, 92; do., 1882, 90; Roxbury 5s, 1877, 93½; Albany 6s, 1892, 92¼; Bangor 6s, 1894, 88¾; Hartford 6s, 1881, 93½.

Baltimore.—Virginia 6s, old, reg., 50; do., 1866, 61; Maryland Defense Loan, 102¼; Virginia Central 3d mort., 6s, 78⅛; Pittsburg and Connellsville bonds, 90⅜; Northern Central bonds, 1900, gold, 95¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@91; Baltimore and Ohio, 131@139; do., 6s, 1875, 93@94½; do., 1880, 93@94½; do., 1885, 92@94; Northern Central, 44½@44¾; do., 6s, 1885, 93@94; do., 1900, 89@—; do., 6s, 1900, gold, 94¼@96; Parkersburg Branch, 21@25; N. W. Va. 1st mort., 93@—; do. 2d mort., 92@—; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 95½@96¾; do., 2d mort., 74¼@75; Central Ohio, 24½@26½; do., 1st mort., 84@85; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, 84@—; do., 2d mort., guar., —@—; do., 6s, pref., 65@66; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 77@78; do, 3d mort., 8s, —@80; do., 4th mort., 8s, 76@80; Orange, Alexandria and Manassas 7s, 79@80; Virginia and Tennessee 8s, 80@85; do., 6s, 1st mort., 81@85; do., 6s, 2d mort., 72@74½; Baltimore 6s, 1875, 94¾@95; do., 1884, 93⅝@94⅛; do., 1886, 93½@94; do., 1890, 93¾@94¼; do., 1893, 93@94¼; do., 5s, 1838-'70, 74@80; Memphis City 6s, 55@56; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R. 21@22; George's Creek Coal, 61@62; Atlantic Coal, 1.65@2.95; Bare Hill, 0.00@0.19.

American and Mexican Railroad and Telegraph Company.

By the call for proposals by the American and Mexican Railroad and Telegraph Co., published in another column, it will be seen that the great enterprise of a railroad through the rich country of Northern Mexico, connecting the splendid harbor of Guaymas with our country at the Rio Grande is fully inaugurated; and in view of the advantages possessed by this route of an immensely productive country, its adaptation for railroad construction, the shortness of the route to the Pacific coast, the exemption from all duties and taxation, its important relation to any Southern Pacific road, besides its immediate local traffic to and from the Mineral regions of Northern Mexico and our Southern territory, it stands as one of the most promising of American enterprises. The Hon. James R. Whiting, of this city, heads the enterprise as President of the Company, which of itself insures success to the enterprise.

☞ The following gentlemen have been elected directors of the Canada Air-Line Railway Company: Thomas Dakin, Gelson Homan, James F. Joy, Hon. William McMaster, Donald McInnes, Hon. John Carling, Anquilla Walsh, T. N. Nairn and Colin Monroe.

Hon. William McMaster was elected president; Donald McInnes, vice president; Joseph Price, secretary, and George Lowe Reid, chief engineer.

☞ LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY SEVEN PER CENT. CONSOLIDATED MORTGAGE SINKING FUND BONDS.

The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred.

Coupon Bonds of $1,000 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of *January* and *July* in each year, and *Registered Bonds* of $1,000, $5,000 and $10,000 each, with interest at Seven per centum per annum, *payable quarterly*, on the first day of *January, April, July* and *October*, in each year, principal and interest payable at the office of the Union Trust Company in New York.

We call the attention of investors especially to this class of *Registered Bonds*, which, on account of the *Security afforded against loss by robbery, fire or otherwise*, and the *payment of quarterly interest*, offer an investment peculiarly desirable.

A limited amount of these bonds can be purchased at 97½, and accrued interest, upon application to

ROBINSON, CHASE & CO.,
18 Broad Street.

Philadelphia and Erie R. R. Lease.

An election was held in Philadelphia on the 20th inst. by the stockholders of this company to approve of the new lease of the road by the Pennsylvania Railroad Company. Prior to the election a protest was presented on behalf of the Cleveland, Plainsville and Ashtabula Railroad against allowing the Pennsylvania Railroad to vote on nearly forty thousand shares owned by that company, on the ground that the new lease is in favor of that company, and the company should not be be permitted by its own vote to discharge themselves from the obligation of the former lease. 63,168 votes were cast in favor and 2,717 against —deciding the question in favor of the new lease.

Shenandoah Valley Railroad.

A contract has been concluded with A. K. Mc Clure, counsel for the Central Improvement Company, for the construction of the Shenandoah Valley Railroad from Shepherdstown by way of Charlestown, Front Royal, Luray, Fishersville, Lexington, etc., to the Virginia and Tennessee Railroad, near Salem a distance of 233 miles. The road is to be entirely completed within two years, ready for the cars. The managers contemplate extending the line through the Clinch and Holston Valleys to Knoxville.

☞ Mr. Richard B. Osborne has been elected chief engineer of the Western Maryland Railroad until the first Tuesday in November, in place of Gen. I. R. Trimble.

☞ The York County (Pa.) Steel Works, Bessemer process were put in successful operation last week.

☞ Trains will commence running regularly over the Air-Line Railroad between New Haven and Middletown on the 1st of August.

Mississippi River Railroad.

To the Stockholders of the Mississippi River Railroad Company:

The Directors have the pleasure of reporting that the transactions of the past year have been very important, and, as they think, decisive of the success of the enterprise committed to their hands.

Although this company was formally reorganized on the 14th day of August, 1866, and active canvassing for stock along the line was immediately commenced and faithfully prosecuted by the President, it was not until the beginning of the year 1869 that subscriptions were obtained sufficiently large and reliable to justify the commencement of the work of building the road.

When the present Board of Directors came into office last June, the resources of the road were found to be as follows: State aid, $10,000 per mile to the Kentucky State line, say 110 miles, $1,100,000; State aid for bridge purposes, $200,000; total State aid, $1,300,000. County subscriptions—Shelby, $300,000, Tipton, $200,000; Lauderdale, $150,000; total county subscriptions, $650,000. Union City subscriptions (tendered and conditional), $50,000. Individual subscriptions in Obion county, in cash, lands and labor, (about) $30,000; in Dyer county, (about) $40,000; in Tipton county, (about) $40,000; total private subscriptions, (about) $110,000. The grand total of State aid, county, town and individual subscriptions amounted to $2,110,000—a sum quite sufficient, if it could all have been realized, to insure the completion of the road to Troy Station or Union City, to connect with the railroads in Obion county.

But these subscriptions were subjected to large abatements. For instance, before the Directors were prepared to apply for and use the State bonds, they had so greatly depreciated in value that it was impossible to use them consistently with the law that required them to be sold at par, or consistently with the principles of economy. It would have proved ruinous to the stockholding interests in the road to have put upon it the prior lien of the State in bonds that would yield barely fifty cents on the dollar. For this sort of aid would not have built the road, and the lien of the State would have rendered the negotiation of a second mortgage impossible. It is a source of decided gratification to the Directors of your road to reflect that, while the legisiative records are now teeming with reports showing how scandalously other railroad companies have abused the State's bounty to them and squandered the State bonds in a spirit of lawless and prodigal plunder, the Mississippi River Railroad Company, with equal privileges and opportunities, has a record untarnished by the application for or misappropriation of a single bond.

In addition to the rejection of the State aid, a relinquishment of individual subscriptions in some cases became necessary. For instance, in Tipton Co., where industrious convassing of the President had secured about $40,000 of private stock, many citizens of moderate means subscribed with extreme liberality. But when it appeared that private subscriptions could not be had sufficient for the work through the county, it was decided to make a last appeal to the County Court for a corporate subscription. It would, however, have been a manifest injustice to lay upon citizens who had subscribed private stock an additional burden in the county levy that would have to be imposed. The policy had to be adopted of relinquishing all private subscriptions in case a county subscription could be had. This plan, besides being just in itself, as resting the subscription fairly and equally on the property of the county, had this strong argument in its favor; it made every subscriber of private stock an advocate of the county subscription, as a means of equalizing and lessening his own burdens. Private subscriptions proposed in Dyer county were withheld on the same grounds, with the hope of securing a county subscription that would supersede them altogether. But, since the hope of a county subscription in Dyer is abandoned, private subscriptions are resumed. Already, Dyersburg, the county seat, by popular vote, has authorized a corporate subscription of $25,000; and assurances are given of $50,000 additional in private subscription whenever this company shall locate the road by or through Dyersburg.

The rejection of the State aid and the relinquishment of private stock, as herein set forth, left for the Directors the county subscriptions as the main basis and reliance for commencing the construction of the Mississippi River Railroad. In the month of July last the county of Shelby delivered to the Directors $300,000 and the county of Tipton $200,000 in bonds, in payment of their subscriptions. The subscription of Lauderdale county was not, by its terms, to go into effect until the first day of the present year; and the bonds of that county though printed, are not yet delivered to the company.

Although this company did not have, until last July, any available resources, yet the work of engineering had been commenced more than a year previously, under the direction of Thomas H. Millington, a civil engineer of experience and ability. Captain Millington performed in the early part of the year 1868, a large amount of work on the upper portion of our line, extending through the counties of Obion and Dyer, and had located six miles of road and prepared it for letting. But upon receiving the liberal subscriptions of Shelby and Tipton counties, it was deemed proper to transfer operations to this end of the line and prepare the road for contract between Memphis and Covington.

The report of Captain Millington of his entire work on the line of the Mississippi River Railroad is submitted herewith, and the Directors desire that it shall be printed and made a part of the permanent records of this company. It will be found careful, able and exhaustive, and must, in the opinion of the Board, secure a just and enviable reputation to its author.

In the making of his surveys for the Mississippi River Railroad, the Chief Engineer received only two instructions from the Directors: 1. To make it as nearly an air line route as practicable. 2. To omit no care, pains or expense in preliminary surveys, so as to be absolutely sure of making no mistakes in location. We believe this work has been conscientiously done, and that Memphis will have one road at least, that has not been swerved one inch to the right or left to serve individual or neighborhood interests. As one evidence of the fidelity of the engineer to his instructions, we can state that the line as building from Memphis to Covington, a distance of 36¼ miles, does not exceed the air line between those points over 726 feet; and the entire line of 102 miles to Troy Station in Obion county, possesses 84 per cent. of air line. This directness of line, with the low maximum grade of only fifty feet to the mile, will enable the Mississippi River Railroad to run trains safely at a higher rate of speed than can be obtained by any other road in the State.

The elaborate surveys the Directors ordered, in order to attain these results necessarily run up a large aggregate for engineering expenses. But, believing that such careful thorough surveys are the best investments ever made when a railroad for perpetual service is to be built, your Directors have nothing to qualify or regret in the expenditures thus incurred. What may seem to be extravagant at first will prove to be the truest economy in the end.

The surveys and location from Memphis to Covington having been completed, on the 20th of September, 1869, a contract was entered into with G. W. Saulpaw & Co. for executing the clearing, graduation, masonry, bridging and all other work required in preparing the road-bed for the iron rails; the work to be completed on or before the 1st day of February, 1871. The contractors began work in October; but, in order to protect the company against embarrassment in case the Directors should experience any difficulty in negotiating the county bonds on which they relied to raise money, the contractors were restricted at the start to an expenditure not exceeding $8,000 per month. They were authorized, however, in November, to increase their force to 300 men, which force it was calculated, would increase the monthly estimates to $10,000. But the winter proved so open and so favorable to work that the estimates considerable exceeded these figures.

Being desirous to expedite matters and hasten the completion of the entire road by enlisting foreign capital, the Board of Directors, through the Executive Committee in December, after some preliminary negotiations, came to a definite agreement with an association of eastern capitalists to build and equip the entire line of their road from Memphis to a connection with the Mobile and Ohio road and the Paducah and Gulf road, in Obion county, a distance of 102 miles. These capitalists—of whose ability to perform their undertakings there is no doubt—agreed on their part, to take our subscriptions as made and to be made, to become themselves subscribers for $1,000,000 of stock, and to buy the first mortgage bonds of the company at eighty cents on the dollar, and on this basis to advance the money needed to build and equip the road according to the specifications of our Chief Engineer.

The first striking fact of this proposition is, that by it our first mortgage bonds are made to yield thirty cents in the dollar more than the State bonds would have yielded us. In other words, the credit of our road is thirty cents in the dollar better than the credit of the State. The second fact is, that our counties will get the road by paying in cash not much, if any, exceeding 25 per cent, of its cost. The third fact is, that the connections north and south of us, afforded by roads that are controlled by the parties uniting with us, are of incalculable advantage to our road, in making it a link in the great highway over which the tide of trade and travel must forever roll, each year in increasing volume, north and south throughout the entire length of the Mississippi Valley. The alliance of these railroad lines which our negotiations have initiated, is a commercial necessity, and the sooner it is consummated the greater will be the efficiency and economy of their operation and the greater the benefit and convenience of the people interested and expecting to use them.

The agreement with these eastern capitalists, although reduced to writing and deposited in the hands of a third party, has not been finally executed, owing to hindrances on their part that could not well be avoided; yet they expressed a readiness to advance money to the Directors at the rate of $10,000 per month, to enable them to continue work on the road. And the Board of Directors by a formal resolution, adopted December 30, 1869, authorized the Executive Committee to use the county bonds in furtherance of the interests of the road and to perfect the negotiations with these parties. Accordingly part of the bonds have been withdrawn by the committee and used as collaterals to secure the money thus advanced by our eastern friends.* The rest were placed as a special deposit in the Merchants National Bank, to secure advances obtained from that bank and from other moneyed institutions in Memphis, and to await redemption by the counties.

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* Under the agreement above set forth with McComb and associates, the Mississippi River Railroad Company had, up to May 31st (the date of this report), received from McComb & Co. about $76,000, secured on county bonds held by the company. On the 31st May, according to this agreement, these parties presented a subscription of $1,000,000 in the name of J. K. Porter, guaranteed by the Southern Railroad Association, according to the terms of the written agreement aforesaid, and assigned $50,000 of the amount that

had already been advanced to the Mississippi River Railroad Company, as a payment of 5 per cent. on said subscription. This, of course, reduced the indebtedness of the Mississippi River Railroad Company to McComb and Associates to about $26,000, and released a proportionate amount of county bonds from their hypothecation with McComb & Co. to secure the advances they had made.

The entire amount paid by the counties of Shelby, Tipton and Lauderdale, and by individual stockholders in Dyer and Obion counties, to date, is as follows: Tipton county—Bonds redeemed, $22,000; coupons for interest $12,000; total from Tipton county, $34,000. Shelby county—Coupons for interest, $18,000. Private stock in Obion county, $1,262; in Dyer county, $305; advances on Lauderdale county subscription, $1,500. Total receipts from subscriptions, $55,067. Of the $500,000 of county bonds delivered to this company, only $22,000 (Tipton county bonds) have been redeemed, leaving in the hands of the company $178,000 of Tipton county bonds and the entire amount ($300,000) of Shelby county bonds unused and certain to be applied to the building of the road. The reason of the small amount collected from Shelby county to date, is the well known fact that the tax books of Shelby county were withheld from the collector until after the beginning of the present year, whereby the season most favorable for the collection of taxes was lost.

While the receipts of the company from the sources named have only been $55,067, the total amount of expenditures to date, incidental to construction, is, approximately, $159,185 15, under the following heads, to wit:

Grubbing, graduation, masonry, etc..	$99,540 90
Engineering, right of way, instruments and office expenses.....	37,907 90
Contingent expenses, salaries, printing, stationery, from August 14, 1866, to date	21,736 35
	$159,185 15

The cost of engineering proper, is about $30,000, including all work done since the reorganization of the company. This covers several hundred miles of preliminary surveys and about seventy miles of located line. The cost is not high, in view of the very thorough and exhaustive character of the surveys that were made. The facts will fully appear in the report of Captain Millington, one of which is, that in order to overcome the difficult topography of Lauderdale county, and locate the best line, one hundred and fifteen miles of preliminary surveys were run.

But the Directors repeat that this large expenditure on surveys is the truest economy, as it has furnished a line of road in grade and alignment superior to any in the State, and must make the Mississippi River Railroad forever and pre-eminently the public favorite, for its superior speed and power of work.

All the expenditures on our road to date, being incidental to construction, have passed through the Engineer's Department, and the report of the Chief Engineer will be found to contain a table in which these expenditures are set forth in their classes under appropriate heads. The publication of the Engineer's report will carry this important and desirable information to the people.

In February, 1870, discord of an irreconcilable character sprung up in the firm of G. W. Saulpaw & Co., contractors on our road. In order to avoid having our work embarrassed or endangered by this unfortunate state of things, the Directors agreed to the withdrawal of Mr. Saulpaw and three other parties to the contract, leaving the work in the hands of Messrs. Fleece, Peete & Co., the remaining members of the firm, and retaining precisely the same security for the completion of the contract that existed before. These latter gentlemen are most faithful and competent contractors. They take a lively interest in the success of the road and have always sought to promote, and never to embarrass its affairs. They deserve the most generous regards of the company.

In conclusion, the Directors feel called upon to say that the duty of reorganizing a railroad and securing for it the gigantic means needed in its construction is one of extraordinary severity, especially in view of the impoverished condition of the South and the commercial gloom of the past few years, during which the Mississippi River Railroad has struggled into existence. Those who have toiled for its success have deserved sympathy and help where they have too often met only opposition and unfriendly criticism. But the dawn of success consoles for all personal sacrifices. Though our road is not yet relieved from all embarrassments—though we have been obliged even recently, to curtail our forces on the work—though there is yet need for patient labor and moral courage to meet the difficulties in our way—we can safely assume that the enterprise has progressed too far, and the very great value of the road has become too apparent to admit any doubt of its ultimate completion.

The Directors cannot omit this opportunity to thank the moneyed institutions of Memphis that have, from time to time in the past twelve months, extended help to the company. They have been liberal and generous when we most needed favors, and should be remembered as patrons of this most important enterprise. This is especially true of the Merchants' National Bank, of Memphis.

Respectfully submitted,

A. S. Mitchell, *President.*

Direct Railroad Line from New York to Ogdensburg.

On Friday last the directors of the Cooperstown Railroad, with other citizens of this village, met at the Cooper House to confer with Wm. A. Guest, Esq., of New York, vice-president of the New York, Utica and Ogdensburg Railroad Company. Mr. Guest stated that it was the intention of his company to supply the connecting links necessary to form a more direct railroad line from the city of New York to Ogdensburg, and if possible to consolidate with the Monticello, Port Jervis, Patterson, Cooperstown, Black River and Morristown roads, thus forming one grand trunk road, about 300 miles long. The distance now traveled between those points is 405 miles; thus a saving in distance of over 100 miles would be made, and a relative saving between other principal cities and New York—Syracuse, 70 miles; Utica, 60 miles, &c. Of the 300 miles, 102 miles of railroad are already constructed; the road from Port Jervis to Monticello, 25 miles, will be completed in September; the road from Paterson to Port Jervis, 64 miles, is under contract; the Black River road extension to Ogdensburg and Morristown, connecting at those points with the great railroad system of Canada, is under contract. The links to be provided for lie between Monticello and the Junction, and between Cooperstown and Utica, over the most direct and practical routes that can be chosen.

Francis Morris of Westchester county, is the president of the new company, and in the direction are several heavy capitalist of New York city. The capital of the company is $12,000,000—$400,000 subscribed for preliminary operations—and competent engineers are now on the line of the route.

It is in contemplation to construct a branch from Syracuse to intersect the proposed Trunk road at some convenient point; and in this there is a great deal of interest felt at Syracuse and along the line.

The proposed railroad will be a narrow-gauge road, to connect with the Central, Rome and Watertown and Canada roads; on the Cooperstown road a third rail will be laid, thus enabling the company to maintain its present connections with broad-gauge roads, with special reference to the coal trade.

The directors of the Cooperstown Railroad held a meeting the next day, and after a more full understanding of the whole project, entered into a conditional agreement and contract with the New York, Utica and Ogdensburg Company, as represented by the two directors above mentioned, to form a combination for a "through air-line railroad. To make this contract binding, the Black River Railroad Company must also come into the arrangement, and then the consent of two-thirds of the stockholders of each of the three roads be obtained to it. It is contemplated that the New York, Utica and Ogdensburg Company will "close the gaps" and be in condition to have the final steps of consolidation consummated by the 1st of January, 1871.—*Cooperstown Journal*, July 21.

Railroad Passengers.

The Supreme Court of Pennsylvania, Judge Agnew delivering the opinion, has recently decided that, where a passenger being carried on a railroad train is injured without fault of his own, there is *prima facie* a legal presumption throwing upon the railroad company the burden of disproving negligence. This, it is stated, is the rule when the injury is caused by a defect in the road, cars or machinery, or by a want of diligence or care in those employed, or by any other thing which the company can and ought to control as a part of its duty to carry passengers safely. This rule, however, is not conclusive and the railroad may rebut the presumption by showing that the injury arose from an accident which the utmost skill, foresight and diligence could not prevent.

Missouri, Kansas and Texas R. R.

The President has approved of the decision of the Secretary of the Interior that the Missouri, Kansas and Texas Railroad Company has the sole right to construct a railroad from Kansas across the Indian territory to Texas. The decision is based upon the fact that this road arrived first at the point on the southern boundary of Kansas designated by law where one railroad was authorized to enter the Indian country. The Missouri, Kansas and Texas Railroad Company are now building their road from Junction City, Kansas, to Preston, Texas; and Mr. Parsons, president of the company, telegraphed orders to put three hundred extra men to work. He has built two hundred and forty miles since last August, and expects now to go on at the rate of one mile per day until the road is finished.

Baltimore and Potomac Railroad.

All along the entire line, from Baltimore to the Potomac river, we hear the most encouraging accounts of the progress of our railroad. Captain Moore and his corps of engineers are busily engaged in clearing the way for the contractors from Brandywine to the Potomac river. The grading is proceeding on the upper sections, between Marlboro' and the Charles county line in the most satisfactory manner, and the work on the Washington Branch is also in a most gratifying state of forwardness.—*Prince Georgian.*

☞ Special Deputy Commissioner Douglass has decided the question as to whether paymasters in the army and navy and disbursing agents in the civil service shall continue to deduct the income tax from the salaries of the government officers or clerks. He has decided that no such deduction can be made after August 1st., and that collectors of internal revenue must collect the tax from these people as from all others.

☞ The charter of the Portsmouth and Dover Railroad has been extended to 1888.

East Alabama and Cincinnati Railroad.

This is the name of a company whose title has recently been changed under the statute law of Tennessee. Its original name was the "Eufala, Opelika and Guntersville Railroad Company." The Chattanooga *Times* says it is designed as a direct route by way of Jacksonville or Oxford, Gadsden and Guntersville to Nashville, and by the Cincinnati and Chattanooga railroad to Cincinnati. The distance saved between Opelika and Chattanooga by a connection with the Alabama and Chattanooga Railroad will be at least 85 miles over the route by Atlanta.

☞ The following is a short summary of the results of the business of the Central Railroad Company of New Jersey for the last six months, (as furnished by circular from the office of the company) June being partly estimated: Gross earnings, $1,169,360 54; expenses, $1,162,388 20; net earnings, $1,006,972 33. The net earnings, &c., carried to the credit of profit and loss were thus appropriated: Interest, $166,346 30; taxes, $92,488 13; dividends, $600,000; surplus over dividend, $178,337 90.

☞ We learn from the Syracuse *Standard* that the contractors on the Syracuse and Chenango Valley Railroad expect to have the road graded from Syracuse to the canal crossing (about six miles), by the close of this month. A strong force of men are at work near Fayetteville and stone is being drawn for the bridges and culverts along the line. Work has been commenced on the tunnel in the town of Cazenovia, and in fact along the whole line the contractors are pushing the work forward rapidly.

☞ The contracts on the Chartiers Valley Railroad, says the Washington (Pa.) *Reporter*, have been let up to the Middletown road, a little over a mile west of town, and as the work is light, the grading can soon be completed to that point. The road would have been put under contract clear through to this place had it not been for unexpected difficulties encountered in regard to the right of way.

☞ At the recent annual meeting of the stock holders of the European and North American Railroad, in Bangor, the purchase of the Bangor Oldtown and Milford Railroad was ratified, and the following gentlemen were elected directors: G. K. Jewett, Noah Woods, James W. Emery, Arad Thompson, Gideon Mayo, Charles P. Stetson, M. S. Drummond, William Flowers, and Samuel F. Hersey.

☞ The Connecticut Western Railroad now has the prospect of being speedily constructed. A company has been formed in New York, called the Rhinebeck and Connecticut, to complete the connection between the Western at State Line and the Hudson at Rondout, where the Delaware and Hudson Canal Company will deliver its coal.

☞ The Albany *Argus* says that the track of the Midland and Port Jervis Railroad has been connected with that of the Erie and Port Jervis, and a construction train is now being run for the transportation of track iron, ties, &c. This will greatly facilitate the work.

☞ The grading of the Utica, Clinton and Binghamton Railroad is completed.

Cape Cod Railroad.

At the recent annual meeting of this company, the old board of directors was re-elected, with the exception of Prince S. Crowell of Dennis in the place of Captain Alexander Baxter, deceased. The additional stock to complete the extension of the road to Wellfleet had been taken by the old stockholders and the towns through which it passes, with the exception of fifty-four shares, which were disposed of by auction at the meeting, bringing $70 and $71. On motion of Hon. Charles F. Swift, the whole matter of receiving a transfer of the franchise of the Plymouth and Vineyard Sound Railroad Company, or any portion thereof, and arranging terms for the same, was referred to the board of directors, with full power to act.

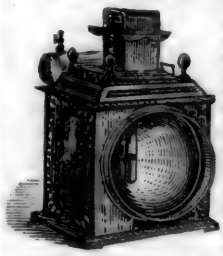
☞ The first iron for the Northern Pacific Railway left Detroit on the 26th inst., for Duluth, Minn., on the steamer R. G. Coburn. The consignment consists of two hundred tons of first class T rail, manufactured in Pennsylvania.

RADLEY & McALISTER MANUFACTURING CO.,

21 Courtland Street,

SOLE MANUFACTURERS OF

GAS LOCOMOTIVE HEAD LIGHTS,



Giving in every instance entire satisfaction, and at one-half the expense, with double the light of the best Kerosene Head Light ever made, superior in its simplicity, durability, economy and brilliancy.

Old head lights altered at a small cost. Confident in the great superiority of the gas Head Light, we offer to send one to any Rail Road on trial for 30 days, and if not satisfactory it may be returned at our expense.

The Radley & Hunter Spark Arrester

for wood-burning Locomotives. Coal Burner, Spark Arrester and Bonnet Pipes. The best Kerosene and Sperm Oil Locomotive Head Lights. Railway supplies at Manufacturing prices.

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Bank of British North America,

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Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking Business transacted.

JOHN PATON,
ARCH. McKINLAY, } Agents.

RAILS.

3,000 tons 56 lbs. Fish bar pattern.
2,500 " 50 lbs. " " "

Now in yard and to arrive soon for sale by

PERKINS LIVINGSTON & POST,
31 New Street.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street.
49tf **New York.**

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance,
Comptroller's Office,
New York, June 27, 1870. } RICHARD B. CONNOLLY, Comptroller.

The Central Railroad of Iowa,

235 MILES IN LENGTH,

NOW NEARLY COMPLETED.

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of $16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

(7) SEVEN PER CENT.

City of New York Stock,

Twenty Years to Run,

Exchanged for U. S. Government 6s,

G. K. SISTARE,

24 NASSAU STREET,
NEW YORK.

CHARLES COLLINS,

MANUFACTURER OF

High & Low Pressure

STEAM BOILERS,

Of every description.

TANKS, OIL STILLS, ETC.,
60 John St., Brooklyn, near Bridge St.
Particular attention to Jobbing.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

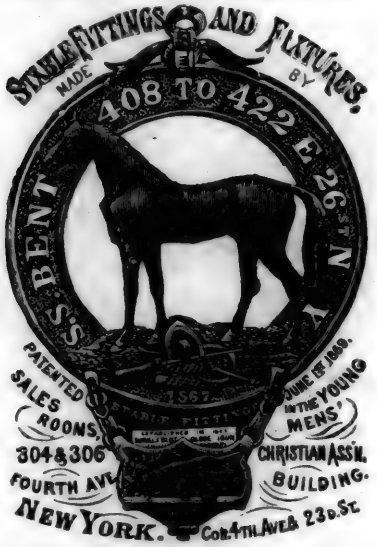
DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.



THE NEWARK

LIME & CEMENT

MANUFACTURING CO.,

MANUFACTURERS OF

Hydraulic Cement, Calcined Plaster, Marble Dust, Lime, Ground Plaster, for Farmers' use, etc.

FOOT OF BRIDGE STREET, NEWARK, N. J.

And RONDOUT, N. Y.

WALTER TOMKINS, Pres.

SAMUEL C. JONES, Sec., Newark, N. J.

JAMES G. LINDSLEY, Agent at Rondout.

JOHN J. ROBERTS,

Manufacturers' Agent for

ENGLISH AND AMERICAN

IRON AND STEEL RAILS,

Delivered in New York & other markets in the U. S.

Railroad Supplies of all descriptions.

STREET RAILS & CARS

On the most favorable terms.

Old Rails, Metals, &c., Bought & Sold.

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Opposite Platt St., NEW YORK CITY.

STEEL STAMPS, NAME PUNCHES,

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For Railroads, Machinists, Engineers, &c.

Work Warranted A. 1.

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26 Spruce Street, S. E. Corner William, *New York.*

Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

15 R. R. Avenue, Newark, N. J.,

Opposite Market st. Depot.

TOOLS AND MACHINERY

FOR SALE.

THE NOVELTY IRON WORKS,

(foot of East Twelfth-st., New York)

have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer

Terms cash or good securities. SEND FOR CATALOGUE.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

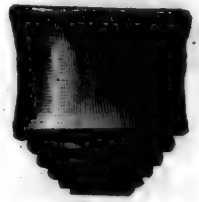
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

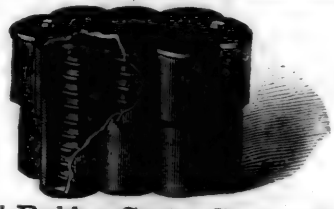
MANUFACTURERS OF

RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.

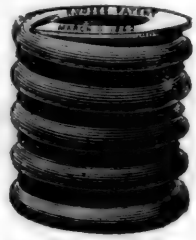
Patented.—All others are Infringements.



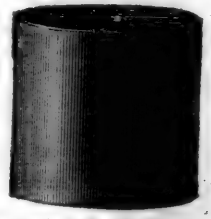
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



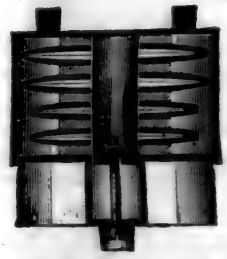
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

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OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

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59 John Street, New York.
18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES,

Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

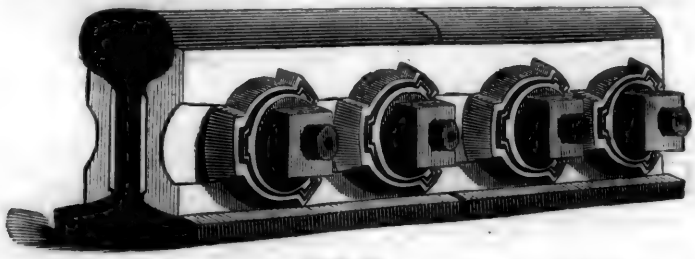
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,

GEN'L SALES AGENT,

P. O. BOX 3066, NEW YORK.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



CONTRACTORS,

For Excavating and Moving Materials of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

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STATE RIGHTS FOR SALE.

PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 5, RISING STAR, CAPT. MAURY, connecting with the COLORADO, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, August 4. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNSDAY, August 3, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL,

CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

J. MILTON HAGY,
Iron Commission Merchant,

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TIMBER AND OTHER RAILROAD SUPPLIES,

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RAILROAD CROSS TIES.

STAINED GLASS.
HENRY E. SHARP,

GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

147 & 149 E. 23d St., N. Y.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 32.] SATURDAY, AUGUST 6, 1870. [WHOLE No. 1,790. VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 6, 1870.

Gas Locomotive Head Lights.

We would call the attention of railroad men to the advertisement which appears in another column, of a steam Gas Head Light for Locomotives, manufactured by the RADLEY & MCALISTER MFG. Co., of 21 Cortlandt St., N. Y.

After years of experimenting, the company have placed the perfected light in the market, confidently representing it as superior to every head light heretofore made. To the employees of our leading Eastern railroads the head light is well known, having been in successful operation on many of these lines for eighteen months past, and giving in every case, we are assured, perfect satisfaction. Full directions for setting up, are sent with each lantern; and beyond this, the attention required from the engineer is almost nothing. The light thrown out is fully double that given by the best kerosene burner, while considerable less than one half the amount of oil is burned to give this great increase of brilliancy. A further economical feature is the great difference of cost between gasoline and kerosene, in favor of the former, while in point of safety, the gas light has demonstrated itself to be far ahead even of the old kerosene lantern. A tank containing gasoline sits on the head light case, and once being filled, it will run the light for fifty hours without further attention. There is no smoke, no wick to trim, nor daily wiping out of reflector. Simplicity of construction is a strong point claimed by the manufacturers. Any mechanic, it appears, can remove, repair and as readily replace all the parts, they being interchangeable.

Confident of the superiority of the Gas Head Light a trial of thirty days is offered any railroad, and if not satisfactory the company will take it back at their own expense. Old head lights can be altered to Gas burners at a small cost. The R. & McA. Co. also manufacture Kerosene Head Lights and the Radley & Hunter Spark Arrester for Locomotives.

Alexandria, Loudoun and Hampshire R. R.

At a called meeting of this company in Alexandria on the 26th of July, Mr. McKenzie, president of the company, presented the acts of the Legislatures of West Virginia and Virginia authorizing a change of route, name, &c., of the road, which were accepted, and the secretary authorized to forward a copy of the resolution of acceptance of the act passed by the Virginia Legislature to the board of public works of Virginia, to serve as the notice required by the act.

The act of the General Assembly of Virginia, approved March 29, 1870, authorizes the company to change the route of the road from that heretofore located to such as shall be most direct and eligible through the counties of Clarke and Frederick, and by the city of Winchester, not more than one mile distant, and to provide proper and convenient connection by rail therewith, to the line of West Virginia; to change its corporate name to the "Washington and Ohio Railroad Company;" to increase its capital stock to the sum of $15,000,000, and to issue bonds to an equal amount.

The act of West Virginia authorizes the extension of the road to the west bank of the Ohio river, at any point between the Little Kanawha and Big Sandy rivers, with a branch to the Great Kanawha river, and such other branches as the company may deem expedient; authorizes a subscription on the part of counties to the capital stock, and changes the name to the Washington and Ohio Railroad Company.

By the acceptance of these acts the name of the Alexandria, Loudon and Hampshire railroad is changed to that of the Washington and Ohio Railroad Company.

A resolution was adopted authorizing the company to mortgage the road in order to secure a loan of $15,000,000 for the purpose of constructing the road from Hamilton to the Ohio river, absorbing in the first mortgage bonds the $800,000 on the Alexandria, Loudoun and Hampshire railroad already authorized, but not more than $90,000 of which have been issued.

Mr. McKenzie stated that in sixty days the road would be put under contract to the Shenandoah at least, if not to Winchester.

Connecticut and Passumpsic Rivers R. R.

The annual meeting of the stockholders of this company was held in Newport, Vt., on the 28th of July. The annual report was not presented, as the financial year had been extended one month on account of the leasing of the Massawippi Valley Railroad. The President stated that the business of the Massawippi road opened the first inst., and had largely exceeded his expectations.

The following gentlemen, being the old Board, were unanimously re-elected Directors: Henry Keyes, Newbury, Vt.; Josiah Stickney, Boston; Elijah Cleveland, Coventry, Vt.; William Thomas, Boston; Emmons Raymond, Boston; B. P. Cheney, Boston; Boston; Albert Knight, Stanstead, C. E.; Henry Chase, Lyndon, Vt.; Benjamin, Pomroy, Compton, C. E.; Thomas Upham Boston; Gardner C. Brown, Boston; T. P. Redfield, Montpelier, Vt.; F. M. Weld, Boston.

At a subsequent meeting Hon. Henry Keyes was re elected President, N. P. Lovering, Esq., of Boston, Treasurer, and Hon. E. Cleveland, of Coventry, Clerk.

☞ The Columbus and Hocking Valley Railroad has been finished to Athens, Ohio, and the first regular through train from Columbus to Athens was run over the road on Monday. The company proposes, in connection with the Marietta and Cincinnati Road, running a through car between Columbus and Portsmouth, thus furnishing passage to Chicago, Cleveland, New York, Philadelphia and Baltimore, with but one change of cars.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$1,161,130	$1,192,477
" cotton	1,086,269	950,708
" silk	1,437,990	1,281,387
" flax	615,433	656,744
Miscellaneous dry goods	488,247	546,156
Total entered for consump.	$4,789,069	$4,627,472

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$591,054	$582,931
" cotton	238,352	178,644
" silk	234,214	202,132
" flax	241,030	290,228
Miscellaneous dry goods	68,809	48,775
Total withdrawn from warehouse	$1,373,459	$1,302,710
Add entered for consump.	4,789,069	4,627,472
Tot. thrown on the market	$6,162,528	$5,930,182

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$1,644,961	$1,134,516
" cotton	429,887	328,876
" silk	641,480	458,814
" flax	345,646	371,862
Miscellaneous dry goods	85,427	69,182
Total entered for wareh'g.	$3,147,401	$2,363 250
Total entered for consump.	4,789,069	4,627,472
Total entered at the port	$7,936,470	$6,990,722

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$9,266,851	$9,454,217
" cotton	9,215,771	9,349,736
" silk	11,868,214	12,172 767
" flax	5,923,423	5,601,864
Miscellaneous dry goods	4,039,588	5,269,485
Tot. entered for consump.	$40,313,847	$41,848,069

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$5,622,471	$5,844,275
" cotton	2,660,033	3,692,599
" silk	2,348,394	2,887,859
" flax	2,848,674	3,546,995
Miscellaneous dry goods	841,960	921,628
Total withdrawn from warehouse	$14,321,532	$16,893,356
Add entered for consump.	40,313,847	41,848,069
Total thrown on the market	$54,635,379	$58,741,425

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$7,073,199	$6,087,379
" cotton	2,997,349	3,572,143
" silk	3,057,044	2,846,074
" flax	3,213,769	2,884,983
Miscellaneous dry goods	765,094	923,765
Total entered warehouse	$17,106,455	$16,314,344
Add entered for consump.	40,313,847	41,848,069
Total entered at the port	$57,420,302	$58,162,413

☞ The old Baraboo Air Line R. R. Co. has been re organized by the election of the following board of directors: James L. Hill, of Madison; Geo. L. Dunlap, J. H. Howe, Henry H. Porter, and J. B. Turner, of Chicago. The officers are: T. Thomas President, J. Mackey Vice President, T. D. Lang Secretary, and R. M. Strong Treasurer, all of Baraboo, Wis.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$321,789 78	$399,689 65
" freight	761,694 25	931,302 89
" mail	21,037 01	21,037 01
	$1,104,521 04	$1,352,029 55
Expenses, viz:		
Conducting transp	$146,341 59	$182,149 12
Motive power	222,869 04	268,584 62
Maintenance of way	148,280 12	253,137 28
Maintenance of cars	57,967 93	44,240 83
	$575,458 68	$748,111 85
Earnings less expenses	$529,062 26	$603,917 70
Deduct extraordinary expenses, viz:		
Renewing locomotive engines	$32,078 06	
New cars and rebuilding cars	59,415 29	
Government tax on gross receipts	10,527 06	
		102,020 41
Net income		$501,897 29
Thus accounted for—		
New depots		$9,544 53
Round house at Augusta		39,653 48
Two new locomotive engines		27,282 00
New tools for shops		2,586 72
New railroad iron ordered, but not delivered or paid for		73,726 61
Eight per cent. dividend		332,480 00
U. S. tax on dividend		26,624 00
Total, as above		$501,897 29

Compared with the previous year, the gross earnings show an increase of $247,508 51; with an increase in expenses and payments, both ordinary and extraordinary, of $166,758 28—making the increase of net income, $80,750 23. The Superintendent in his report says:

Contrary to expectations held out by us in last report, and notwithstanding the heavy outlay in the construction of the round house at Augusta, and for new iron, new locomotives, cars, &c., in the restoration and improvement of your property during the year, we find, at its close, an increase in the net income from the road of $80,750 23 over the net income of the preceding year.

The outlay for new railroad iron, including that already ordered and yet to arrive, but charged in the foregoing statement ($73,726 61) amounts to $178,658.

Payments on account of material, either iron or steel, for improving the track, and for additional rolling stock, will continue to be large until the track is brought to first-class condition, and the road furnished with equipment equal to its increasing business. But it is believed that these extraordinary payments may be made from the income of the road, without interfering with regular semi annual dividends to the stockholders.

None will now doubt the wisdom of your policy in restoring and increasing the property of the Company from the earnings of the road, rather than increase the bonded debt of the Company for that purpose. For it has been done thus far without interfering with reasonable dividends to the stockholders, and when this restoration is fully completed, with even the amount of gross earnings now reached, and we hope for still further increase, larger dividends may be paid to the stockholders.

It is both interesting and instructive to note the continued increase of gross earnings from your road, and the source from which this increase is derived.

The increase in freight business, for the year just closed, over the preceding one, amounts to $169,608 64, while the increase of cotton transported amount to only 34,000 bales, or about $68,000, at an average of $2 per bale, which is more than an average of our proportion of all through and local cotton, showing that about one hundred thousand dollars of the increase in freights was derived from the carrying of merchandise and freight generally, other than cotton. And it is worthy of note, that only about one-fourth of the income from freights over your road for the last year was derived from cotton. The other three-fourths, or near that, being secured from the carrying of other freights.

Again, comparing the gross earnings of your road, for the years 1859–'60, and 1869–'70, the fiscal year just preceding the war, and the one just closed, the former showing the largest receipts of any year previous to the war, and we have the following result:

	1859–'60.	1869–'70.
From passage	$412,307 90	$899,689 65
" freight	702,376 75	931,302 89
" mail	44,503 57	21,037 01
	$1,159,188 22	$1,352,029 55

—showing an increase in favor of 1869–'70 of $192,841 33.

This result is reached notwithstanding the fact that, during the year 1859–'60, there was transported over your road 210,774 bales of cotton, as against 138,567 for the last year.

By further investigation into this subject, and comparing the income of your road from freights delivered to and received from the Western and Atlantic Railroad and its connections, for the years 1859–'60, and 1869–'70, the following result is arrived at:

Georgia Railroad's proportion of freights received from and delivered to W. and A. R. R. and its connections, for the year 1869–'70	$289,715 11
Georgia Railroad's proportion of freights received from and delivered to W. and A. R. R. and its connections, for the year 1859–'60	216,546 71
Increase in favor of year 1869–'70	$73,168 40

which is mainly attributable to extended and improved connections with the West.

Important improvements in connection with these western lines will yet be made, which will give greater certainty and dispatch to transportation, and while increasing the business of our roads, will prove a saving to the consumer, by extending our through car arrangements to all accessible points, and prevent the breaking of bulk, and thereby save expense in handling freights anywhere, except at the points of shipment and delivery.

A safe and convenient system of hauling grain in bulk will greatly increase that traffic over your road. Arrangements to accomplish this desirable end are now in course of perfection, and will become a necessity of the route as soon as our connections at the seaboard extend their tracks to the water, which we understand our enterprising neighbors, officers, and managers of the South Carolina Railroad, are arranging to do.

The Green Line, a line owned and controlled entirely by the roads in interest, upon just and equitable principles to all, without the influence or interest of any outside parties; the cars being the common property of all the roads in their use, for the object in view, and run under satisfactory arrangements as to mileage, each company receiving its full pro rata proportion of all rates established by the line, has proved a great success. Companies owning over two thousand miles of road are jointly and equally interested in the line. Extending in unbroken connection from Louisville on the Ohio, Nashville on the Cumberland, and Hickman on the Mississippi, in the west, to Montgomery on the Alabama, Mobile on the Gulf, Savannah and Charleston on the sea, and Charlotte, N. C., in the interior and all intermediate points. We expect it to be extended soon to St. Louis by the Iron Mountain Railroad from Columbus, Ky., and to Cincinnati from

Louisville, Ky.; by transfer of cars at the former place across the Mississippi River, and at the latter place by a connection of tracks between the Louisville and Nashville and Louisville, Cincinnati and Lexington (Short Line) Railroads.

This plan is greatly preferred to the policy pursued by Western and Eastern companies, in farming out their roads to private parties, who run through freight cars.

The foregoing facts show that the falling off in receipts from travel, in competition with strong rival routes, opened up in the last few years, is very small, even when compared with the best year before the war, only $$2,618 25, and that, in spite of all competition, we have been able through our combinations to not only maintain but increase the revenue from freights $228,926 14, as compared with the best year before the war.

With an exhibition of these truths, and the growing importance of your line, can any one doubt the future prosperity and success of your Company?

The receipts from freight during the last year have increased $169,608 64, and from travel, $77,-899 87 over the earnings of preceding year. An encouraging feature of this increase is, that it is about equally divided between through and local business in both freight and passenger departments. Showing, I think, a more prosperous condition of our people in a pecuniary point of view, at least. And even in the passenger department reaching a sum within $12,618 25 of the amount received from travel the best year in the history of your road. And with the political status of our State fully settled and secured, with peace and quiet prevailing, we can reasonably hope for greater success than has yet been reached in this department of the service.

The transportation of wheat and flour from the west during the last year, shows an increase. But there was less corn hauled than for the year preceding, owing to the local demand being less, and no facilities offering at the seaboard yet to influence its shipment in bulk for exportation. I trust, however, that at no distant day our cars may go loaded to the sea with grain to be exported, and return loaded with importations for the west.

The use of fertilizers seems to be on the increase greatly, which encourages us to hope for more abundant crops in the country tributary to your road. Indeed the trade in fertilizers has been so extensive during the past winter and early spring, that we found it necessary to build sheds for its accommodation at Madison and Covington, and we expect to erect similar sheds at other stations during the summer.

The completion of the Augusta and Port Royal Railroad, will add new and important interests to your road.

It will be observed that the pay received from the Government by your Company for carrying the mail, amounts only to half the sum received for like service before the war. I know that this matter has been brought to the attention of the proper authorities by yourself, and I doubt not but that reasonable compensation will soon be allowed for this service.

There has been laid down during the year about 11¼ miles of new iron on main line, and 2¼ miles on Athens Branch, in all 14 miles; besides repairing a considerable number of rails in our shop at Union Point.

The Railroad mind of the country is being greatly interested and exercised, just now, upon the question of substituting steel for iron rails, and many of the leading lines of railway in the East and West have adopted the use of the steel rail entirely. Various estimates have been made, and many speculations engaged in to determine how long a steel rail will wear and be safe and useful. The time indicated by these tests and experiments are almost fabulous. I had, myself, lately the opportunity of examining a section of steel rail which had been in use on the Erie Railroad, in New York, for twelve months, on an eighty-five foot grade, and over which three millions of tons had passed, showing even wear of only one thirty-second part of an inch.

The relative wear by the tonnage of your road, as at present, would have shown less than one ninetieth part of an inch, probably, for the same length of time.

The relative cost at this time of steel and iron rails delivered, is about one-third more for the steel. But the difference may soon be more, as there is great demand for steel rails, unless Congress should reduce the duty on steel rails. I recommend that their use be adopted on your road, and that an order for —— tons to be delivered in the next four or five months, be made to commence with. We have ordered, to arrive in June, from England, seven hundred tons best quality iron rails for the main line, and we will be receiving in a few days, from New York City, three hundred tons for the Athens Branch.

We have built during the year, four division houses, two at Oconee and two at Dobey's Station; ten hand car houses; five water tanks, one at Berzelia, one at forty one mile post, one at Crawfordville, one at Richland, and one at turn out M. and A. R. R.; and nine repairing cars.

All of the bridges on the main line are in good order. During the year, we have built a most elegant and useful round house at Augusta, which cost, with its attachments, about ($40,000) forty thousand dollars. New station houses have been built at Berzelia, seventy mile post, and at one hundred and fifty mile post. New bridge over Harden's Creek, on Washington Branch.

The locomotive department has met promptly and satisfactorily the heavy demands made upon it in consequence of increased business, and we find the engines fully maintained at the close of the year. Increased mileage for the year, 54,024 miles.

Two new engines have been bought and paid for during the year. Four more freight locomotives have been ordered, and will be delivered two in September and two in October next.

The condition of the old cars has been materially improved by repairs and rebuilding. Besides which the following new cars have been added, to-wit: Thirty-eight box, five stock, eight platform, four coal, and two shanty cars.

Arrangements have been made to add one hundred and fifty freight cars to our stock by next fall, and to improve the condition of passenger cars, and add to their number.

Macon and Augusta Railroad.

The receipts and expenses of this road, in its unfinished condition, for the fiscal year just closed, have been as follows:

Receipts:		
From passage		$21,921 97
" freight		40,043 73
" mail		2,350 00
		$64,315 70
Expenses:		
For conducting transport'n.	$7,608 31	
" motive power	13,963 72	
" maintenance of way	25,363 55	
" maintenance of cars	1,034 82	
		47,970 40
Net income		$16,345 30

Owing to the loss of the first shipment of iron for this road, the extension of track was delayed, and our reasonable expectations of increased revenue from this source have not been realized. But the officers of that company, and the contractors under them, seem to be doing all in their power, and an early completion of the track is expected. Considerable repairs to bridges on this road will be required during the current year—many of them ought to be replaced with culverts and embankments.

The equipment of the road consists of 45 locomotives, 23 passenger, 10 baggage, 322 box, 102 platform, 21 coal, 30 stock, 14 cab and 14 shanty cars. Miles run by engines, 801,823. Miles of road in use, 231. Bales of cotton transported, 138,567. Bushels of grain, 643,129. Barrels of flour, 33,691.

The profits of the Company, gross and net, from all sources, may be stated thus:

Gross earnings of road		$1,352,029 55
Dividends on stocks, int., rent, &c..		83,740 19
Earnings of bank		20,414 11
Gross earnings and receipts from all sources		$1,456,183 85
Charged with road expenses and expenditures on account of road	$1,002,925 55	
Bank exp., taxes, &c.	9,724 33	
Bank in liquidation, (circulation redeemed)	14,547 25	
		1,027,197 13
Net from all sources		$428,986 72
From this 2 dividends have been declared of 4 per cent. free of taxes,		349,104 00
To Cr. of profit and loss account.		$79,882 72

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1870:

The road and its outfit		$4,156,000 00
Real estate		114,328 66
Banking house and lot		35,000 00
Road expenses and expendit's for the road.	$985,176 27	
Incidental expenses and salaries	12,279 04	
Interest on bonds	41,742 74	
Tax to State of Georgia.	1,341 76	
U. S. tax on dividends.	15,796 80	
		1,056,336 61
Materials on hand for road		98,449 93
Stock of other companies		1,103,564 20
Bonds of other companies		79,400 00
Discounted notes		1,747 83
Assessment on stock		207 50
Bills receivable		16,064 10
Due by other Corporations		23,115 60
Notes of Banks in Augusta		195,591 48
Cash		223,409 06
		$7,102,214 97
Capital stock		$4,156,000 00
Profit and loss	$642,144 87	
Income from railroad	1,423,312 78	
Transportation of the mails	20,878 09	
Dividends on stock	71,187 87	
Interest, premium and discount accounts	12,502 82	
Rent account	50 00	
		2,170,075 93
Bonds of the company		615,500 00
Dividends unpaid		43,592 56
Due to other corporat'ns and agents		15,713 69
U. S. Tax retained on coupons paid		1,195 75
Deposits		3,689 26
Circulation		96,447 78
		$7,102,214 97

President.—John P. King.

Directors.—E. E. Jones, John Bones, Edw. R. Ware, Sam'l Barnett, Antoine Poullaine, James W. Davies, L. M. Hill, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney, D. E. Butler, Josiah Sibley.

Gen'l Superintendent.—E. W. Cole.

Ass't Superintendent.—S. K. Johnson.

Treasurer.—J. Milligan.

☞ The new railroad to connect the granite quarries of Westerly, R. I., with the Stonington Railroad is nearly completed.

New Internal Revenue and Tariff Act.

AN ACT to reduce internal taxes, and for other purposes.

(*Continued from Page* 849.)

SEC. 21. And be it further enacted, That after the 31st day of December, 1870, in lieu of the duties now imposed by law on the articles hereinafter enumerated or provided for, imported from foreign countries there shall be levied, collected, and paid, the following duties and rates of duties, that is to say: On teas of all kinds, fifteen cents per pound. On coffee of all kinds, three cents per pound. On cacao, or cocoa, two cents per pound. On cocoa leaves or shells, one cent per pound. On ground or prepared cacao, or cocoa, five cents per pound and on chocolate, seven cents per pound. On all molasses, five cents per gallon. On tank-bottom syrup of sugar cane juice, melada, concentrated melada and concentrated molasses, one and one half cents per pound. On all raw or muscovado sugar not above No. 7 Dutch standard in color, one and three quarter cents per pound. On all raw or muscovado sugar above No. 7 Dutch standard in color, and on all other sugars not above No. 10 Dutch standard in color, two cents per pound. On all sugars above No. 10 Dutch standard in color, and not above No. 13 Dutch standard in color, two and one quarter cents per pound. On all other sugars above No. 13 Dutch standard in color, and not above No. 16 Dutch standard in color, two and three quarter cents per pound. On all other sugars above No. 16 Dutch standard in color, and not above No. 20 Dutch standard in color, three and a quarter cents per pound. On all sugar above No. 20 Dutch standard in color, and on all refined loaf, lump, crushed, powdered and granulated sugar, four cents per pound: *Provided*, That the Secretary of the Treasury shall, by regulations, prescribe and require that samples shall be taken by inspectors from the hogshead, box or other package, in such a manner as to represent a true average of the contents of the package, and from a sufficient number of packages of the same mark in each and every invoice, so that the samples on which the classification is made shall be a fair average in quality of the sugar imported under that mark; and the classification shall be adjudged on the entire mark accordingly; and the weights of sugar imported in casks or boxes shall be marked distinctly by the Custom House weigher by scoring the figures indelibly on each package. *Provided*, That all syrup of sugar, syrup of sugar-cane-juice, melada, concentrated melada, or concentrated molasses, entered under the name of molasses, shall be forfeited to the United States. On pimento, and on black, white, and red or Cayenne pepper, five cents per pound. On ground pimento, and on ground pepper of all kinds, ten cents per pound. On ginger root, two cents per pound. On ginger, ground, five cents per pound. On cinnamon and on nutmegs, twenty cents per pound. On mace, twenty-five cents per pound. On cloves, five cents per pound. On clove stems, three cents per pound. On cassia and cassia vera, ten cents per pound. On cassia buds and ground cassia, twenty cents per pound. On all other spices, twenty cents per pound; ground or prepared, thirty cents per pound. On all wines imported in casks, containing not more than twenty-two per cent. of alcohol, and valued at not exceeding forty cents per gallon, twenty-five cents per gallon; valued at over forty cents and not over one dollar per gallon, sixty cents per gallon; valued at over one dollar per gallon, one dollar per gallon, and in addition thereto, twenty-five per cent. ad valorem. On wines of all kinds imported in bottles, and not otherwise herein provided for, the same rate per gallon as wines imported in casks; but all bottles containing one quart, or less than one quart, and more than one pint, shall be held to contain one quart; and all bottles containing one pint or less shall be held to contain one pint, and shall pay in addition three cents for each bottle. On champagne and all other sparkling wines, in bottles, six dollars per dozen bottles containing each not more than one quart and more than one pint; and three dollars per dozen bottles containing not more than one pint each, and more than one-half pint; and one dollar and fifty cents per dozen bottles containing one half pint each or less; and in bottles containing more than one quart each, shall pay, in addition to six dollars per dozen bottles, at the rate of two dollars per gallon on the quantity in excess of one quart per bottle; *Provided*, That any liquors containing more than twenty-two per cent. of alcohol, which shall be entered under the name of wine, shall be forfeited to the United States: *And provided further*, That wines, brandy and other spirituous liquors imported in bottles shall be packed in packages containing not less than one dozen bottles in each package; and all such bottles shall pay an additional duty of three cents for each bottle; no allowance shall be made for breakage unless such breakage is actually ascertained by count and certified by a custom house appraiser; and so much of section fifty-nine of an act entitled "An act to regulate the collection of duties on imports and tonnage," approved March 2, 1799, as provided for allowance for leakage and breakage, is hereby repealed. On brandy and other spirits manufactured or distilled from grain or other materials, and not otherwise provided for, two dollars per proof gallon: *Provided*, That each and every gauge or wine gallon of measurement shall be counted as at least one proof gallon; and the standard for determining the proof of brandy and other spirits, and of wine or liquors of any kind imported, shall be the same as that which is defined in the second section of the "Act imposing taxes on distilled spirits and tobacco, and for other purposes," approved July 20, 1868. On cordials, liqueurs, arrack, absinthe, kirschwasser, vermuth, ratafia, and other similar spirituous beverages, or bitters containing spirits, and not otherwise provided for, two dollars per proof gallon: *Provided*, that any brandy or other spirituous liquors imported in casks of less capacity than fourteen gallons shall be forfeited to the United States. On corsets, or manufactured cloth, woven or made in patterns of such size, shape, and form, or cut in such manner as to be fit for corsets, when valued at six dollars per dozen or less, two dollars per dozen; when valued over six dollars per dozen, thirty-five per centum ad valorem. On eyelets of every description, six cents per thousand. On ultramarine, six cents per pound. On wools on the skin, the same rates as on other wools, the quantity and value to be ascertained under such rules as the Secretary of the Treasury may prescribe. On flax straw, five dollars per ton. On flax not hackled or dressed, twenty dollars per ton; on flax hackled, known as "dressed line," forty dollars per ton. On hemp, Manila, and other like substitutes for hemp, not otherwise provided for, twenty-five dollars per ton. On the tow of flax or hemp, ten dollars per ton. On jute, Sunn, coir, and Sisal grass, fifteen dollars per ton. On jute butts, six dollars per ton. On cotton bagging, or other manufactures, not otherwise provided for, suitable for the uses to which cotton bagging is applied, composed in whole or in part of hemp, jute, flax, gunny bags, gunny cloth, or other material, and valued at seven cents or less per square yard, two cents per pound; valued at over seven cents per square yard, three cents per pound. On iron in pigs, seven dollars per ton. On cast scrap-iron of every description, six dollars per ton. On wrought scrap-iron of every description, eight dollars per ton: *Provided*, That nothing shall be deemed scrap iron except waste or refuse iron that has been in actual use, and is fit only to be remanufactured. On sword blades, thirty-five per centum ad valorem. On swords, forty-five per centum ad valorem. On steel railway bars, one and one-quarter cent per pound; and on all railway bars made in part of steel, one cent per pound: *Provided*, That metal converted, cast, or made from iron by the Bessemer or pneumatic process of whatever form or description, shall be classed as steel: *And provided further*, That round iron in coils, three-sixteenths of an inch or less in diameter, whether coated with metal or not so coated, and all descriptions of iron wire, and wire of which iron is a component part, not otherwise specifically enumerated and provided for, shall pay the same duty as iron wire, bright, coppered or tinned: *And provided further*, That steel commercially known as crinoline, corset, and hat steel wire, shall pay duty at the rate of nine cents per pound and ten per centum ad valorem. On rough or unfinished grindstones, one dollar and fifty cents per ton; on finished grindstones, two dollars per ton. On freestone, sandstone, granite, and all building or monumental stone, except marble, one dollar and fifty cents per ton. On all sawed, dressed, or polished marble, marble slabs, and marble paving tile, thirty per centum ad valorem, and in addition twenty-five cents per superficial square foot not exceeding two inches in thickness; if more than two inches in thickness, ten cents per foot in addition to the above rates for each inch or fractional part thereof in excess of two inches in thickness: *Provided*, That if exceeding six inches in thickness, such marble shall be subject to the duty now imposed upon marble blocks. On hair cloth known as crinoline cloth, and on all other manufactures of hair not otherwise provided for, thirty per centum ad valorem. On hair-pins made of iron wire, fifty per centum ad valorem. On analine dyes and colors, by whatever name known, fifty cents per pound, and thirty-five per centum ad valorem. On buttons and on ornaments for dresses and outside garments made of silk, or of which silk is the component material of chief value, and containing no wool, worsted or goat's hair, fifty per centum ad valorem. On silicate of soda, or other alkaline silicates, a half a cent per pound. On sporting gun-wads of all descriptions, thirty-five per centum ad valorem. On nickel, thirty cents per pound; on nickel oxide, and alloy of nickel with copper, twenty cents per pound. On watches, watch-cases, watch movements, parts of watches and watch materials, twenty-five per centum ad valorem. On watch jewels, ten per centum ad valorem. On live animals, twenty per centum ad valorem: *Provided*, That animals specially imported for breeding purposes from beyond the seas, shall be admitted free, upon proof thereof satisfactory to the Secretary of the Treasury, and under such regulations as he may prescribe: *And provided further*, That teams of animals, including their harness and tackle, actually owned by persons immigrating to the United States with their families from foreign countries, and in actual use for the purposes of such immigration, shall also be admitted free of duty, under such regulations as the Secretary of the Treasury may prescribe. *And provided further*, That all animals brought into the United States temporarily and for a period not exceeding six months, for the purpose of exhibition or competition for prizes offered by any agricultural or racing associations, shall be admitted free of duty upon bond being first given, in accordance with regulations to be prescribed by the Secretary of the Treasury, with condition that the full duty hereinbefore imposed shall be paid in case of the sale of any such animals in the United States. On oranges, lemons, pine-apples, and grapes, twenty per centum ad valorem; and on limes, bananas, plantains, shaddocks, mangoes, and cocoanuts, ten per centum ad valorem: *Provided*, That no allowance shall be made for loss by decay on the voyage, unless the said loss shall exceed twenty-five per centum of the quantity, and the allowance then made shall be only for the amount of loss in excess of twenty-five per centum of the whole quantity. On Zante, or other currants, and prunes, and plums, two and one-half cents per pound. On neat's-foot oil, and all animal, whale, seal and fish oils, twenty per centum ad valorem. On oil made of linseed or flaxseed, thirty cents per gallon, seven pounds and a half of weight to be estimated as a gallon. On hempseed and rapeseed, and other oil seeds of like character other than linseed or flaxseed, one-half cent per pound. On linseed or flaxseed, twenty cents per bushel of fifty-six pounds weight: *Provided*, That no draw-

back shall be allowed on oil cake made from imported seed. On sesame seed oil or Cenne oil, and cotton seed oil, thirty cents per gallon. On sesame seed, ten per centum ad valorem. On opium, one dollar per pound. On opium prepared for smoking, and on all other preparations of opium, not otherwise provided for, six dollars per pound: *Provided*, That opium prepared for smoking, and other preparations of opium, deposited in bonded warehouse, shall not be removed therefrom for exportation without payment of duties, and such duties shall not be refunded. On morphia, and on all salts of morphia, one dollar per ounce. On cotton thread, yarn warps or warp yarn, not wound upon spools, whether single or advanced beyond the condition of single by twisting two or more single yarns together, whether on beams, or in bundles, skeins, or cops, or in any other form, valued at not exceeding forty cents per pound, ten cents per pound; valued at over forty cents per pound and not exceeding sixty cents per pound, twenty cents per pound; valued at over sixty cents per pound and not exceeding eighty cents per pound, thirty cents per pound; valued at over eighty cents per pound, forty cents per pound; and in addition to said rates of duty twenty per centum ad valorem.

SEC. 22. And be it further enacted, That after the 31st day of December 1870 in addition to imported articles now by law exempt from duty, and not herein otherwise provided for, the following articles hereinafter enumerated and provided for shall also be free: Acid arsenious, crude, Acid, nitric, not chemically pure. Acid muriatic. Acid, oxalic. Acid, picric, and nitro-picric: *Provided*, That carboys containing acids shall be subject to the same duty as if empty. Arsenic, Aconite, root, leaf, and bark, Agaric. Alkanet root. Alkekengi. Albumen and lactarine. Amber, gum. Aloes. Anuline oil, crude. Ammonia, crude. Annato seed. Argols, crude. Asbestos, not manufactured. Articles imported for the use of the United States; *Provided*, That the price of the same did not include the duty. Articles the growth, produce, and manufacture of the United States when returned in the same condition as exported; *Provided*, That proof of the identity of such articles be made under regulations to be prescribed by the Secretary of the Treasury; and if such articles were subject to internal tax at the time of exportation, such tax shall be proved to have been paid before exportation and not refunded. And all acts and parts of acts heretofore passed prescribing regulations in regard to such importations are hereby repealed. Bamboos, manufactured. Barks, viz.: Quilla, Peruvian, Lima, calisava and all cinchona barks, Canella alba, pomegranate, croton, cascarilla, and all other barks not otherwise provided for. Belladonna, root and leaf. Bromine. Bitter apples, colocynth, coloquinitida. Berries, nuts, and vegetables for dyeing, or used for composing dyes, not otherwise provided for in this act. Bells broken and bell metal broken, and fit only to be remanufactured. Bones, crude, not manufactured; bones, ground and calcined; bone dust and bone ash for manufacture of phosphates and fertilizers. Books which have been printed and manufactured more than twenty years. Brimstone, crude. Burr stone in blocks, rough or unmanufactured, and not bound up into millstones. Buchu leaves. Citrate of lime, Columbo root. Cantharides. Castor or castoreum. Catechu or cutch. Catgut or whip-gut, unmanufactured. Coal, antharacite. Coculus indicus. Conian cicuta, or hemlock-seed and leaf. Cudbear. Collections of antiquity, specially imported, and not for sale. Chalk and cliffstone, unmanufactured. Corkwood, or cork bark, unmanufactured. Carnelian, unmanufactured. Cuttle fish bone. Diamond dust or bort. Dragon's blood. Eggs. Emery ore or rock, not pulverized, not ground. Esparto, or Spanish grass, and other grasses, and pulp of, for the manufacture of paper. Fibrin, in all forms. Fish, fresh, for immediate consumption. Fish for bait. Flint and ground flint stones. Foliæ digitalis. Fashion plates engraved on steel or on wood, colored, plain. Fur skins of all kinds not dressed in any manner. Glass, broken in pieces, which cannot be cut for use, and fit only to be re manufactured. Guano, and other animal manures. Gums, Arabic, Jeddo, Senegal, Barbary, East India, Cape, Australian, gum benzoin or benjamin, gum copal, Sandarac, Damar, gamboge. Cowrie, mastic, shellac, tragacanth, olebanum. guiac, Myrrh, bdellium, garbanum, and all gums not otherwise provided for. Gutta percha, crude. Goat skins, raw. Horse and cow hair, not cleaned and dressed. Hoofs, horns and horn-tips. Hide cuttings, raw and in the hair, for glue stock. Hemlock bark. Hyoscyamus, or henbane leaf. Iodine, crude. Ipecac. India rubber, crude and milk of. Ivory and vegetable ivory, unmanufactured. Jalap. Jet unmanufactured. Juniper and laurel berries. Kryolite. S. Lac, crude, seed, button, stick, shell or dye. Lava unmanufactured. Leeches. Lifeboats and life-saving apparatus, specially imported by societies incorporated or established to encourage the saving of human life. Liquorice root. Litmus and all lichens, prepared or not prepared. Logs, and round unmanufactured timber not otherwise provided for, and ship timber. Madder root of all kinds, ground, and ground mungeet or Indian madder. Manna. Moss, Iceland and other mosses crude. Musk and civet, crude, in natural pod. Nitrate of soda, or cubic nitre. Oak bark. Ore of antimony, or crude sulphuret of. Orange and lemon peel, not preserved, candied, or otherwise prepared. Orchill or archill, in the weed or liquid. Palm nuts and palm nut kernels. Palm and cocoa nut oil. Paintings, statuary, fountains, and other works of art, the production of American artists: *Provided*, That the fact of such production be verified by the certificate of any consul or minister of the United States indorsed upon the written declaration of the artist. *And Provided further*, That all paintings, statuary, fountains, and other works of art, the production and property of an American artist now held for payment of duties in any Custom-House of the United States, shall be surrendered to such artist without payment of duties or charge, upon his affidavit filed in the Department of the Secretary of the Treasury that the same are the production of such artist. Paintings, statuary, fountains and other works of art, imported expressly for presentation to national institutions, or to any State, or to any municipal corporation. Philosophical and scientific apparatus, instruments and preparations, statuary, casts of marble, bronze, alabaster or plaster of paris, paintings, drawings and etchings, specially imported in good faith, for the use of any society or institution incorporated or established for philosophical, educational, scientific or literary purposes, or encouragement of the fine arts, and not intended for sale. Household effects of persons and families returning or emigrating from foreign countries, which have been in actual use abroad by them, and not intended for any other person or persons or for sale, not exceeding the value of five hundred dollars. Phosphates, crude or native for fertilizing purposes. Plants, trees, shrubs, roots, seed cane, and seeds imported by the Department of Agriculture, or the United States Botanic Garden. Platinum vases or retorts for chemical uses, or parts thereof. Potassa, muriate of. Quassia wood. Rags of cotton, linen, jute and hemp, and paper waste, or waste or clippings of any kind fit only for the manufacture of paper, including waste rope and waste bagging. Rhubarb. Resins, crude, not otherwise provided for. Rose leaves. Saffron and safflower. Sarsaparilla, crude. Seaweed, not otherwise provided for. Scammony, or resin of scammony. Sandal wood. Seeds, cardamom, carraway, coriander, fenugreek, fennel cummin, and other seeds, not otherwise provided for. Senna, in leaves. Shells of every description, not manufactured. Shrimps or other shell-fish. Skeletons and other preparations of anatomy. Silkworm eggs. Specimens of natural history, botany, and mineralogy, when imported for cabinets as objects of taste or science, and not for sale. Squills of silla. Sweepings of silver or gold. Tapioca, cassava or cassada. Tea plants. Turtles. Verdigris, or subacetate of copper. Wood-ashes, and lye of and beetroot ashes. Woods, viz.: Poplar or other woods for the manufacture of paper. Worm seed, Levant. Xylonite or Xylotile.

SEC. 23. And be it further enacted, That for the term of two years from and after the passage of this act, and no longer, machinery and apparatus designed only for, and adapted to be used for, steam towage on canals, and not now manufactured in the United States, may be imported by any State, or by any person duly authorized by the Legislature of any State, free of duty, subject to such regulations as may be prescribed by the Secretary of the Treasury. And also that for the term of two years from and after the passage of this act, and no longer, steam-plow machinery, adapted to the cultivation of the soil, may be imported by any person for his own use, free of duty, subject to such regulations of the Secretary of the Treasury as before provided.

SEC. 24. And be it further enacted, That the word "saltpetre," as used in section seven of the act of March 3, eighteen hundred and sixty-three, allowing drawback of duty on foreign saltpetre manufactured into gunpowder in the United States and exported therefrom, shall be construed to mean the element of nitre so used, whether it be the nitrate of potash or nitrate of soda.

SEC. 25. And be it further enacted, That section fifteen of the act approved July 14, 1862, entitled "An act increasing, temporarily, the duties on imports, and for other purposes," and section four of the act in amendment thereof, approved March 3, 1865, be, and the same are hereby so amended that no ship, vessel, steamer, boat, barge, or flat belonging to any citizen of the United States trading from one port or point within the United States, or employed in the bank, whale, or other fisheries, shall hereafter be subject to the tonnage tax or duty provided for in said acts, and the proviso in section one hundred and three of the "Act to provide internal revenue to support the government and pay the interest on the public debt, and for other purposes," approved June 30, 1864, requiring an annual special tax to be paid by boats, barges, and flats, is hereby repealed.

SEC. 26. And be it further enacted, That all imported goods, wares and merchandise which may be in the public stores or bonded warehouses on the day and year this act shall take effect shall be subjected to no other duty upon the entry thereof for consumption than if the same were imported respectively after that day; and all goods, wares and merchandise remaining in bonded ware-houses on the day and year this act shall take effect, and upon which the duties shall have been paid, shall be entitled to a refund of the difference between the amount of duties paid and the amount of duties said goods, wares, and merchandise would be subject to if the same were imported respectively after that day.

SEC. 27. And be it further enacted, That all provisions of existing laws whereby any tax or duty is laid upon bequests or devises, or transfers by deed, grant, or gift, made or intended to take effect after the death of the grantor, of any real or personal property, in trust or otherwise, for public uses of a literary, eductional, or charitable character, or upon any real or personal estate which may become subject to any trust as aforesaid under any past or future disposition, which, if made in favor of an individual, would confer on him a succession, be, and the same are hereby repealed, and no taxes heretofore levied thereunder, but not paid, shall be collected.

SEC. 28. And be it further enacted, That in all cases where tobacco is requir d to be put up in wooden packages as provided by section sixty-two of an act entitled "An act imposing taxes on distilled spirits and tobacco, and for other purposes," approved July 20, 1868, it shall be lawful for the Commissioner of Internal Revenue to allow the same to be put up in metallic packages: *Provided*, That they shall be so constructed with such corrugations for receiving and protecting the revenue stamps as the Commissioner may approve.

☞ The Taunton and Attleboro' Railroad is nearly all graded.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ...50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.....50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n..100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa.....50	1,150,000	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '70 4
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl.'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68½2
" Street.....	.....	J. & J.	Jan.'65½2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Aug'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	.....	.....
Columbus and Xenia*.....50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. Rivers 100	189,000	.....	.....
Do. do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....200	1,700,000	J. & J.	July '70 5
Cumberland Valley.....50	1,816,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*.....50	594,280	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 2
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg 100	2,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.).....50	112,248	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph.100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,950	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,330	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,648.100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N. Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	... .	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehl l*. 50	323,376	J. & J.	Jan. '70 4
Millville und Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,765	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	July '70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern.....100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar..100	187,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S. C.) pref.100	155,000	.....	May'67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'70 4
North Pennsylvania.....50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 5½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	5,500 000	J. & D.	Jun.'70 3½
Oil Creek & Alleghany R. 50	4,259,000	J. A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 350	J. & J.	July '70 5
Do. Do. preferred. 50	1,561,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " pref.100	2,040.000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,259,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	369,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia....100	3,959,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	207,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,180	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West. ..100	11,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,893	.....	.....
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	349,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,468,776	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,517,650	.....	.....
Worcester and Nashua .. 75	1 522,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,833,350	F. & A.	Aug. 70 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,838,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJB&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	400,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express.....100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,483	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354.554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840.092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322.638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	324,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	130,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428.474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	207,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390.355	421,363	466,830	565,145	480,710	519,306	668,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1.000.086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,251	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,985
1870	201,500	218,600	244,161	248,045	280,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299.944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4 571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,158	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,962	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,916	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384.401	429,177	496,655	429,546	352.218	4,660,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375.488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.093
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	696,565	7,250.669
1870	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.819	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,930	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	329,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	.....	.....	.....	.....	.....	.....	.....
1870	209,879	250,617	294,874	289,550	283,221	263,323	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	586,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586 779	9.256.284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	651,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309.591	364,724	382,906	406,766	351,756	333,489	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,633	464,209	450,203	429,878	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	461,420	706,002	623,560	617,585	758,467	857,333	837,388	716,820	4,708,155
1870	428,520	500,139	589,288	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Aug. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
* Loan of Feb. 25, 1862 (5-20s)...registered	498,760,750	6	May & Nov.	1882	110
.. .. .. (5-20s).....coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s)...registered	3,130,100	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	109½
Loan of June 30, 1864 (5-20s)...registered	108,415,950	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered	189,923,050	6	" "	1885	110
.. .. .. (5-20s).....coupon		6	" "	1885	110½
.. .. 2d series (5-20s)...registered	282,511,200	6	Jan. & July.	1886	108
.. .. .. (5-20s).....coupon		6	" "	1886	108½
.. .. 3d series (5-20s)...registered	350,464,350	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109
.. .. 4th series (5-20s)...registered	39,765,350	6	" "	1888	108½
.. .. .. (5-20s).....coupon		6	" "	1888	109
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	103½
.. .. .. (10-40s)....coupon		5	" "	1904	107
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,420,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	47,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	246,222	var	.....	Due.	....
Treasury Notes (7-30s).....	643,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,126,860	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	....	Due.	....
U. S. Notes (greenbacks).....	356,108,226	*nil.*	.....	Dem.	....
Fractional Currency	39,757,684	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	99½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	98
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	68
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	95½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	78½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	101½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	625,008	6	" "	'80-'99	95½
.. — .. .. 1838-'80.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	109,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'99	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	112½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	550,000	6	" "	'72-'73	111½
.. —	720,000	6	" "	'74-'75	111
.. —	1,430,000	6	" "	1876	108½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	109½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	108
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	106½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	48½
.. — .. (new).....	3,959,045	6	" "	'92-'98	22
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	7	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	111
.. —	7,909,600	6	" "	1877	104½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	6	" "	'72-'87	111
.. —Military Loan.....	2,820,750	5	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	106
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	101½
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	72
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2?9,160	6½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	50½
.. — .. Bonds	10,903,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1896	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	27
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £360,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	86½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	354,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	660,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1858	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	18[illegible]	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	80
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1889	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1*st Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2*d Preference Bonds*	7,355,986	5*	" "	"	18—	....
3*d Preference Stock*	3,414,094	4*	" "	"	18—	....
4*th Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	"	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	90
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1866	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,037	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		6*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1883	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	95½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	95½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	89
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	94
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	108,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1860	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,600	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	54
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	609,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	80½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	380,000	7	Jan. & July.	" "	1898	....
St. Louis and Ste Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,878	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	80½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,200,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	54½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,3..2,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1892	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	71
Income bonds	8,165,000	10	Mar. & Sept.	Boston.	'72–'74	76
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	89
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	650,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7		"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494.000	6	June & Dec.	New York.	1872	88½
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Ranking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	70
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	7
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1879	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities: Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile: Trains Moved.	Passengers.	Freight.	Earnings: Gross.	Net.	Dividends.	Value of Shares: Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	—	—
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna † ... New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,868	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley ..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800.000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire	e.)	—	—	7,000	—	100	....
Jun. 30, 1869	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	88.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf † ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina † .N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,562	8,761,750	732,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	23½
Dec. 31, 1868	49.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	282,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	.....	.....	600.000	—	—	600,000	—	—	—	—	—	42.000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	—
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	145½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	18	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	1,128	Bos., Hart. and Erie † M., R.I., Ct. & N.Y.	28,148,406	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0[illegible]	4,471,274	—	217,437	1,000,429	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,616	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	143½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased to Erie	e.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	—	—	428,472	—	—	—	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1.516,455	2,158,545	.....	.....	180.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,545	.....	728,431	165.0	.....	.....	.....	841,653	411,226	—	100	374
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	7,830,525	2,527,488	10	100	114
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,439	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	788,854	*	.....	—	426,900	—	—	—	34.0	85,576	.....	.....	150,265	60,591	6	25	....
Oct. 31, 1869	66.0	2.5	5.0	—	21	9	5	586	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	5	50	28
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	—	—	—	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	9	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. a	nd N. W.)	—	—	—	100	....
Nov. 30 1868	190.6	—	25.8	—	47	32	41	688	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	—	—	419,848	419,848	—	100	....
Dec 31, 1868	64.0	10.0	76.0	—	10	122	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	—	—	89.0	.....	.....	.....	2,008,721	724,656	12	100	122
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	—	3,000,000	2,500,000	11,209	—	137.1	.....	.....	.....	3,729,412	1,350,220	10	100	100½
Dec. 31, 1868	895.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,800,767	1,457,601	—	100	24½
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	—	—	3,200,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	—	—	1,000,000	—	505,000	220,445	60.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	7,800	.....	47,068	Loss.	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	—	—	—	—	391,222	261,600	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	—	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	496,525	4,733,511	15 201,755	713,5 6	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	116
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,860 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	156
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	—	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	.....	—	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	.....	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	81
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	2 017,578	.....	14,000,000	8,801,000	177,565	1,507,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	81,551	1,990,016	500,000	500,000	—	70,456	—	—	—	—	—	—	—	—
Jun. 30, 1867	—	Lease	ces	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	.....	191.0	431,581	.....	.....	679,999	157,123	18½	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to Kentuc	ky Central.)	—	—	—	100	....
Jan. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	580,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	16	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	(107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	5	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46.085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,660	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,519,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,876	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	109	89¾
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Navigation	Co.)			150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	115½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			563,872	162,756	9	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,516	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,606	.....	1,898,814	157,324	—	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased to Phila. and Read.)			301,290	242,940	8	50	55
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,483	13,371	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,256,200	859,155	Loss.	—	50	....
Jun. 30, 1869	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,826	33,540	848,315	2,628,000	1,041,522	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,619	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,699	919,094	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	8	—	55	Macon and Brunswick .....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	206	Macon and Western.....Georgia.	1,500,000	*	96,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In progress 66 miles.)		.....	.....	—	100	....
Jun. 30, 1868	84.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	325,000	.....	.....	.....	.....	251,260	188,055	.....	—	.....	(In hands of receiver.)		.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila.& Reading.)			128,580	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	50,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)						100	130½
Dec. 31, 1868	190.5	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	918,758	932,328	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)						100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	38
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,298	1,681,848	10	100	118
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,647	—	100	....
Dec. 31, 1868	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	58½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,256,450	.....	.....	.....	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	101½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,867	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,690	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	941,785	73,990	6,633	44,459	384,785	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	3,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	99½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,589,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	53	13	..	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,600	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	25	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,786	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	.....	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,807,000	.....	.....	206.0	.....	.....	.....	1,242,660	589,493	—	100	54
Dec. 31, 1868	62.0	—	5	4	—	—	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1869	297.8	206.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,800	11,908,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	5	3	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	58,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,686	2,776,890	959,745	8	100	132¼
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	990,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,480	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	89½
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,028	61,130	—	100	80
May 31 1864	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950.606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Dec. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	.....	—	3	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,926	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,000	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	51.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,000	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	78.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	967,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,643	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	10,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	48
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass., R. R.)			32,000		—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	.....	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	31
Dec. 31, 1868	100.0	—	.....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	96½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .M ss. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	286,607	5,603,057	3,889,481	567,568	loss.	2	100	92
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	206.4	300,406	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept 30, 1868	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	384,219	.....	3,267,693	4,000,000	1,596,447	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—		(Not in operation.)				—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—		(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488.277	109,023	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	—	25	....
Oct 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231.194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	119
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	67½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	460,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,186	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna..... Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	3	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000.000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	89,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	12.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1821	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,000	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st.(Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	18,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10 0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,040	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,266	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,554	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	46
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	160	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham. N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	102	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2 40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	172,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	278,000	7	M&N	1876	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	90,038	6	J.&D.	1884	61
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	600,000	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	74
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	86½
Chicago and Alton, pref....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	83⅝
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44½
Hannibal and St. Joseph, pref....	5,253,836	...	...	116
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	94½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20½
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref....	3,500,000	7	7	74
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,500	...	7	....
Rutland, preferred....	.....	7	7	80
St. Louis, Alton and T. H., pref....	2,040,000	7	7	60
Sandusky and Cincinnati, pref....	445,5[illegible]	6	6	36½
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	.....	6	...	32½
Mariposa Mining, pref....	5,774,400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 50 @ 37 —
Pig, American, No. 1		32 — @ 33 —
Pig, American, No. 2		30 — @ 31 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½@ — 11½
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold). per ton.	50 — @ 60 —
Rails, American, at Works in Penna..c'y.		70 — @ 71 —
Anvils, (Engle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ — —
Clinch		5 75 @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38
Straits	(gold).	— — @ — 36
English	(gold).	— 32½@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	11 — @ 11 25
I. C. Coke	7 50 @ 8 —	9 25 @ 10 —
Coke Terne	6 — @ 6 25	7 50 @ 7 75
Charcoal Terne	7 75 @ 8 —	9 50 @ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)..per gall.		12½— @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 17
Refined, prime L. S. to W. (110 @115 test)		— — @ — 24
Refined, Standard White (in ship'g order)		— 24½@ — —
Refined, prime White (in shipping order)		— — @ — 25
Refined, S. W. (in jobbing lots)		— 27 @ — 28
Refined, S. W. (in tin)		— 30 @ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9 @ — —
Residuum	per bbl.	4 — @ 4 25

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Canton Co	....	....	....	....	....	....
Central Pacific 6s	86	86¼	86½	86½	....	....
Central of N. Jersey	100½	....	....	....	100½	....
Chicago & Alton	....	....	....	....	....	116
.. pref	....	....	....	118	....	....
.. 1 M	....	....	....	100	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	156	....	....	....	....
.. 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	82½	82	82½	81	81	
.. pref	84½	84½	85	84½	83½	84
.. 1st M	....	....	....	....	....	x92½
.. S. F.	....	....	....	....	....	x97
.. Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	113½	....	113½	112½	113½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	96	....	....
Clev., Col., C. and Ind	....	....	79½	78½	78	
Clev. and Pittsburg	106½	108	....	....	x1	3½
.. 2 M	95	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	17½	17½	17½	....	17½	....
.. 1 M	....	....	....	....	....	80
.. 2 M	....	....	....	....	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	....	....	118½	119	....	
Del. Lack. & Western	105	105½	105	....	105	
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	21½	22	22	....	21	21
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880	....	....	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	110	....	109½	....	....	
" pref	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
.. 1 M. 7s, 1869	....	....	....	....	....	....
.. 2 M. S. F	....	100	....	....	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	130	130½	....	131	....	
.. bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90½	91½	91	90½	89½	90½
Lake Shore Div. bonds	....	....	....	94	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	118	....	....	....	....	118
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I, 1 M. S. F	....	....	....	....	....	....
.. 2 M	94	....	....	95	95	
Mariposa Mining Co	...	5½	....	....	5½	....
.. pref	10½	10½	10½	10½	....	10
.. Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	59½	59½	60½	59½	58½	59
.. pref	75½	76½	76½	75½	76	....
.. 1st mort	....	....	....	....	91	....
.. 2d mort	....	....	....	....	....	....
.. 8s	....	....	....	....	103	....
.. 7 3-10s con	....	....	91	....	....	....
Missouri 6s	89	89	89½	90½	90½	
.. H. & St. J. iss	....	....	89½	....	....	....
Morris and Essex	89	....	88½	89	89½	89½
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	....	....	....	....	....	....
.. 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	93½	92½	91½	92½
.. certificates	87	88½	88	88	86½	88
N. York and Harlem	132	....	135	134½	....	133
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	48½	....	....	....
.. new	29½	....	....	....	....	29
Ohio and Miss	34½	34½	33½	32½	32½	
.. pref	....	....	74	....	....	....
.. 1st M	....	....	....	98	....	....
Pacific Mail S. S. Co	39½	40½	40½	39½	38½	39½
Panama	82	85	....	85½	85	83½
Phila. and Reading	96½	96½	97½	....	94½	95½
Pitts., Ft. W. & Chi. gtd.	93	94½	95	94½	93	93
.. 1 M	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	5	....	....	5½	....
St. L., Alton & T. H	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. 2 M. pref	87	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s	60½	....	....	62½	....	....
.. new	60	60½	61½	....	60½	....
Tol., Wab. & Western	48½	49½	49½	48½	47½	....
.. pref	....	....	....	....	....	....
.. 1 M. ex	....	....	....	....	....	....
.. 2 M	....	....	84½	....	....	....
.. Equipment	....	....	....	....	....	....
Union Pacific 1st mort	....	....	81½	....	81½	82
Virginia 6s, ex-coupon	61	63	60	60	59	
.. new	....	....	....	....	....	60

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	107	107¼	107¼	106¾	106¾	107
U. S. 5s, 10-40s, reg	....	....	....	....	103¾x	....
U. S. 6s, 1881, reg	....	113½	....	....	....	113½
U. S. 6s, 1881, coup	113	113½	....	113½	113½	112½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	110
U. S. 6s, 5-20s, c. 1862	109¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	109¾	....	....	110¼	109¼	109¾
U. S. 6s, 5-20s, reg. '65	109½	....	....	....	....	110
U. S. 6s, 5-20s, c. 1865	109¾	....	110	110¼	108¾	110¼
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	108¾	....	....	108¾	108¾	....
U. S. 6s, 5-20s, reg. '67	109	....	108¾	....	....	....
U. S. 6s, 5-20s, c. 1867	108¾	109¼	109¼	108¾	108¾	109
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	109¼	....	109	....
U. S. 6s, Pac.R.R.issue	110¾	....	....	....	111	110¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa	....	....	....	....	....	....
.. preferred	35¾	36¼	....	37	....	....
Camden and Amboy	115½	115	113¾	114¾	114¼	114¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	95¼	....	....
.. 6s, 1889	....	90	90	....	....	....
.. mort. 6s, '89	....	....	95¼	....	95¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34½	....	34	34½	34¼	34
.. 6s, 1884	82¾	....	83	....	....	....
.. Gold L	89¾	89	89	....	89	89½
.. R. R. L	....	....	89¼	....	89¾	....
Lehigh Valley R.R	57	56¾	56¾	57	57¼	57¾
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	42¼	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	50¾	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	41	....
.. 6s, 1880	....	....	95	....	....	95½
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	57¼	57¾	57¾	57¾	57¾	57¾
.. 1st M	....	....	....	....	....	....
.. 2d M	102	....	102	....	102	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	108	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	101¼
.. new	100¾	100¾	100¾	100¾	101	101
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	47¼	48¼	48¾	48¼	48¾	47¼
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	26¾	27	....	27¼	27¼	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	88	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	16	16¼	16¾	....	....	17
.. 6s, 1882	....	....	....	70	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	6¼	7	7	....	7	7
Hestonville, (Horse)	....	....	....	....	....	14
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	38¼	....	....	....
2d and 3d streets ..	....	46	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	22	....	22	....	22	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	94¾	....	....	....	94¾	....
.. 1886	....	....	....	....	....	....
.. 1890	94¼	....	....	94¾	....	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	94	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	94¼	....	94	94	....
Marietta & Cin. 1st M	....	....	96½	....	....	....
.. 2d M	....	75	....	....	....	75
Northern Central	....	44¼	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R R	....	21¼	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany	146¾	....	146	....	....	145¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	149	148½	....	....	....	....
Boston and Providence	....	....	....	....	....	143½
Boston, Hartford & Erie	3¾	3¾	3¾	....	7/8	3¾
.. 7s, new	26¾	26¼	26¾	27	27	27
Cheshire, pref	....	....	86¼	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135
Eastern	120	....	120¾	121	121	120¾
Fitchburg	....	....	132¼	132¼	....	133
Manchester & Lawr'ce	....	....	....	....	....	135¼
Michigan Central	118¼	118¼	118¼	....	118¼	118
Northern, N. H	....	109	109¼	....	....	108¾
Ogdens. & Lake Champ	89¾	89¾	89¾	....	89¾	89¾
.. pref	....	....	....	....	....	109
Old Colony & Newport	....	96¼	96¼	....	....	96¾
Ph., Wil. & Baltimore	53	53	53	....	52¾	53
Portl'd, Saco & Ports	....	....	....	....	....	113¾
Union Pacific	....	28¼	29¼	....	21	....
" 6s	....	81¼	85¾	81¼	81¼	....
" Land Grant 7s	72¼	....	....	....	72¼	71
" Income 10s	78	....	....	....	....	76¾
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	62
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	102
Metropolitan ..	....	....	68¼	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	6¼
Franklin ..	....	....	....	....	3¾	3¾
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	18	....	18	....	18	....

London Stock Exchange.

	Closing Prices. July 15.	July 22.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	63 — 68
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	63 — 68
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	24 — 26	21 — 23
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c	70 — 73	70 — 73
Erie shares 100 dol. all paid	16¼ — 17¼	15¾ — 16¼
Do. sterlg. 6 p. c. convertible bonds	65 — 67	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	106 —108	99 —101
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	101 —103	101 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89 — 91	87 — 89
Do. $50 shares	46 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, August 6, 1870.

Stock Exchange and Money Market.

There has been much less activity in the Money market since our last, as has been indicated by the daily exchanges at the Clearing House, which have averaged less than 83½ millions, against nearly 126 millions a day through the preceding week. The speculative demand has been less urgent, and the mercantile inquiry has been on a moderate scale for the season. Call loans have been quoted back to 3@5; and choice to good discounts, at 6½@8 per cent. per annum. The city banks, in their last weekly return, showed a gain of $859,240 of legal tender notes: with a further loss of over four millions of specie, and nearly 6½ millions of deposits. They reduced their loans $4,150,955 and added a little to their circulation. The U. S. Sub-Treasury gain over a million in its currency reserve, and lost nearly half a million of specie, during the week. The aggregate balance (coin and currency) of the office at the close of July was $84,044,147, against $91,782,180 at the close of June. Government has already made public its financial programme for August, having announced that it will sell five millions of Gold, as follows: Wednesday, August 3, $1,000,000; Wednesday, August 10, $1,000,000; Wednesday, August 17, $1,000,000; Wednesday, August 24, $1,000,000; Wednesday, August 31, $1,000,000. And will buy in six millions of Five-Twenties, as follows: Thursday, August 4, $1,000,000; Thursday, August 11, $2,000,000; Thursday, August 18, $1,000,000; Thursday, August 25, $2,000,000. The final bond purchases of the Department for July were made on Thursday of the past week, when of $2,554,400 offered, $2,000,000 were accepted at from 107 59@108 37 net.

The specie reserve of the city banks according to the latest return is $30,263 890, against $27,871,933 same time last year. The city bank deposits are now $227,555,071, against $196,416,443 week ending July 31 1869. The legal tender reserve amounts to $54,837,951, against $56,101,627 same time last year. The circulation now stands at $33,005 533, against $24,068,677 same time last year. The loans are now $281,939,843, against $260,530,225 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $83,451,624 a day, against a daily average of $126,629,831 the preceding week. The current weeks' exchanges average about 83 millions a day. The city banks, last week, reported a loss of $4,094,722 of specie, and $6,409 812 of deposits, with a gain of $859,240 of legal tender notes. They reduced their loans, $4,150,955; and their circulation, $6,196.

The city bank exchanges on Wednesday were about 70 millions.

The coin reserves of the Treasury Department on Monday were $102,930,206, including $38,780,480 on deposit on private account; currency balances, $38 068,623.

National Bank notes to the amount of $229,710 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $326,906,484, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,368,623 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,537,861. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,109,050; and for the public deposits, $16,316 500—making a total of $358,425,550. The Treasury Department last week redeemed and destroyed $520,000 of worn and mutilated fractional currency, and issued $221,348 of new.

The U. S. Sub-Treasury receipts, week ending with July 30, were $3,406,807 in coin, (including $3,001,000 from customs duties,) and $5,154,938 in currency; payments, $3,835,383 in coin, (including $937,047 of coin interest,) and $4,127,884 in currency; balance at the close of the week, included $69,344,867, of coin, against $71,778,444 the preceding Saturday, and $12,446,314 of currency, against $11,419,260 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $549,322 in coin, (including $482,140 from customs,) and $576,488 in cur-

rency; payment $301,911 of coin (including $283,460 of coin interest), and $430,795 of currency. On Tuesday, receipts, $544,236 in coin (including $500,000 from customs), and $1,911,906 in currency; payments, $418,001 in coin (including $108,901 of coin interest) and $408,401 of currency. The balance at the close of business on Tuesday included $14,095,512 of currency, and $70,018 513 of coin against a balance a week previous of $12,153,553 currency, and $70,680,887 coin.

The U. S. Sub-Treasurer issued in July $9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,679,156 of coin certificates, received for customs.

The aggregate receipts of the U. S. Sub-Treasury in July were $69,973,281, including $11,139,760 from customs; aggregate payments, $77,661,314, including $17,494,731 of coin interest, and $1,250,825 of currency interest.

Government revenues have been yielding moderately, since our last. The excises, during the week yielded about 3¾ millions; customs at the port of New York, $2,877,156, and at the outports about $970,000 (in coin) more, making the grand total income for the week equal to about $8,366,500 in currency. The income of the Government, from excises, since July 1, 1870, has been 20 millions.

Gold has been less active, since our last. There has been less of a speculative movement. The offerings have been more liberal. The export drain has been again extensive, having reached nearly seven millions. The customs call has been up to a fair average. The range of the price has been from 120@122, and the closing quotation on Wednesday was 121¾. The absence of important war news from Europe tended to check operations. The specie shipments thus far in the current week have been moderate. On Wednesday of the current week, the shipments were $948,745. The shipments thus far this year have been about 35 millions, against 22 millions same time in 1869; 60 millions same time in 1868; 37¼ millions same time in 1867; 51¼ millions same time in 1866; and 18½ millions same time in 1865. Government marketed a million of Gold on Wednesday at from 121 20@121 37½. The bids reached an aggregate of $4,385,000. Gold Exchange Bank clearances, which were up to 88½ millions on Saturday last, were only 47 millions on Monday, and were down to 46⅛ millions on Tuesday and 59⅜ millions on Wednesday of the current week.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $70,500,840.

The customs demand for Gold last week, averaged $500,000 a day; thus far, this week, it has averaged $491,000 a day, or equal to a weekly aggregate of $2,946,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $13,166; and since Jan. 1, 1870, $7,330,217, against $9,777,172 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $77,051,932 against $75,425,595, same time in 1869.

The customs revenue of the port on Wednesday was $608,000; and the coin interest disbursements were $138,820.

The customs revenue at the port of San Francisco, from Jan. 1 to July 15th, was $4,266,795, against $4,085,421 same time last year,

The exports of specie, from this port, last week, were $6,935,847 against $631,766 same week last year; and since Jan. 1870, $38,963,032, against $21,937,354 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $937,047; and since Jan. 1, 1870, $60,536,787 against $62,997,887 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 15th, were $19,875,540, against $22,318,869 same time last year.

Foreign Exchange has been in moderate demand, most of the week, closing less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.14⅜c.@5.12½; sight bills on London to 110½@110¾, and on Paris to 5.08¾c.@5.07½. The offerings of produce bills have been moderate. The week's exports of domestic produce have been to the currency value of $3,528,271; and since January 1, 1870, $106,988,829 against $108,890,473 same time in 1869.

Government securities have been more active at advanced prices. The demand has been mainly of a local nature, and largely speculative. The offerings of bonds have not been extensive at the ruling figures. The Public Debt Statement of August 1st shows a further liquidation of over seventeen millions in July, making the aggregate reduction since March 4, 1869, over 156 millions. The 5 20s purchased within the period of seventeen months have been canceled to the amount of $129,698,000, and the Circulation or unfunded debt of the Treasury, in the same period has been reduced $26,440,553. The annual Gold Interest charge upon the Funded Debt of the United States has been reduced from $124,254,876, as on the 4th of March, 1869, to $116,112,996 as on the 1st of August, 1870. The August statement has been deemed a very encouraging one. The aggregate of the debt (less cash in the Treasury) is now $2,369,324,476. Government bought in two millions of Five Twenties on Thursday of last week at 107 59@108 37 net; and a million more on Thursday of the current week at equal to the open market rates.

U. S. sixes of 1881 closed here at 113⅛@113⅜; U. S. Five-twenties of 1862, 110⅜@110½; U. S. Five-twenties of 1864 at 110@110¼; U. S. Five-twenties of 1865 at 110⅛@110¼; U.S. Five-twenties of 1865 consolidated, 108⅞@109; U. S. Five-twenties of 1867, 108⅞@109⅛; U. S. Five-twenties of 1868, 109⅜@109⅝; U. S. Ten-forties at 107@107⅛; U. S. Six per cent. currency bonds, 110¾@111.

State bonds have been less active and easier and irregular in price.

Railway bonds have been in moderate demand including Central Pacific Sixes, which closed on Wednesday at 86@87; and Union Pacific Sixes at 81½@81¾.

Railway and miscellaneous share property has quite moderately dealt in and have been somewhat depressed and unsettled in price. The later dealings showed a steadier, though quiet market.

The awful murder of Mr. Benjamin Nathan at his residence in Twenty-third street created a sensation in financial circles. The Stock Exchange, of which Mr. Nathan has been a prominent and successful member, promptly offered a reward of $10,000 for information that would lead to the arrest and conviction of the assassin. The members attended the funeral in a body on Monday forenoon.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 20.	July 27.	August 3.
Consols	89½	89⅝	88⅞
U. S. 5-20's of 1862	80	82	82½
U. S. 5-20s, 1865	80	82	82
" 1867	79½	81½	81½
" 10-40s	79	80	80
Erie	15	14¼	15
Ill. Central	103	102	103
At. and Gt. West	21	21	20

Business in domestic produce has been on a moderate scale, since our last. Prices of Breadstuffs and Provisions have favored sellers. Middling upland cotton closed heavily at 20 cts. per lb. The stock of cotton now here is given at about 26,000 bales. The receipts at the port this week, have averaged about 2,750 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2 825,856 bales, against 2,037,394 bales in 1868–'9; exports, same time 2,175,157 bales, against 1,424,860 bales same time in 1868–'9; stock on hand at latest dates, 112,900 bales, against 38,170 bales same date 1869. The exports of domesti, cotton goods from this port, since Jan. 1, 1870, have been 9,022 pkgs., against 15,646 pkgs., same time in 1869. From Boston, 3,545 pkgs. in 1870, against 5,943 pkgs. same time in 1869.

Foreign goods have been in fair demand at generally well supported prices. The dry goods entries at this port, last week, were $2,394,485, making with the general merchandise imports, a total of $6,590,058.

At the Live Stock markets, this week, Beeves have been in rather better demand at from 8@16½c. per lb.; week's receipts, 6,951. Milch cows have been very quiet at $40@$100 each, receipts, 92. Veal calves have been more sought after at from 6@10½c. per lb.; receipts, 2,717. Sheep continue in fair request at from 3@6¾c.; lambs at 7@11c. per lb.; receipts, 28,379. Swine have been very dull at 9¼@9⅜c. per lb., all live weight; receipts, 18,382.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 2d, and since the beginning of the year:

	1869.	1870.
For the week	$3,934,358	$3,528,271
Previously reported	104,956,115	103,460,558
Since Jan. 1	$108,890,473	$106,988,829

The imports for the week ending July 30, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,649,371	$2,394,485
Gen. merchandise	3,158,141	4,195,573
Total for the week	$5,807,512	$6,590,058
Previously reported	178,591,689	167,695,251
Since January 1	$184,399,151	$174,285,309

Ocean freights have been moderately active at full and buoyant rates, the demand having been mainly for Grain, Provision, Petroleum, Tobacco and Naval store room. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 6d. by steamer per bbl.; grain at 10d. by sail, and 11@12d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d,

by steamer per lb.; and heavy goods 20s.@45s. by sail, and 30s. @55s. by steamer, per ton. Total number of vessels in port on Wednesday, 488.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 91½; North Carolina 6s, special tax, 24¼; do., Fund Act, 1868, 33; Alaboma 8s, 99½; South Carolina 6s, new, Jan. and July, 72; N. Y. State 7s, Bounty Loan, reg., 106¼; Brooklyn 6s, W. L., 92; Quincy and Toledo 1st mort., 84; St. Louis and Iron Mt. R. R., 45; do., 1st mort., 86; Pacific R. R. 7s, guar. by Mo., 94; Morris and Essex const. bonds, 88½; N. Y. and N. H. scrip., 140; N. Y. Prov. and Boston R. R., 89½; Joliet and Chicago R. R., 90¼; Western Union Telegraph, 84; do., 7s, 89½; Mariposa 1st pref., 10⅛; Adams Exp. Co., 67¾; Am. Mer. Union Exp., 43; U. S. Exp., 44; Wells-Fargo Exp., 14½; Consol. Coal Co. of Md., 26½; Wilkesbarre Coal and Iron, 68; Black Hawk gold, 0.50; Central gold, 0.27; Consol. Gregory gold, 0.75; Grass Valley gold, 0.47; Smith and Parmalee gold, 0.55.

Philadelphia.—West Jersey 6s, 91; Pennsylvania and New York Canal 7s, 92; Sunbury and Erie 7s, 102; Camden and Burlington Co. R. R. 6s, 87½; Harrisburg and Lancaster R. R. 6s, 90: Pennsylvania General mort. coup., 95¾; Oil Creek and Allegheny River R. R., 44. The latest quotations are: City 6s, 101@101½; do. free of tax, 101@101; State 5s, coupon, 100¼@—; do., 6s, W. L., 105½@—; do., 1st series, 104⅜@104⅝; do., 2d series, 107@108; do., 3d series, 111@111; Reading, 47½@47⅝; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 113¾@114; do., mort. 6s, 1889, 95¼@95½; do., 1883, 93½@95; do., 1889, 89½@90; Penn. R. R., 57⅞@58; do., 1st mort., 101@103½; do., 2d mort., 102@102¼; Little Schuylkill R. R., 43@43; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 82@85; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44@49; Schuylkill Nav., 8@9; do., pref., 16¾@17½; do. 6s, 1882, 70@70½; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 92@95; do., 5s, 60@61; Lehigh Coal and Navigation, 33¾@34; do., 6s, 1884, 82½@83½; do., R.R. Loan, 89@90; do., Gold Loan, 88½@89; North Pennsylvania, 41@41½; do., 6s, 95@96; do., 7s, 92@92½; do., Chattle 10s, 111@—; Philadelphia and Erie, 27@27½; do., 6s, 92@93; Minehill, 50@50½; Catawissa, 13@15; do., pref., 36⅜@36½; Lehigh Valley, 57¾@57⅞; do. 6s, 96⅛@—; do., 6s, reg., 98¾@—; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 45@46½; Thirteenth and Fifteenth, 21⅝@21¾; Spruce and Pine, 22@25; Green and Coates, 38@38½; Chestnut and Walnut, 42@45; Hestonville, 14@14½; Union, 43@44½.

Boston.—Berkshire R. R., 80; Norwich and Worcester R. R., 105½; Connecticut and Passumpsic Rivers pref., ex-div., 87¾; Rutland R.R., 31; do. pref., 80; do. 7s, new, 85; Chicago, Burlington and Quincy R. R., 158; Cape Cod R. R., 70; Summit Branch, 41; Indianapolis and Cincinnati, R. R., 19; Houstonic R. R. pref., 94⅞; Vermont Central 1st mort., 86¼; do., 2d mort., 39; Vermont Central and Vermont and Canada 8s, 1875, 103⅜; do. 1877, 103¾; Cincinnati, Sandusky and Cleveland, R. R., 82; do., 6s, 1900, 75⅛; Michigan Central 8s, 1890, 107⅛; Lake Superior and Mississippi R. R. 7s, gold, 91; Eastern R. R. 6s, 1885, 94; St. Joseph and Council Bluffs R. R. 7s, 90¼; Burlington and Missouri River pref., 91; do. 8s, (in Nebraska,) 97; Leavenworth, Lawrence and Galveston R. R., 1899, 98; Boston, Clinton and Fitchburg R. R. 7s, 1890, 91½; Boston, Concord and Montreal R. R. 6s, 1889, 88; Old Colony and Newport 6s, 1876, 96; Rutland and Burlington R. R. 7s, 200; Cedar Rapids and Missouri 7s, 90; Boston Water Power Co., 15; Cary Imp., 8; Essex Land, 134⅞; New Hampshire 6s, 1878, 99½; do. 1871, 100; Maine 6s, 1888, 97½; Rhode Island 6s, 1882, 99¼; Massachusetts 6s, 1872, gold, 112¼; do. 1873, 111⅞; do. 1874, 111¾; do. 1875, 110; do. due July 1, 1871, 112⅝; Boston 6s, currency, 100¼; do. 5s, 1883, gold, 99¼; do., 1880, 100⅜; Albany 6s, 1892, Railroad, 91⅜; Portland 6s, 1887, 95¾; Chicago 7s, 98⅜.

Baltimore.—Memphis and Charleston R. R, 38; Central Ohio R. R., 24⅛; do. 1st mort., 84¾; Virginia and Tennessee 1st mort., 88½; Virginia 6s, old, reg., 49⅛; do., 1867, 56½; do. 1866, 60¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@90½; Baltimore and Ohio, 130@137; do., 6s, 1875, 93@94; do., 1880, 93@93; do., 1885, 92@93½; Northern Central, 44@44¾; do., 6s, 1885, 93@94; do., 1900, 89@—; do., 6s, 1900, gold, 95@96; Parkersburg Branch, 20@23; N. W. Va 1st mort., 93@—; do. 2d mort., 92@—; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 93⅛@93½; do., 2d mort., 74¾@75; Central Ohio, 24@26¼; do., 1st mort., 84½@85; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, 84@—; do., 2d mort., guar., —@—; do., 6s, pref., 65@65; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 75@77; do, 3d mort., 8s, —@78½; do., 4th mort., 8s, 75@78; Orange, Alexandria and Manassas 7s, 79@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72@74½; Baltimore 6s, 1875, 94@95; do., 1884, 93@94¼; do., 1886, 94@94; do., 1890, 94½@94¾; do., 1893, 93@94¼; do., 5s, 1838–'70, 74@80; Memphis City 6s, 55¼@56; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R. 22@22; George's Creek Coal, 61@63½; Atlantic Coal, 1.65@2.95; Bare Hill, 0.00@0.25.

Taxes Repealed.

The new tax bill provides that after the 1st of October next all taxes imposed upon carriages, watches, piano-fortes, yachts, billiard-tables and gold and silver plate shall cease, together with the taxes upon boats, barges, flats, legacies and successions, passports, and the gross receipts of railroad, insurance and other companies. After the first of May, 1871, the special or license tax now imposed upon all kinds of dealers, physicians, lawyers, brokers, claim agents, &c., will be discontinued, except that paid by distillers, brewers, cigar and tobacco manufactures. The tax on sales also ceases after the first of next October except that paid by stamps (broker's tax) together with the stamp duties on promissory notes for less amount than $100, such notes now requiring a five cent stamp. The two cent stamp upon receipts for money is abolished from October first, and the income tax of 2½ per cent. on all over $2,000 shall be collected only during the years 1870 and 1871.

American and Mexican Railroad and Telegraph Company.

The American and Mexican Railroad and Telegraph Company, as will be seen by an advertisement elsewhere, are now prepared to receive proposals for grading the road, furnishing and laying cross-ties from Guaymas to Hermosilla, as the government of Mexico have approved of the route.

All proposals must be sent in before the first of November next, and be made for sections, and include excavation of rock and earth, and bridging, in order that the company may be able to judge of the expense of each section. The offices of the company in this city are at No. 71 Broadway.

☞ The lease of the Indianapolis and Vincennes Railroad Company by the Indianapolis, Cincinnati and Lafayette, the Pan Handle and the Columbus, Chicago and Indiana Central Railway Companies has been cancelled, and the Indianapolis and Vincennes Railroad is now controlled and operated by the Pennsylvania Railroad Company. The securities indorsed by the Indianapolis, Cincinnati and Lafayette and other companies have been retired, and other securities guarantied only by the Pennsylvania Railroad Company substituted.

☞ The following gentlemen have been elected directors of the Belvidere Delaware Railroad Company for the ensuing year: Charles Sitgreaves, Charles Barles, Benjamin Fish, Ashbel Welsh, George M. Robeson, John G. Stephenson, Richard Stockton, R. F. Stockton and Lewis Perrine.

The stockholders of the Flemington Railroad also elected the following directors: Charles Bartles, Alexander Wurts, William P. Emery, John G. Reading, John C. Hopwell, Benjamin Fish, Richard Stockton, R. F. Stockton and John G. Stephens.

☞ Articles of association of the Schuylerville and Fort Edward Railroad Company were filed in the office of the Secretary of State of the State of New York on the 21st of July. The length of the proposed railroad is twelve miles, and to be constructed from Schuylerville to Fort Edward. Capital stock, $330,000. Names of directors: Wm. P. Ostrander and Hiram Clark, Schuylerville; George H. Taylor and David C. Brisbin, Fort Edward; Asa C. Tefft and David D. Earmo, Fort Miller, and James L. Cramer Saratoga Springs.

☞ The Pittsburg *Chronicle* says that the directors of the Sharpsburg and Lawrenceville Bridge Company have decided to build an iron bridge in place of the one burnt down a few weeks ago. The contract will be given out at once, so that no time may be lost.

☞ The eastern division of the New Orleans, Mobile and Chattanooga Railroad from Mobile to Passagoula—has been completed and opened for traffic. It is expected that the entire line to New Orleans will be finished early in September.

☞ The last rail has been laid on the Lake Superior and Mississippi Railroad, connecting St. Paul with the new City of Duluth on Lake Superior, which will be the initial or starting point of the Great Northern Pacific Railroad,

Railroads and Canals of New Jersey.

A statement of their Length, Capital, Bonds, Cost, Earnings, Expenses, Dividends, &c., for the year ending December 31, 1869.

Compiled from the Reports of the Companies published by the State and other sources.

Companies.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	
Belvidere Delaware	995,800	2,244,500	902,636	4,142,941	67.00	.....	8.00	3,546,852	79.00	166,376	597,575	84,931	848,882	578,630	270,252	.....	....
Burlington and Mount Holly	(Consolidated with Camden and Burlington County, formerly a branch thereof.)																
Camden and Amboy	5,000,000	9,751,401	.....	19,751,401	61.20	81.10	112.00	12,861,557	92.30	1,501,031	2,258,020	470,013	4,229,064	2,971,639	1,257,425	500,000	10
Delaware and Raritan Canal	5,000,000				43.00	22.50	.....	4,647,683	65.50	.....	.....	.....	1,035,360	303,008	732,352	500,000	10
Camden and Atlantic	1,120,805	990,000	75,070	2,185,875	60.23	.....	3.12	2,093,158	60.23	216,006	87,481	17,191	320,678	196,094	124,584	.....	....
Camden and Burlington County	332,925	335,000	44,438	712,363	22.02	7.13	2.01	712,362	.....	(Leased and operated by Camden and Amboy.)							
Cape May and Millville	447,000	200,000	202,205	849,205	41.35	.....	2.97	809,380	.....	(Leased and operated by West Jersey.)							
Central of New Jersey	15,000,000	3,400,000	647,734	19,047,734	74.00	.....	102.50	10,871,242	89.00	.....	.....	.....	4,010,122	2,642,163	1,367,959	.....	....
Deckertown and State Line	(In course of construction from N. Y. State Line to Deckertown 10 miles.)																
Flemington	150,000	100,000	125,000	375,000	12.00	.....	.....	375,000	.....	(Leased and operated by Belvidere Delaware.)							
Freehold and Jamesburg	230,845	.....	99,266	330,111	17.00	.....	1.25	330,192	25.00	31,948	31,977	5,882	69,307	67,770	2,037	7,279	3
Hackensack and New York	99,700	62,000	.....	161,700	4.88	.....	0.72	191,246	.....	(Leased and operated by Erie.)							
Hackensack Extension	200,000	150,000	.....	350,000	7.00	.....	.....	200,000	.....	(Operated temporarily by Erie—will be extended to Haverstraw 23 miles.)							
Hibernia Mine	125,000	.....	.....	125,000	5.00	.....	.....	133,000	5.00	.....	.....	.....	43,314	28,939	14,375	.....	....
High Bridge	18,000	.....	.....	18,000	1.24	.....	.....	18,000	1.24	(Owned and operated by Taylor Iron Works.)						.....	....
Jersey City and Bergen	(No returns obtained.)				6.00	.....	.....	475,658	6.00	(No returns obtained.)						.....	....
Lodi Branch	(Owned by Lodi Mfg Company.)				0.78	.....	.....	20,000	.....	(Operated by Hackensack and New York.)						.....	....
Long Branch and Sea Shore	178,100	.....	112,927	291,027	9.00	.....	.....	223,440	9.00	.....	.....	.....	71,601	61,294	10,307	.....	....
Long Dock and Tunnel	.....	.....	.....	.....	2.88	.....	2.88	880,000	.....	(Leased and operated by Erie.)						.....	....
Millstone and New Brunswick	95,750	.....	17,654	113,404	6.63	.....	.....	2,113,404	6.63	9,578	4,958	.....	14,531	9,681	4,850	.....	....
Millville and Glassboro'	(Owned by West Jersey.)									(Operated by West Jersey.)							
Morris Canal	2,200,000	1,024,675	179,859	3,404,534	102.00	.....	.....	3,373,611	102.00	.....	.....	.....	431,246	246,397	184,849	58,750	5p
Morris and Essex	7,880,100	11,779,000	90,000	19,749,100	84.00	5.00	77.00	9,759,062	95.00	.....	.....	.....	2,492,691	1,944,339	548,352	551,607	7
Newark and Bloomfield	103,850	.....	.....	103,850	6.00	.....	.....	103,850	.....	(Leased and operated by Morris and Essex.)					6,600	6,231	6
Newark and New York	977,400	400,000	1,847,015	3,224,415	8.00	.....	.....	2,342,306	8.00	.....	.....	5 mos.	87,464	80,502	6,962	.....	....
New Jersey	6,250,000	850,000	.....	7,100,000	33.86	.....	42.07	6,312,165	.....	(Accounted for in connection with C. & A. R. R. and D. & R. Canal.)							10
New Jersey Southern	3,500,000	2,000,000	.....	5,500,000	73.80	8.50	10.22	5,500,000	82.30	.....	.....	.....	286,021	234,150	51,871	.....	....
New Jersey West Line	(In progress to be completed from Jersey City to Barking Bridge in Oct. 1870 and to the Delaware 66 miles in Oct. 1871.)															.....	....
Northern New Jersey (Erie)	1,000,000	400,000	.....	1,400,000	21.25	.....	4.50	527,452	21.25	205,501	86,392	33,477	325,370	259,606	65,764	84,210	8
Ogden Mine	450,000	.....	.....	450,000	10.00	.....	.....	450,000	10.00	.....	.....	.....	58,883	36,416	22,467	27,000	6
Orange and Newark	300,000	500,000	.....	800,000	5.00	4.00	1.29	800,000	9.00	162,295	.....	6,793	169,088	139,341	29 747	.....	....
Paterson and Hudson	630,000	.....	.....	630,000	14.50	.....	16.01	630,000	.....	(Leased and operated by Erie.)					53,400	50,400	8
Paterson and Newark	500,000	500,000	.....	1,000,000	12.00	.....	.....	1,000 000	.....	(Leased and operated by Erie at 35 p. c. of gross earnings.)						.....	....
Paterson and Ramapo	248.000	85,000	.....	333,000	15.12	.....	16.22	350,000	.....	(Leased and operated by Erie.)					26,500	13,600	5½
Pemberton and Hightstown	342,150	160,000	36,542	538,692	22.00	.....	.....	538,692	.....	(Leased and operated by Camden and Amboy.)						20,527	6
Pequest and Wallkill	(In progress—length Belvidere to New York State Line 45 miles.)															.....	....
Perth Amboy and Woodbridge	57,200	100,000	57,381	214,581	6.50	.....	.....	214,581	6.50	15,792	4,225	.....	20,017	14,436	5,581	.....	....
Rocky Hill	45,505	.....	.....	45,505	3.60	.....	.....	45,006		(Leased and operated by Camden and Amboy.)						.....	....
Raritan and Delaware Bay	(Sold under foreclosure and now owned by New Jersey Southern.)															.....	....
Salem	180,550	100,000	.....	280,550	16.58	.....	.....	278,828		(Leased and operated by West Jersey.)						10,833	6
South Branch	438,300	.....	.....	438,300	16.00	.....	.....	439,694	.....	(Leased and operated by Central.)						26,298	6
Squankum and Freehold	.....	.....	.....	.....	8.00	.....	.....	.....	.....	(Operated by Freehold and Jamesburg.)						.....	....
Sussex	258,189	200,000	.....	458,189	12.00	.....	0.50	459,944	12.00	.....	.....	.....	79,887	61,887	18 000	7,750	3
Vincentown Branch	25,000	15,000	.....	40,000	4.50	.....	.....	42,257	.....	(Leased and operated by Camden and Amboy.)					1,500	1,500	6
Vineland	(In course of construction—length 45 miles; capital $1,000,000 and bonds $750,000.)															.....	....
Warren	1 547,650	511,400	.....	2,059,050	18.25	.....	3.79	2,059,050	18.75	29,256	421,965	3,487	454,758	300,140	154,618	108,335	7
West Jersey	1,200,000	1,716,500	244,176	3,160,676	69.66	8.50	8.00	2,007,467	136.09	427.914	195,087	29,173	652,184	395,875	256,309	128,048	10

Commerce of New York.

The foreign imports at New York for the month of June 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$10,510,444	$12,267,273
Do. for warehousing	12,380,145	10,484,645
Free goods	1,277,514	1,475,026
Specie and bullion	914,005	188,150
Total entered at port...	$25,082,108	$24,415,094
Withdrawn fr. wareh'use	7,604,330	8,354,527

The foreign imports at New York for the six months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$80,655,474	$79,876,027
Do. for warehousing	73,110,314	65,380,082
Free goods	7,872,471	6,441,746
Specie and bullion.....	10,011,260	7,166,959
Total entered at port...	$171,649,519	$158,860,814
Withdrawn fr. wareh'use	52,987,225	60,435,372

The foreign imports at New York for the fiscal year ending June 30:

	1869.	1870.
Ent. for consumption..	$149,467,646	$151,655,454
Ent. for warehouse	117,994,646	115,614,843
Free goods	14,682,449	13,358,510
Specie and bullion.....	13,057,749	12,940,161
Total entered at port..	$295,202,490	$293,568,968
Withdrawn from ware'h	101,101,973	115,445,811

Description of imports for the year ending June 30:

	1869.	1870.
Dry goods	$92 499,842	$96,414,276
General merchandise...	189,644,899	184,214,531
Specie and bullion	13,057,749	12,940,161
Total imports	$295,202,490	$293,568,968

Revenue from customs at New York.

	1869.	1870.
In June	$8,411,294 83	$9,740,549 89
Add 5 months.....	55,056,115 11	57,841,261 21
Six months.....	$63,467,409 94	$67,581,811 10
Fiscal year.....	121,313,373 91	129,134,119 85

The exports from New York to foreign ports in the month of June, were:

	1869.	1870.
Domestic produce.....	$16,555,107	$16,811,500
Foreign free goods.....	59,001	38,395
Do. dutiable....	605,608	851,088
Specie and bullion.....	2,335,531	4,257,362
Total exports	$19,555,247	$21,958,345
Do. exclusive of specie.	17,219,716	17,700,983

The exports from New York to foreign ports for six months from January 1, were:

	1869.	1870.
Domestic produce.....	$81,792,169	$82,699,623
Foreign free goods.....	156,870	273,806
Do. dutiable	3,323 094	5,317,385
Specie and bullion..	15,451,893	16,840,600
Total exports....	$100,724,026	$105,131,414
Do. exclusive of specie .	85,272,133	88,290,814

The exports from New York to foreign ports for the fiscal year were:

	1869.	1870.
Domestic produce	$158,766,435	$188,720,230
Foreign free goods....	353,545	525,596
Do. dutiable	6,803,221	8,999,561
Specie and bullion....	37,189,892	33,497,155
Total exports	$203.113 093	$231,742,542
Do. exclusive of specie.	165,923,201	198,245,387

☞ The survey for the Northern Pacific Railroad was commenced on the 23d ult., at Olimpia, Washington Territory.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR NEGLIGENT INJURY TO PERSONS OTHERWISE THAN AS CARRIERS.

The facts of the late case of Imhoff *vs.* The Chicago and Milwaukee Railroad Company (22 Wis., 681,) are fully and clearly stated in the following opinion by

Paine, J.—The nonsuit in this case should not have been granted. There was clearly evidence to go to the jury upon the question of the defendant's negligence—evidence tending to show that the train was backed, at the time the plaintiff was attempting to get off, without any notice either by the bell or whistle. The evidence of the plaintiff and her sister tending to show that she was in the act of getting off at the time the train was backed. The evidence of the plaintiff's sister, and of the policeman Paulus, which is very material on this point, as well as other testimony, tended to show that the train was backed without the bell being rung or whistle sounded. The only point upon which there seems room for doubt is, whether, assuming that the train was thus backed without notice there was evidence enough to submit to the jury the question whether this caused the injury. Upon this the testimony is not direct, nor entirely clear. Yet there is circumstantial evidence enough to require that the jury should pass upon it. On a motion for a nonsuit the Court is bound to give the evidence the most favorable construction for the plaintiff which it will possibly bear. Ernst *vs.* Hudson R. R. R. Co., 35 N. Y., 25, Ellis and Martin *vs.* Ohio Life Ins. and Trust Co., 4 Ohio St., 645. In the latter case, Judge Ranney says: "All that the evidence in any degree tends to prove must be received as fully proved; every fact that the evidence, and all reasonable inferences from it, conduce to establish, must be taken as fully established." Applying this rule to the evidence in this case, it was to be assumed, on a motion for a nonsuit, that the plaintiff was in the act of getting off the cars, and had got on to the platform or steps, at the time the train started to back; and also that it started without any notice. It further appeared, that immediately afterwards she was under the cars, and badly injured. We think these circumstances are sufficient to require the question to be submitted to the jury, whether the injury was not occasioned by the sudden starting without notice. It appeared that the plaintiff had some articles in her hands, and that at the time of starting she was in a position where a sudden starting, without notice, would be likely to throw her off. She was found injured immediately afterwards. Certainly it cannot be said, as a matter of law, that the jury could not properly find from this evidence that the starting without notice caused the injury. It was a question for them, and not for the Court, to determine.

When the case was formerly here, there was no express allegation in the complaint that the cars were started without notice. It alleged generally that they were wrongfully and carelessly started, without having waited a reasonable time. The plaintiff's cause of action was held by the Court below, upon the first trial, to depend, as the pleadings then stood, on the continuance of the relation of carrier and passenger between the parties. Much of the evidence bearing upon the question whether the defendant waited a reasonable time before backing the train, and whether the plaintiff had a reasonable time to get off, relates to this aspect of the case. But the complaint was afterwards amended so as to allege that the cars were started "without due notice." And under this general allegation, evidence was introduced on the last trial, tending to show that there was no notice by the bell or whistle. If, as the case now stands, the cause of action depends on the continuance of the relation of carrier and passenger at the time of the injury, it would still have been a question for the jury, whether the plaintiff had a reasonable time to get off the cars. In determining it, they should have considered all the circumstances of the case, the character and condition of the plaintiff and the family with her, the fact that the train arrived in the night, that it was the terminus of the road, etc. But as the pleadings now stand, it is doubtful whether the cause of action depends on the continuance of that relation. For, even though she remained on the cars long enough to terminate that relation, this would not relieve the company from liability for an injury occasioned afterwards by its negligence, and without fault on her part. And the mere fact of so remaining would not necessarily constitute such fault or negligence on her part as would preclude a recovery. The extraordinary liability of the carrier might have terminated, but it still was bound to use due care to avoid injuring persons lawfully on or around the cars. And certainly it could not be said that the plaintiff was not lawfully on the cars, although she might have remained a little beyond the time to which the extraordinary liability of the carrier extended.

The counsel for the respondent contends that the amendment of the complaint should not be held to change the case, because he says that amendment ought not to have been allowed. But that is a question which this bill of exceptions does not present. The case was tried upon that amended complaint, and we can only determine those questions presented by the bill of exceptions. And presents no question as to whether the complaint ought to have been amended. But, although the question is not presented, we may say that it is our impression that the amendment was within the discretion of the Court below to allow, and that it would not come within the ruling in Sweet *vs.* Mitchell, 15 Wis., 641. The cause of action is still for an injury to the plaintiff by the negligent starting of the cars of the defendant, and the amendment only seems to introduce a new act of negligence contributing to the injury.

The counsel for the respondent replied very strongly on the testimony of Search, whose deposition was taken in behalf of the defendant, and was introduced by the plaintiff on the last trial. Undoubtedly, if full credit is given to his statements, they go to disprove any negligence by the defendant. Perhaps, if the case had been submitted to the jury, they might have credited him in preference to the other testimony tending to show negligence. But they might also have believed other testimony, and discredited him. They are at liberty to find according to their actual belief upon the weight of evidences. But

on a motion for a nonsuit the Court has no such liberty; but in case of a conflict in the plaintiff's own evidence, the Court is to credit that part which tends to sustain his action. Doubtful questions are to be resolved in his favor. And the Court then determines as a matter of law, whether there is enough to sustain his case. The fact that some portions of Search's evidence went positively to disprove negligence, can make no difference in the application of this rule.

The judgment is reversed, with costs, and the cause remanded for a new trial.

Internal Revenue Decision Relative to Corporation Stock.

The following correspondence has passed between Assessor Kenney, of the First district of Pennsylvania, and the Commissioner of Internal Revenue in regard to corporations making their returns:

ASSESSOR'S OFFICE,
FIRST DISTRICT PENNSYLVANIA.
PHILADELPHIA, July 28, 1870.

SIR—I have received and carefully read a printed document sent to me by the Department, styled (Public, No. 164,) "An act to reduce internal taxes and for other purposes," approved July 14, 1870. It appears to me that the seventeenth section of this act continues in force sections 120, 121, 122 and 123 of the act of June 30, 1864, as amended, up to the first of August next; while the fifteenth section, which supplies the place of the then four repealed sections, does not go into operation until the first of January, 1871. If my reading is correct, the corporations named in these sections will not be required to make returns of dividends, interest or profits from August 1 to January 1, 1871. Please to advise me. Very respectfully, JOHN B. KENNEY, Assessor.

To Hon. C. Delano, Commissioner of Internal Revenue.

To this Acting Commissioner Douglas makes following response:

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, July 29, 1870.

SIR—In reply to your letter of 23d inst., stating your views as to the force of section 15, act 14th July, 1870, I have to say that while, in the opinion of this office, the terms of said section do not impose the tax of two and one-half of one per centum "on the amount of all interest or coupons paid on bonds," &c., (see said section), for the five months ending December 31, 1870, the said tax of two and one-half of one per centum does accrue "on the amount of all dividends, income or gains," declared after July 31, 1870, "and on all undivided profits of any such corporations which have accrued and been earned and added to any surplus, contingent, or other fund," and will be levied and collected in the year 1871. Respectfully, J. W. DOUGLASS, Acting Commissioner.

John B. Kenney, Esq., Assessor, Philadelphia, Pa.

☞ The directors of the Maine Central Railroad Company, at their recent meeting in Portland, did not determine which route to adopt for the extension into Portland, in consequence of one of the surveys not being fully completed; but directed the completion of the survey, and when finished that the president advertise for proposals on both lines. Upon receipt of the proposals, the line will be determined.

☞ The rails are being laid on the Orono branch to Upper Stillwater by the European and North American Railroad Company.

☞ At a general meeting of the Alexandria and Fredericksburg Railway Company, held at Alexandria, Virginia, the following Board was elected, viz: G. B. Roberts, President; W. S. Lincoln, Montgomery Slaughter, Reuben Johnston, J. P. Green, Albert Hewson, Thomas A. Scott and R. D. Barclay, Directors. The work of construction will begin so soon as the location to Occoquan river is completed.

UNITED STATES
Iron & Steel Bridge Co.
Wrought Iron Plate Beams,
FOR BUILDINGS.
WROUGHT IRON DOCK GATES
And Lock Gates for Canals,
No. 40 and 42 Broadway,
NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

NEW YORK AUGUST 1ST 1870.—The Firm of SMITH, GOULD, MARTIN & CO. is this day dissolved by mutual consent. Either party will sign in liquidation.

HENRY N. SMITH,
JAY GOULD,
HENRY H. MARTIN,
JAMES B. BACH,

LIMITED PARTNERSHIP.—This is to certify, that the subscribers have formed a limited Partnership, pursuant to the provisions of Title 1, Chapter 4, Part 2, of the Revised Statutes of the State of New York, and of the several acts amendatory thereof, for the transaction of lawful business within the State of New York, to be conducted under the name or firm of WILLARD, MARTIN & BACH. The general nature of the business intended to be transacted is the STOCK BROKERAGE BUSINESS, wholly on COMMISSION, including the buying and selling, on commission, of stocks, bonds, gold and securities. The names of all the general and special partners interested therein, and their respective places of residence, are as follows: General partners, Edward K. Willard, Henry H. Martin, of the city of New York, and James B. Bach, of the city of Brooklyn, in the State of New York; special partners, William M. Tweed, Jay Gould and Henry N. Smith, all of said city of New York; the amount of capital which each special partner has contributed to the common stock is as follows: William M. Tweed, one hundred thousand dollars, in cash; Jay Gould, one hundred thousand dollars, in cash, and Henry N. Smith, one hundred thousand dollars in cash; the partnership is to commence on the first day of August, 1870, and will terminate on the thirty-first day of July, 1875.

EDWARD K. WILLARD, HENRY H. MARTIN, JAS. B. BACH, JAY GOULD — General Partners.
WILLIAM M. TWEED, HENRY N. SMITH — Special Partners.

[U. S. Rev. Stamps, 10c. cancelled.]

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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3,000 tons 56 lbs. Fish bar pattern.
2,500 " 50 lbs. " " "
Now in yard and to arrive soon for sale by
PERKINS LIVINGSTON & POST,
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RAILROAD IRON.
2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
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THE CELEBRATED
Cold Rolled Shafting.
THIS SHAFTING IS IN EVERY PARticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

TO CONTRACTORS.
THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

CANADA AIR-LINE RAILWAY COMPANY.
The Directors of the Canada Air Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Engineer, G. L. REID, Esq., Hamilton, from the 22d August next.

All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway."

JOSEPH PRICE, Secretary,
HAMILTON, Ontario, 25th July, 1870.

KEUFFEL & ESSER,
Importers and Dealers of Drawing Materials,
REMOVED TO
6 FULTON STREET.
New York.

(7) SEVEN PER CENT.
City of New York Stock,
Twenty Years to Run,
Exchanged for U. S. Government 6s,
G. K. SISTARE,
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High & Low Pressure
STEAM BOILERS,
Of every description,
TANKS, OIL STILLS, ETC.,
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JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

PROCLAMATION.

REWARDS ARE HEREBY OFFERED IN RELATION to the murder of Mr. Benjamin Nathan, that occurred between the hours of midnight of the 28th of July, and 3 o'clock of the 29th of July, at No. 12 West Twenty-third street, opposite the Fifth avenue Hotel. Whoever committed it probably had his clothing blood-stained, and took possession of three diamond studs in plain gold setting, with screw sockets; also an old fashioned gold sun-dial watch, Myer Tobias maker, opens on inside to set the hands; also a stem-winding Jurgensen gold watch, number 7421, and also a gold anchor Hunting stem-winding watch, number 5657, Edward Perregaux maker, also gold link chain and seal, with monogram B. N.; and he used as one iron weapon for the killing what is known as a ship-carpenter's "dog."

For any information, direct or indirect, or however slight, which may eventually result in the most material aid to an arrest of the murderer, the sum of $5,000 reward will be paid to the informer, and communications treated confidentially.

For the recovery of either of the watches, or the chain, or any of the studs, unless they were found abandoned, and although such recovery may not eventually obtain the arrest of the murderer, $2,500 will be paid independently of the first offer.

These offers are not only guaranteed by the family of the late Mr. Nathan, but the members of it authorize me to offer in addition twice the above specified amounts in each of the specified cases. Address Superintendent Jourdan, or

A. OAKEY HALL,
July 29, 1870. Mayor.

AGENCY OF THE

Bank of British North America,

17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking Business transacted.

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THE NOVELTY IRON WORKS,

(foot of East Twelfth-st., New York)

have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

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ESTABLISHED 1821.

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MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY,
NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

National Spring Works,

1 Barclay St., New York.

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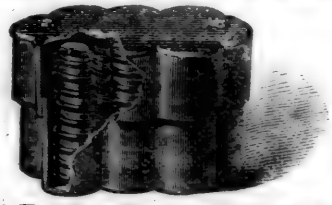
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The Original Standard Volute Buffer Spring.

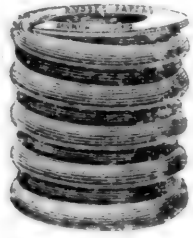
Patented.—All others are Infringements



Small Rubber Centre Groupe Spiral



Large Rubber Centre Spiral.



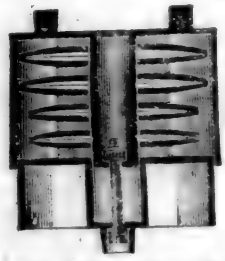
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

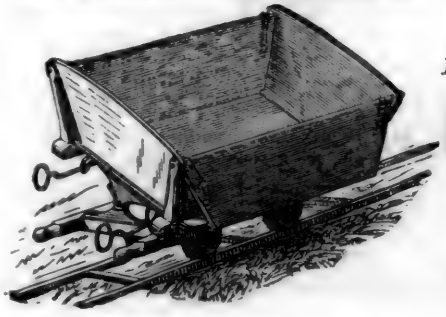
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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THROUGH LINE TO

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Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 5, RISING STAR, CAPT. MAURY, connecting with the COLORADO, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, August 4. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNSDAY, August 3, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York Saturday, August 13, 1870.

Railways in India.

The annual report of Juland Danvers, Esq., Government director of the Indian Railway companies, has just been presented to the English Parliament, and contains very interesting particulars. The most important event recorded, is the junction of the Great Indian Peninsula with the East Indian Railway, at Jubbulpore, whereby direct railway communication was, on March 7th, 1870, formally opened across the northern portion of the peninsula. A complete line now runs from Bombay, through Delhi, to Calcutta. The report states that there are now 4628 miles of railway in India, which have cost about $395,000,000. The companies have an aggregate capital of $432,500,000, have expended $417,000,000, and require about $70,000,000 more to complete the unfinished roads. The locomotive and rolling stock consists of 1174 engines, 3113 passenger cars, and 22,393 locomotive wagons and trucks. The number of shareholders, on December 31st, 1869, amounts to 48,793, of whom 47,885 are living in England, 414 Englishmen, living in India, and 394 natives. The number of passengers carried during the year 1869, amounted to 16,011,633, against 15,066,530 during the previous year. The gross receipts for the year 1869 amounted to $28,546,910, against $26,603,615 of the previous year. The net receipts for 1869 were $12,604,760, against $12,618,110 for the previous year. In reference to the travel on the roads the most remarkable incidents are the deaths of persons while journeying over the road. The deaths from accidents were 31, but in addition 132 passengers died either in the cars or in the stations. The causes of the latter casualities are to be found in the character of the climate of India, as many died from heat, apoplexy, cholera, and similar disorders.

The Miller Platform.

CORRESPONDENCE.

231 BROADWAY, NEW YORK, July 26, 1870.

H. E. SARGENT, Esq., Sup't Michigan Central Railroad, Chicago, Ill.

Dear Sir :—I see in this morning's New York *Herald* a report of an accident on your road on the 20th inst. The report seems to be copied from the Detroit *Free Press*.

While I deeply regret the loss of life on that occasion, I feel a little anxiety to know how the Platforms behaved. The collision seems to have been sufficiently severe to have caused a serious case of "telescoping" if the cars had been equipped with the old style of platforms. Were all the cars equipped with my platforms, and did any break?

Please answer and oblige,

Your friend, E. MILLER.

OFFICE MICHIGAN CENTRAL RAILROAD,
Chicago, July 30, 1870.

E. MILLER, Esq., 231 Broadway, New York:

Dear Sir :—I am in receipt of your favor of 26th inst., and cheerfully comply with your request as to particulars touching the late collision upon this road at Wayne Station, and the operation of your platforms as connected with the same.

The passenger train was our "Atlantic Express," which leaves here at 5.15 P. M. On approaching Wayne Station—which is not a stopping place for this train—the train was signaled to proceed, and did so without slacking its speed, running in upon a side track and into the rear of a freight train, demolishing the conductor's car and killing two brakemen, who were supposed to have been asleep in the same. The momentum of the train drove the engine forward, demolishing several freight cars, when it finally stopped after trimming the engine pretty thoroughly, and to some extent damaging the baggage car. The second class car received a small bruise upon one corner; but none of the passenger coaches which immediately followed, nor the three sleeping cars on the rear of the train, WERE IN ANY MANNER bruised or injured; nor was a passenger on the train injured!

The passenger train was composed of a large 12-wheel baggage car, one 12-wheel second-class car, two 12-wheel first class coaches, and two 12-wheel Pullman Sleeping Cars—all of which had the Miller Platform. On the rear was the heavy 16-wheel Pullman Hotel Car, which had the ordinary platform.

I was informed by one of the Sleeping Car conductors, that the easing up of the train was so gradual, and the jarring so slight, that it did not awaken more than half his passengers.

It is the opinion of all our people who were present, and with whom I have conversed, that the Miller Platform and the extraordinary strength of our cars prevented much damage, and possibly personal injury and loss of life upon the train.

Truly yours,

H. E. SARGENT.

Cumberland Valley Extension.

Major Edward Watts, Chief Engineer of the Cumberland Valley and Martinsburg and Potomac Railroads, arrived in Winchester on Monday, and is now engaged in making observations of the topography of the country around Winchester. The rails on the Cumberland Valley extension from Hagerstown to Powell's Bend are being rapidly put down, and in a few weeks trains will run regularly to the river. The contractors for the bridge over the Potomac to connect with the Martinsburg and Potomac Road—which is being constructed entirely at the expense of the Cumberland Valley Road—are hastening their work, and the abutment nearest the Maryland shore is far advanced towards completion. This bridge will be about nine hundred feet long, and will be placed high and dry above the high water marks of the Potomac. On the Maryland side two large basins are to be made, into which canal boats will have access from the canal, thus affording admirable facilities for loading and unloading coal and other freights.

Major Watts was met here by his corps of engineers, who have within the past week run an experimental line from the Berkeley line to the corporation limits of Winchester. Of course several other lines will be run back a few miles, with

a view of getting the best entrance and exit of the road. The Major and his corps are delighted with the entire survey from the river to Winchester. The distance from Powell's bend to our city is thirty-two miles—three or four miles less than was anticipated—and from Powell's Bend to Hagerstown eight miles. We have the authority of the Chief Engineer for asserting that for easy grades and cheapness of construction, it is the best line he ever surveyed.—*Winchester Sentinel*, Aug. 3.

Richmond and Danville Railroad.

The earnings of this road for the fiscal years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$182,650 63	$208,489 95
" freight	363,000 92	375,191 02
" express freight	13,911 54	11,891 98
" U. S. mail	13,462 48	13,613 48
" telegraph line	994 82	216 37
	$574,020 39	$609,402 80
Expenses, viz:		
Repairs of road	$98,898 02	$103,205 77
" bridges	11,837 01	11,063 47
" buildings	5,537 45	12,660 20
" locomotives	17 122 07	15,928 64
" cars	28,699 29	31,081 93
" machinery	4,274 14	3,149 78
Passenger train exp	17,982 04	18,523 61
Freight train expenses	28,081 24	22,702 03
Fuel account	31,775 27	24,704 39
Oil, tallow and waste	3,977 75	3,493 86
Depot expenses	47,373 28	47,704 62
Telegraph expenses	4,253 85	3,065 27
Miscellaneous exp	28,953 99	21,824 00
Losses and damages	6,191 24	1,764 31
Salaries of officers, etc.	17,750 10	16,795 46
Insurance	6,123 68	6,107 12
Internal revenue tax	6,099 32	5,558 49
	$354,929 69	$352,382 95
Earnings less expenses	$219,090 70	$257,069 85

It will be seen that there has been an increase in the earnings over those of the previous fiscal year of $35,382 41, and a decrease in the working expenses of $2,596 74, being equivalent to an increase of the net earnings over those of the previous year of $37,979 15. Of the increased earnings, $25,889 32 was derived from passengers, and $12,190 10 from freight. There has been a decrease in the earnings from express freight of $2,019 56, as compared with the previous year.

It will be observed that there was a decrease from the previous year in the expenses of conducting transportation and general expense of $16,317 55, while there was an increase in the expense of maintenance of machinery of $1,064 85, and in maintenance of way of $12,656 96. The increase in maintenance of way is due to extensive repairs and renewals of trestle work necessary upon the Piedmont road, re-covering the bridge at Danville with tin, and to repairs, improvements and renewals of water stations, platforms, buildings, etc., including additions to offices at Richmond, a new hoisting machine at Mattoax, and new cranes at several of the stations on the line of road to facilitate the handling of freights, and the purchase of 202 tons of new rails, the necessary fastenings for and laying the same. The ratio of working expenses in 1869, were 57.82 per cent., against 61.80 per cent. in 1868. The President in his report says:

The business of the current year opened and continued during the first three months with a considerable diminution of the average results for the like period of the two preceding years, due doubtless to the industrial prostration prevalent throughout the eastern and southern portions of the State, in which seasons more or less unpropitious for agricultural productions, concurring with other well known social and political causes, had served greatly to depress enterprise, and thus correspondingly to effect local business both of tonnage and travel.

The entire receipts for the first quarter of the current year, commencing October 1st and ending December 31st, 1868, were $111,903 70, being $24,852 less than for the corresponding period of the preceding year, a reduction at the rate of about 18 per cent. These facts, in connection with the essential and fixed wants of the Company, required in the judgment of the Board some small advance in the tonnage rates, which was made February 1st, 1869, and so adjusted as not to reach grain and the coarser and cheaper products and materials, with a view to relieve their producers and consumers, and thus encourage their growth and use to such extent as was in the power of the Company to effect. This course of policy, with other causes that were relied on, brought in the business of the second quarter improved and restored to a standard of safety to the Company for the present and encouragement for the future. Better prospects of a satisfactory final settlement of the political status contributed to renew confidence in many departments of industry, and with it enterprise and effort. A generous yield of the wheat and oat crop—the first since the war—along the entire line of your road rewarded and still further encouraged labor, manufactures and commerce, and contributed materially to advance the measure of receipts, which with other and new sources of contribution, and especially improved passenger connections, have brought up the business of the year to a handsome aggregate. This not only protects the Company from a recurrence of its past distress, but gives encouraging assurance of a reasonable return in dividends to the stockholders at an early period.

It will be seen from the tonnage tables that the number of gross tons carried during the year has increased 10,644, or about twelve per cent., while the number of tons carried one mile has increased only about two per cent. over last year; this is due in part to the fact, that the increase in gross tons carried, is drawn chiefly from coal and lumber hauled short distances, and in part to the gradual growth of the business with Southwest Virginia, which passes over but little more than one-fourth of the line. It will also be seen that the average rate received per ton per mile is less than that of last year, which is explained chiefly by the facts already stated—the increase of bulk being principally in the coarser and lower-priced articles of produce drawn from the farms, forests, and mines, the increased production of which it is indispensable, as well in the interest of the Company as the country, to favor and encourage as far as practicable.

An analysis of the Auditor's report shows that while at the end of the current year the account of bills payable had increased $32,383 19, there was an increase of cash in bank, say	$11,854 13
A reduction of the bond debt, say	39,300 00
" " " interest due on bonds, say	16,465 50
	$67,619 63

which shows an improvement in the condition of the bond and interest accounts, after crediting for increase of bills payable, to the amount of $35,235 44.

The principal arrearages of interest now remaining to be provided for are those due to the United States government, for coupons of $100,000, of guaranteed bonds not paid from January 1, 1861, to January 1, 1866, inclusive, amounting to $30,000. By recent agreement with the Secretary of the interior, this sum is to be taken up in half yearly payments of $5,000, commencing January 1, 1870. The semi-annual payment of $21,000, for July, 1869, on the annuity to the State is required to be paid on the 15th December inst. This leaves only a balance of about $37,000 due the State up to January 1, 1870, which, if allowed to be liquidated as heretofore authorized by military order and in large part done, by part payment in State bonds, can be easily settled in the next half year, and thus the entire balance of back interest and annuity which for the last three years has hung heavily on the company's resources be closed up.

Of the unmortgaged bonds given to the Roanoke Valley Railroad Company, $33,200, matured durthe year and have been paid in full. The Auditor's statement shows the entire bond debt of the company, at $2,080,700, creating an annual interest account of $124,842. This with the annuity to the State of $42,000, makes up the regular annual interest liability of the Company. The annuity to the State, however, it will be remembered, is an extinguishment by one per cent. annually of the principal debt to the State, and continued until about the year 1884 liquidates the whole.

Reference is respectfully made to the reports of the Examining Committee, of the Superintendent, and of the Engineer of Repairs, for your complete information of the condition of the company's roadway and property. From these it will appear that such improvements and additions to the roadway, buildings and rolling stock have been made during the year as were materially required, either for the safe and economical operation of the line, the protection of structures from untimely decay, and the accommodation and increase of the business of the Company. More might have been well done if means had warranted it; but enough has been done to secure in the main the important ends referred to.

Arrangements have been made with the South Side Railroad Company, for a suitable connection depot and passenger shed at Burkeville, to be constructed at once.

Two connections with the eastern terminus of your line are not unimportant to your future prosperity. One with the Richmond and York River Railroad, in this city, which has been heretofore approved and authorized by the stockholders, and engagements entered into for its construction by this Company. Circumstances connected with the right of way, first from the city and since with individuals, have delayed its commencement. These have been for the most part removed, and it is expected that within a few months the work can be complete. This, especially in connection with a proposed and probable extension of the main line of the York River road as far east as the mouth of the Rappahannock on the Chesapeake bay, is deemed of material value to your business, and entitled to the cordial sympathy of this Company. The other connection referred to is that with the Richmond, Fredericksburg and Potomac railroad; especially with reference to the convenient transit of through travel, of which your line is becoming, and destined to become, an important carrier. Some negotiations to effect this have been already had between the companies interested, but not yet resulting in any thing final. It is hoped, however, that the obstacles which have hitherto prevented the accomplishment of the objects desired by both companies will be removed at an early day, and our city, state and corporations will be allowed to realize the important advantages to be secured only by facilitating transportation to and through our community.

The connection of the Keysville extension of the Roanoke Valley Railroad to Clarksville still engages the anxious interest of the local communities in its vicinity, who naturally look to your line as the means of communication with their legitimate and desired market in this city. Some engagements were made some months since, for its construction by private parties. Whether this can be effected is not known. In any event the authority conferred on the President and Directors at the last meeting is deemed amply sufficient to meet any desired connection on the part of this Company with that work.

The Piedmont Railroad is still operated, as heretofore reported, under lease to this Company. Its condition is creditable and improving as will be seen from the accompanying reports. Some of the temporary structures originally made are necessarily being replaced by permanent work. A short section of the road near the State line was constructed on a high grade to obviate stone cutting, not then practicable, and with a view to a permanent location on lower grade whenever the business of the line required the substitution. This necessity has not yet arrived. Reference is made to the subject by the Examining Committee. The importance of this connection not only to your Company, but also to the general public of the two States, as well as remoter sections, is beginning to excite the attention and interest which the Piedmont line as an avenue of commerce and travel is entitled to command. More equitable and unrestrained relations with connecting roads at Greensboro', and south of it, are essential to the prosperity of this Company as well as that of the Piedmont road, and of large agricultural and commercial populations in Virginia, North Carolina, and other States. These, it is hoped, will not be much longer withheld.

The completion and operation of the Columbia & Augusta railroad through from Charlotte, N. C. to Augusta, Ga., has contributed materially to improve certain branches of this Company's business, affording as it does, in connection with this line, the most direct and desirable communication between this city and points north, and many of the chief commercial cities of the South and their neighboring populations. Even this, however, is still restrained. What is needed for the public convenience and your own prosperity, is continuous transportation without the delays, cost and discomfort of frequent transfers.

To mitigate this inconvenience, to some extent, freight cars with trucks adjustable to the different gauges of the North Carolina Railroad and the rest of the line, have been provided and will be put in operation soon. It is hoped and expected that this experiment will prove valuable in developing your business in an extensive region south, heretofore comparatively excluded from the use of your line in many of the most important items of transportation.

The Georgia Air Line connection projected and under construction between Charlotte, N. C., and Atlanta, promises at no distant day to open a rich tribute to its northern connections, of which your line is naturally the chief. Other lines of more or less value to your interests, starting from Greensboro' and other points in North Carolina, are under way, that give a significance and value to your Piedmont outlet, which it is clearly the duty of the management to watch and develop with all assiduity and vigor. The Norfolk & Great Western Railroad Company is now under full and active organization, and its officers earnest in their efforts so to organize its resources as to be able at no distant day to commence the regular construction of the line. That section of this work from Danville west will be a valuable development in the interests of this Company, as well as of a large portion of the people of Virginia and North Carolina.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's, 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro', N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles. Total miles of iron, 203.75.

The company have 23 locomotives, 17 passenger, 8 baggage and mail, and 243 freight, etc., cars. Miles run with passenger trains, 162,999; with tonnage trains, 120,842; mileage on road service, 28,298—total, 312,139.

Total number of passengers carried, 88,828; do., carried one mile, 4,860,625. Average amount received per passenger per mile, 4.29 cents; average cost per passenger per mile, 2.60 cents. Aggregate miles run by all passenger, baggage and express cars, 624,059. Estimated weight of passenger trains, including passengers, etc., but exclusive of engine and tender, hauled one mile during the year, 8,677,201 tons. Earnings of do. per ton per mile, 2.691 cents; do., per mile run, $1 43.55. Average expenses per mile run by passenger trains, 77.65 cents. Total earnings of passenger trains, $233,995 41; expenses allotted to passenger transportation, $125,574 21—net revenue from do., $108,421 20.

Total number of tons of freight carried, 99,823.30; do., hauled one mile, 6,271,192.54. Average amount received per ton per mile, 5.99 cents; average cost per ton per mile, 3.60 cents. Aggregate miles run by all tonnage trains, 120,842. Estimated weight of tonnage trains, including freight, but exclusive of engine and tender, hauled one mile during the year, 16,841,979. Earnings of do. per ton per mile, 2.11 cents; do. per mile run, $3.10. Average cost per mile run by tonnage trains, $1 86.87. Total earnings from tonnage, $375,191 02; expenses allotted to freight for the year, $225,758 74—net revenue from do., $149,432 28.

Gross receipts per mile run by all trains, $1 95.23; expenses, do., $1 12.87—net earnings, 82.36 cents. Per cent. of expenses, including internal revenue tax on gross earnings, 57.82; per cent. of earnings, 42.18.

The receipts of the company from all sources, during the year (including $9,047 08 from the previous year), were $867,047 58; and the disbursements, $846,146 35—leaving a balance of $20,901 23.

The following is a statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1869:

Receipts:		
Capital stock		$4,000,000 00
Loan of State of Virginia, redeemable in about 34 years from April 3, 1853, to Sept. 3, 1854, by payment of annuity of 7 per cent		600,000 00
Bonds guaranteed by State of Va		159,100 00
Bonds extended, due in 1863		8,000 00
Bonds, 4th mortgage, registered, due 1873		50,500 00
Bonds, 4th mort., coupons, due 1875		14,000 00
Bonds for funding interest, due 1876		8,500 00
Bonds consolidated mortgage, coupons, due 1875 to 1890		1,278,000 00
Bonds consolidated mortgage, registered, dne 1875 to 1890		435,000 00
Bonds to Roanoke Valley Railroad Company, due 1869 to 1876		127,600 00
Transportation to Sept. 30, 1867		7,838,794 66
Transportation for the year ending Sept. 30, 1868		574,020 89
Transportation for the year ending Sept. 30, 1869		609,402 89
Liabilities:		
Interest due on bonds	$39,795 72	
Interest due Board of Public Works	58,987 02	
Dividends	7,983 99	
Bills payable	84,874 40	
Sundry acc'ts per ledger	37,032 72	
		228,678 85
		$15,931,591 70

Disbursements:		
Increase of capital stock		$2,000,000 00
Cost of road and property to Sept. 30, 1868		4,929,000 00
Cost of transpt'n to Sept. 30, 1868		6,074,936 54
Cost of transportation for the year ending Sept. 30, 1869, viz:		
Maintenance of roadway and real state	$138,174 07	
Maintenance of mach'y	51,160 35	
Operating expenses	147,098 71	
Insurance	6,107 12	
Internal revenue tax	5,558 49	
Interest	151,195 71	
Salary	16,698 80	
Taxes	96 66	
Lease of Piedmont R.R., 12 months	45,000 00	
		560,999 91
Dividends		480,123 10
Fund for redemption of loan of $600,000		92,808 65
Company's stock		7,301 00
State of Virginia due on subscript'n		11,401 50
Piedmont R. R. Co.'s stock account		1,488,600 00
Piedmont R. R. Co.'s balance due		190,941 88
Bills receivable		3,488 72
Sundry accounts per ledger		71,089 67
Cash in banks		20,901 23
		$15,931,591 70

President.—A. S. Buford.

Directors on the part of the State—John E. White, Wm. L. Owen, L. M. Shumaker. *Directors elected by Stockholders.*—A. Y. Stokes, J. R. Edmunds.

Superintendent.—Thomas Dodamead.

Secretary and Auditor.—John D. Blair.

Treasurer.—E. A. Barber.

Baltimore and Ohio R. R.

The Parkersburg, (West Virginia) *Gazette* has the following in reference to the operations of the Baltimore and Ohio Rood in that vicinity:

We learn from good authority that engineers are this week put on the survey for a railroad up the Little Hocking, from Belpre to Athens, Ohio. We regard this as an eminently wise move on the part of the Baltimore and Ohio Railroad, as it will reduce the distance between here and Athens over twenty miles—the same between Baltimore and Cincinnati, of course. with completion of the Hocking Valley Road from Columbus to Athens, which will be opened in a few weeks, it will furnish a short and much needed route to the interior of Ohio, and will open a fine local trade to Parkersburgh, of which we should be ready to avail ourselves.

☞ The Supreme Court of Iowa, in the case of Clarke vs. Wolfe, has decided that it cannot interfere in any manner to prevent the collection, in Johnson county, of the taxes necessary to pay the bonds given by that county in aid of railroads, the judgment of the Federal courts being of superior authority to that of the State courts in the premises. This, we presume, ends in the courts the long struggle in Lee, Johnson and other counties to prevent the payment of the railroad aid bonds issued by them.

☞ A project is on foot to consolidate the New Haven and Derby railroad company, the New England railroad company, the Highland Suspension Bridge company, and the New England and Erie railroad company. The charters of these several companies cover a route from New Haven through Derby to Turner's Station on the Erie road, and a suspension bridge over the Hudson at the Highlands, which would make a through route from New Haven to the west over the Erie road.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for seven months from January 1st, were:

	1869.	1870.
Ashes, bbls.	5,912	5,110
Breadstuffs—		
Wheat flour, bbls.	1,500,355	1,912,462
Cornmeal, bbls.	154,894	146,613
Wheat, bush.	9,105,057	10,343,794
Rye, bush	236,805	276,604
Oats, bush.	2,664,876	3,293,978
Barley, bush.	361,407	1,042,919
Peas, bush	35,199	146,165
Corn, bush	5,503,656	3,936,022
Cotton, bales	364,328	422,053
Naval Stores—		
Crude turp., bbls.	10,877	5,132
Spirits turp., bbls	40,304	39,845
Rosin, bbls	330,809	344,779
Tar, bbls.	55,971	43,338
Pitch, bbls	2,790	2,042
Provisions—		
Pork, bbls.	65,707	79,320
Beef, pkgs	48,982	55,499
Cutmeats, pkgs	66,589	75,947
Butter, pkgs.	258,298	260,735
Cheese, pkgs	461,596	552,438
Lard, tcs. and bbls	54,017	53,590
Do., kegs	6,928	16,301
Whiskey, bbls.	103,313	128,127

The Exports from New York to foreign ports of certain leading articles of domestic produce for seven months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	2,923	2,123
Do., Pearls, bbls	79	22
Beeswax, lbs	106,122	181,439
Breadstuffs—		
Wheat flour, bbls.	779,718	1,031,181
Rye flour, bbls.	2,568	1,996
Cornmeal, bbls.	93,653	47,745
Wheat, bush.	8,769,954	9,700,275
Rye, bush.	72,811	65,784
Oats, bush.	42,527	10,955
Barley, bush.	.....	.....
Peas, bush	65,823	130,256
Corn, bush	1,529,456	208,231
Candles, bxs.	34,548	25,400
Coal, tons	37,690	24,907
Cotton, bales	163,567	259,080
Hay, bales	18,343	29,617
Hops, bales.	45,047	19,181
Naval Stores—		
Crude turp., bbls	496	403
Spirits turp., bbls	13,144	10,011
Rosin, bbls	317,929	283,006
Tar, bbls	29,646	13,584
Pitch, bbls	2,859	2,729
Oils—whale, galls	4,347	103,609
Do., sperm, galls	425,786	367,288
Do., lard, galls	22,647	14,522
Do., linseed, galls	11,407	5,314
Provisions—		
Pork, bbls.	45,714	48,789
Beef, bbls.	19,273	14,932
Do., tcs	42,150	32,317
Cutmeats, lbs	36,711,945	20,788,468
Butter, lbs.	706,655	916,315
Cheese, lbs	24,582,740	28,748,561
Lard, lbs.	20,073,752	18,217,243
Rice, tcs	249	1,174
Do., bbls	4,485	11,941
Tallow, lbs	13,927,595	13,120,094
Tobacco, crude, pkgs.	68,318	49,587
Do., manf., lbs	3,691,437	3,645,208
Whalebone, lbs	158,638	310,200
Petroleum, galls	36,744,803	48,403,689

☞ Messrs. McGucken & Co. have the contract to build seven miles of the Western Maryland railroad between Hagerstown and Williamsport, and ten miles between Baltimore and Owing's Mills. They have filed their bond, and will begin work forthwith.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1868, and comparing the same with the business of the previous year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1868.	1867.
Miles run by passenger trains.	697,693	500,369
" " merchandise "	648,925	418,066
" " coal trains.	685,984	551,245
Total by transptat'n trains.	1,932,602	1,469,680
Miles run by wood, gravel and construction trains.	78,356	79,766
Total miles run by trains.	2,010,958	1,549,446

During the year the ferry boats have made 28,678 trips between New York and Jersey City, against 25,578 trips last year. The ferry is now run by the Central, Communipaw, Elizabeth and Plainfield—the latter being a new boat, built during the year, of same size and general character of its predecessors. The ferry to Elizabeth has also been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1868 with the year 1867 gives the following results:

	1868.	1867.
Number of passengers	1,441,992½	1,204,130
Miles traveled by pass	30,475,705	27,284,393
Equal to through pass	506,347	363,792

A comparison of the merchandise business of the two years, gives the following results:

	1868.	1867.
Number of tons carried	659,171	566,480
Tons carried one mile.	39,412,970	33,812,819
Equal to through tonnage.	525,800	458,647

A comparison of the coal business of the two years gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1868.	1867.
Number of tons carried	1,618,845	1,369,045
Tons carried one mile.	90,327,012	73,764,596
Equal to through tonnage.	1,328,338	1,084,773

There was an increase in Lehigh coal of 252,282 tons and a decrease in Lackawana coal of 2,432 tons.

EQUIPMENT.

The Company now own 88 engines, of which 15 burn wood or soft coal, and 73 anthracite coal. The condition of engines is reported as follows: 33 are in first-class condition, 25 in good working order, 8 require general repairs, 10 require ordinary repairs, 11 are in the shops under repairs, and 1 condemned unfit for further service.

Four new passenger, and 1 new shifting, engines have been purchased within the year. Three old engines have been condemned and cut up, and one blown up during the year. There was also one engine destroyed during 1867, which was not accounted for in the report for that year.

The car equipment is reported as follows: 68 first-class and 24 second-class passenger, 6 first-class smoking, 14 baggage and mail, 8 express, 126 eight-wheel and 39 four-wheel box freight, 20 eight-wheel stock, 153 eight-wheel platform, 149 six-wheel iron or lime, 19 eight-wheel gondola, 806 eight-wheel and 483 four-wheel coal, 122 four-wheel gravel, 2 eight-wheel and 38 four-wheel caboose, and 4 eight-wheel derrick and tool cars.

During the year, 30 new first class passenger cars were purchased, 10 eight-wheel box freight cars, 7 eight-wheel platform cars, 9 eight-wheel gondola, and 13 four-wheel caboose cars have been built at the Company's shops; 102 four-wheel coal cars were also purchased and added to the coal equipment during the year.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,859	254,345	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,748	474,221	1,149,964
1865	494,687	509,819	1,004,506
1866	778,173	511,076	1,289,249
1867	855,620	513,425	1,369,045
1868	853,188	765,657	1,618,845
Total	7,115,499	4,466,937	11,582,536

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1868 compared with 1867.

Receipts:	1868.	1867.
Passengers	$869,313 39	$808,581 09
Merchandise	1,115,799 64	1,034,089 59
Coal.	1,598,025 19	1,380,487 59
Mail	15,772 40	15,806 59
Express.	50,432 31	51,121 95
Rents.	49,517 37	40,534 18
Miscellaneous	30,552 26	19,776 94
Total receipts	$3,729,412 56	$3,350,397 93
Expenses:		
Running expenses.	$598,261 66	$431,019
Wood consumed.	97,268 58	72,735 69
Coal consumed.	234,619 65	165,676 95
Repairs of road.	422,455 27	319,845 86
Repairs of engines.	281,846 74	189,688 60
Repairs passenger cars.	58,092 36	42,736 25
Repairs freight cars.	42,599 35	47,213 75
Repairs of coal cars.	70,442 49	52,380 66
Repairs docks, Elizabethport	11,108 38	31,174 42
Repairs b'ld'gs, bridges, etc.	86,548 67	96,365 61
Repairs, tools and machinery	25,408 23	23,141 38
Expense account	115,558 46	110,442 52
Miscellaneous expenses	80,324 77	74,247 96
Ferry running exp.	107,448 12	127,841 59
Ferry boat repairs.	53,942 15	41,422 54
Ferry miscel. expenses.	8,131 23	6,001 03
Car service	90,136 59	46,087 00
Total expenses	$2,379,192 70	$1,878,021 67
Balance net earnings.	$1,350,219 86	$1,472,376 26

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208,856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185,848	475,557	710,291 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,586	623,245	774,341 or 56 "
1863.	1,941,976	814,732	1,127,244 or 58 "
1864.	2,537,185	1,231,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1,472,376 or 44 "
1868.	2,729,412	2,379,192	1,350,220 or 36 "
Tot	$26,127,255	$13,571,038	$12,556,217 or 48 p.c.

An increase in receipts is here shown of $379,014 63, or 11 per cent. The increase in passenger receipts was $60,732 30, or 7½ per cent.; in merchandise receipts, $81,710 05, or 8 per cent.; in coal receipts, $217,537 60, or 16 per cent.

The expenses show an increase of $501,171 03, or 27 per cent. There has been an increase in running expenses of $167,241 80; in repairs of road of $102,609 41; in repairs of equipment of $120,961 68; in fuel consumed of $93,475 59; in general expenses of $11,192 75; and in car service of $44,049 69. There has been a decrease in other repairs of $27,616 13 and in ferry expenses of $10,743 66.

The gross receipts per mile run have been as follows: From passenger trains, $1 25 against $1 63 in 1867; from merchandise trains, $2 03 against $2 47; from coal trains, $2 33 against $2 50. The average receipts per mile run from all trains have been $1 85 against $2 16 the previous year.

The gross expenses per mile run have been $1 18 against $1 21 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Credits—

Cash Dec. 31, 1867	$113,249 08
Gross earnings, as per statement	3,729,412 56
Capital, instalments paid on new stock	1,231,400 00
Mortgage bonds of 1890	1,000,000 00
Accounts payable, increase	1,055,702 21
Total	$7,129,763 85

Debits—

Ordinary expenses, as per statement	$2,379,192 70
Grading	81,272 28
Masonry	8,327 90
Railway superstructure	83,034 48
Bridge superstructure	4,044 64
Engineering	12,973 16
Land damage	26,769 56
Ferry boats	78 800 57
Station-houses	62,422 86
Port Johnston coal wharves	270,752 89
Engines	143,562 50
Passenger cars	149,415 39
Freight cars	29,417 42
Coal cars	26,682 33
Lands, machinery, miscel. property, material, etc., increase	985,148 54
Newark and New York R. R. Co.	740,000 00
Quarterly dividends for year, 10 per cent	1,396,165 00
Interest account for year, balance	145,518 84
State taxes for year	40,803 21
United States taxes	93,422 62
Balance cash, Dec. 31, 1868	372,037 47
Total	$7,129,763 85

The profit and loss account has been credited.

Gross earnings	$3,729,412 56
Workshop earnings	88,177 21
Balance of renewal fund	628,159 26
	$4,395,749 03

It has been debited as follows:

Ordinary expenses	$2,379,192 70	
Interest account	145,518 84	
Taxes to State	40,803 21	
United States taxes	93,422 62	
Dividends, 10 per cent	1,396,165 00	
		4,055,101 87
Balance		$340,647 16

which has been appropriated to the reduction of various accounts.

The cost of the railroad, double tracked, with its coal wharves, station houses, shops, and other appendages, stands at $10,014,797 54, and that of the equipment at $2,424,570 74.

CONSTRUCTION.

Extract from Report of Chief Engineer.

"The following named works and buildings were completed during the present year:

"The track connections with the Lehigh and Susquehanna Railroad, at Phillipsburg; the permanent tracks over the Lopatcong stone viaduct; the graduation and masonry for the third track west of Bloomsbury and for the third track and station grounds at Spruce Run; the graduation for the Cranford and Pamrapo station grounds; for the third track between the Bay Ridge and Spring Street in Elizabeth, and for four tracks in all of the excavations and most of the embankments; the second track through Bayonne excavation; the third track between Greenville and Communipaw stations; the second permanent centre track and the north and south side tracks between Communipaw and Jersey City stations and a fourth track between Claremont and Communipaw stations for the accommodation of oil trains. Passenger houses have been built at Dunellen and Finderne stations; freight houses at Springtown, Valley, Spruce Run, Dunellen and Roselle stations; telegraph offices at Phillipsburg, Port Avenue, (switch) Communipaw and Jersey City stations; an engine house with seven stalls, at Port Johnson; water tanks at Spruce Run, Bound Brook and Elizabeth stations; a turn table at Plainfield Station; seven hand-car and tool houses for section men; thirteen flagmen and switchmen's houses or boxes; a coal house at Jersey City Station, and trestles for dumping coal at Bergen Point, Elizabethport and Elizabeth stations.

"The third track is all laid between the Newark Bay Draw and Communipaw with the exception of $\frac{34}{100}$ths of a mile, which will be finished in the spring.

"Eighteen cross-over switches have been put in during the year.

"Six and a half miles of new track were laid during the year.

"There are $44\frac{6}{10}$ miles of single track now laid with Pratt's Patent Fish Joint, five miles of which have been in use now more than one year. From present indications it is believed that the economy of this joint will be very soon apparent in the decreased cost of repairs of rails and rolling stock.

"The aggregate number of miles of single track now laid upon the whole road (estimating one mile of three rail track as one and a half miles), including sidings, shop tracks, cross-over switches, etc., etc., is $258\frac{16}{100}$ of which $44\frac{6}{10}$ miles is laid on the extension between the east end of Newark Bay Bridge and Jersey City terminus."

BALANCE SHEET, JANUARY 1, 1869.

Railroad		$7,872,369 55
Jersey City station		960,000 00
Port Johnston coal station		597,999 74
Elizabethport station		302,086 52
Station houses, shops and water stations		437,785 52
Ferry interest and boats		680,954 32
Engines		1,081,812 50
Passenger and baggage cars		357,814 56
Freight cars		319,788 60
Coal cars		665,155 08
Land, docks, machinery, miscellaneous property, etc		3,368,220 47
American Dock and Improvement Co. stock		1,500,000 00
Newark and New York R. R. Co.,		740,000 00
Chairs, spikes, iron rails and ties on hand		76,589 05
Materials and fuel on hand		152,676 52
Cash and accounts receivable		932,208 82
		$19,545,661 25
Capital stock		$15,000,000 00
First mort. bonds, due 1870	$900,000 00	
Second mort. bonds, due 1875	600,000 00	
Mort. bonds of 1890.	1,000,000 00	
		2,500,000 00
Dividend 2½ per cent., payable in January		371,250,00
Interest on bonds, accrued not yet due		33,250 00
Accounts payable		1,641,161 25
		$19,545,661 25

President.—JOHN TAYLOR JOHNSTON.

Board of Directors.—John Taylor Johnston, John C. Green, Moses Taylor, Adam Norrie, Sidney Dillon, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—R. E. RICKER.

The Public Debt Statement.

The following is a recapitulation of the public debt statement July 31, 1870:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,756,558,850 00
Total	$1,978,148,150 00
Accrued interest	33,679,371 16

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$45,420,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,420,000 00
Interest	373,684 98
Debt on which interest has ceased since maturity	$3,591,117 35
Interest	$466,791 43

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$356,106,256 00
Fractional currency	39,759,684 48
Gold certificates of deposit	38,780,480 00
Total	$434,644,190 48
Total amount outstanding	$2,475,803,457 83
Total interest	34,519,847 57
Total debt, principal and interest, to date, including interest due and unpaid	$2,510,323,305 40

AMOUNT IN TREASURY.

Coin	$102,930,206 20
Currency	38,068,623 20
Total	$140,998,829 40
Debt less amount in Treasury	$2,869,324,476 00
Debt less amount in Treasury July 1, 1870	2,386,358,599 74
Decrease of debt during the past month	$17,034,123 74
Decrease of debt since March 1st, 1869	$156,138,784 01

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$136,182 56
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	31,515 00
Sioux City and Pacific	1,628,320	8,141 60
Central Pacific	25,881,000	129,405 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	8,000 00
Western Pacific	1,970,000	8,850 00
Totals	$64,618,832	$323,094 16
Interest paid by United States		$8,815,345 49
Interest repaid by transportation of mails, etc		2,251,673 73
Balance of interest paid by United States		6,563,671 76

☞ Charles G. Scott has been elected president, and Sanford Robinson secretary of the Arkansas Western Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ..100	2,545,225		
Atlantic & Gt. Western ..50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.....50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600		
do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Boat'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* .50	447,000	J. & D.	June'70 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.*.50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A. J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref..100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,600		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl'70 3½
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...		J'n &J'ly	Jan.'68$2
" Street		J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'p Rivers 100	139,000		
Do. do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,380,646		
Delaware*.....50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee..... 100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,800		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsw.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia.....100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do pref.100	5,253,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,887	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	10,731,400	J A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,050	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 5½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western 100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ... 100	405,020	F. & A.	Feb. '70 5
" " 1st pref 100			
Milw. & St. Paul.....	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	July. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 5½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck.....	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern.....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....	797,400		
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	636,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 6
Phila. and Trenton*..... 100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,897	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041.800		
Rockport	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....		F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,069,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,800,000		
Tol., Wabash and West....100	11,700,000		
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.)	250,000	J. @ J.	July'70 3
Utica and Black River 100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,506,800		
Western Union 100	7,707,693		
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	July'70 3
Warren..... 100	1,547,650		5½
Worcester and Nashua ... 75	1 522,600	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....		J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal.....	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	385,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	350,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,067	501 259	463,109	403,691	348,995	4,682,505
1870	283,978	323,825	344,306	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.184	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244.121	306 231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	525,841	455,007	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,409	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,156	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	762,691	767,508	940,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,324	797,475	1,000,086	1,200,216	1,010,892	712,359	9 299,4.0
1867	696,147	574,664	765,398	774,279	895,712	895,668	888,214	1,063,256	1,448,842	1,541,057	1,211,530	879,900	11,032,7.7
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,554,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,186	1,062,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,686	218,547	271,425	287,451	293,296	282,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414.543	410,336	372,593	359 463	3.445.827
1863	299,944	271,085	275,643	289,224	334,687	407,992	345,929	511,305	478,576	496,433	437,679	424,551	4.571.028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	665,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,580	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	784,325	889,967	931,580	685,401	681,041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	686,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	685,258	759,215	645,768	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98.043	106.921	104.866	113.504	112,952	123,802	1.201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,825	152,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	93,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,588	140,473	132,869	131,019	109,629	1,380,922
1870	90,177	98,275	101,379	106,246	110,213	111,117	111.127	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304.445	338.454	330,651	267,126	315.258	278.891	388,862	402.219	407,107	448.934	411,806	4.120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,608	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429 177	496,655	429,546	352,218	4.650,328
1867	305,857	311,088	395,372	409,248	357,749	307,998	313,130	434,318	488,388	530,871	429,765	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365.117	308,602	437,600	521,326	543,886	436,399	437,503	4.961,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	160,658	151,902	175,696	186,039	174,002	172,189	216,624	285,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	206,221	193,328	210,449	308,168	376,488	339,794	306,186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	360,663	329,105	415,501	476,661	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	389,646	429,161	493,640	414,604	308,669	4,289,116
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,671	4,509,261
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	446,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	360,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,663,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	425,398	522,682	1,024.045	1,037,464	556,917	468,880	6 617,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,351	525,547	774,732	1,040,102	801,195	596,564	7,250 660
1870	396,171	382,823	377,000	443,132	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223.242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,464	278,701	310,762	302,426	261,613	3 380 583
1867	242,798	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459 319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	296.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,683
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,391	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	886,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	899,924	8,736,082
1869	479,236	525,490	755,433	904,884	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,406	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149.342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,490	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,333	837,888	716,820	5,709,183
1870	528,520	500,130	530,236	706,603	746,450	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Aug. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,733,100	6	" "	1881	114
and March 3, 1863 ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,760,750	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s)...registered	3,130,100	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	108,415,950	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	189,923,050	6	" "	1885	110½
.. .. .. (5-20s).....coupon		6	" "	1885	111½
.. .. .. 2d series (5-20s)...registered	282,511,200	6	Jan. & July.	1886	109½
.. .. .. (5-20s).....coupon		6	" "	1886	109½
.. .. .. 3d series (5-20s)...registered	350,464,350	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. .. 4th series (5-20s)...registered	39,765,350	6	" "	1888	109½
.. .. .. (5-20s).....coupon		6	" "	1888	110
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	104½
.. .. .. (10-40s)....coupon		5	" "	1904	107½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,420,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	47,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	246,222	var	.....	Due.	....
Treasury Notes (7-30s).....	643,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,126,860	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,226	*nil.*	.....	Dem.	....
Fractional Currency	39,757,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	99½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	98½
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,387	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	98
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	....
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	95½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	73½
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	97½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,590	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1888	102½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	112½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	112½
.. —	720,000	6	" "	'74-'75	111
.. —	1,430,000	6	" "	1876	111½
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	109½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. dol.	4,379,500	5	" "	1894	99½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	98½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	49½
.. — .. (new).....	3,959,045	6	" "	'92-'98	30
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,300	6	" "	1881	100½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	108
.. —	9,273,050	6	" "	1882	112
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	5	" "	1871	105
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	71½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	61½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	60½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,785,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	187 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	...	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	86
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	250,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	96½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	82½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	93
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	110,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,902,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1880	93½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1866	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.		....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'75-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	600,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 28.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	307,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	93½
2d Mortgage	2,693,000	7	" "	" "	1877	94
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
3d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'89	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	90
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'72–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	95½
Chattel Mortgage	380,000	10	April & Oct.	"	1887	100½
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	96½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98½
3d Mortgage (B. & O. R. R. Co.)	140,000				1895	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div	850,000	7	" "	" "	1872	
2d Mortgage, W. Div	556,000	7	" "	" "	1874	
Income, W. Div	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	94
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	100½
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	97
3d Mortgage	2,000,000	7	April & Oct.	" "	1876	
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.			
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	1864	....	
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'01	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'00	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	82½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,664,000	7	April & Oct.	N.Y.&Boston	'87–'89	72½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	78½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	88½
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1889	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,900	6	" "	Boston.	1875	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam			**den and A**	**mboy R. R.)**		
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	470
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	7½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*							68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—			201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	70½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	140.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence..Me.,N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	11
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,203	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,029	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	146½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	146,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	18	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	28	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,001	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	149
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	143½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	115
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,449	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)	.....	.....	6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	.....	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	42	32	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	———	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	124	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	102½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,084,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	108,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,667	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	117½
Apr 30, 1869	370.0	60.0	200.0	—	185	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	46,470,104	146,499,422	6,812,809	3,145,287	10	100	156
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,850,900	.....	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n.Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,348	4,881,189	10	100	82
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	114
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lessees		of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	———	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Central	L)	.....	—	100	....
Jan. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	78
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981	—	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	—	—	8	100	—
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265	—	—	6,300,475	3,883,500	—	610,497	225.0	1,665,141	—	—	2,383,670	908,306	7	100	107½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	93
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill.	20,184,000	*	—	—	11,620,000	17,764,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	18½
Feb. 28, 1869	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Oper	ated by	Little Mi	ami.)	—	8	50	151
Mar. 30, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	—
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	—
Mar. 31, 1868	—	—	3.1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	—
Mar. 31, 1869	58.0	—	3.1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	120
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	$ 18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	135
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	—	—	—	—	—	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,685	1,246,516	523,329	163,178	—	50	—
Dec. 31, 1868	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	436,538	*	26,000	44,586	400,000	100,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	—
Jan. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,296	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	—
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,165	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	105½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	108,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	—
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	4s	100	100½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	—
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart.& Fis	hkill.)	—	—	100	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	—
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	100	—
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	292,550	—	—	—	—	(Leased	to Phila.	& Reading	g.)	—	6	50	—
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	& Reading	g.)	—	7	50	84
Jan. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,630,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	47.0	—	—	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	toNorther	n Central.)	25,000	25,000	5	100	—
Sept. 30, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	60
Oct. 31, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	24½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,677,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,905	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	—	29,687	6,815	7½	50	—
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	—	50	—
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,200,694	341,880	8	100	133
Dec. 31, 1868	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	—
Dec. 31, 1868	78.0	—	2.0	—	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	246,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	—	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	—	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In pr	ogress.)	—	—	—	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	320,305	—	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	50.3	1 7	—	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	—
Mar. 31, 1868	171.0	61.0	—	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	884.0	523.0	—	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
July 31, 1868	229.0	105.5	—	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	—
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	107
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	—	—	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	—	518	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	3,300,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	—
Sept. 30, 1868	130.0	—	6.5	—	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	—
Dec. 31, 1868	50.0	—	—	—	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	—
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	—
Dec. 31, 1868	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,961,506	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	132½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	50	39
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,466,485	106,746	6,185,897	8,232,807	—	—	302.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	—	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jan. 30, 1868	13.0	—	—	—	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	—
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	—
Dec. 31, 1868	116.0	—	10.0	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	181,393	116.0	—	—	—	391,849	212,727	—	100	—
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	993,819	—	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	—	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	90½
Dec. 31, 1868	45.0	—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	—
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	25.0	—	—	18.0	3	5	2	50	Keokuk and St. Paul	Iowa	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned	by Chicago	Burlington & Q	uincy.)	—	—	100	—
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	31.0	—	11.3	84.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	—
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3 320,000	550,000	—	—	1,325,000	2,200,000	125,000	—	80.0	576,046	—	—	966,832	354 659	—	50	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	94½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	116
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	.....	.....	1,898,814	167,324	—	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136,200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,081,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville..Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick .....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,036,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,090	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	135½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	.....	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	—	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	38
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	....
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	101
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,786	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	53	13	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	25	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶..Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	177½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	983,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	5½
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,328	—	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	51,831,800	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,880	959,745	8	100	135
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	6,000,000	1,061,500	300,246	883,528	76 8	838,173	60,247,430	6,736,280	2,160,561	837,115	10	100	150
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con	truction*)	.....	.....	—	100	....
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	2,000,000	—	—	—	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	89½
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	4,000,000	433,000	147,045	782,835	—	.....	.....	.....	533,859	25,323	—	100	....
														1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	20	11	—	North Louisiana and Texas	La				(In progress.)			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	....
Dec. 31, 1868	238.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	85
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	.....	3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	1,132,731	463,114	5½	50	82
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,928 463	977,748	6	50	88½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	109½
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	.....	.....	1,100,000	400,000	.....	.....	35.3	146,773	.....	.....	325,369	65,764	8	100	....
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	102½
Jun. 30, 1869	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	.....	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	253,994	.....	—	100	....
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	89½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	.....	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,584	.....	2,964,041	663,427	—	100	34
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....	4,259,450	3,170,000	.....	.....	98.5	406,010	.....	.....	2,014,427	978,925	10	50	88
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	.....	.....	300,000	610,000	.....	.....	.....	(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....
Sept. 30, 1869	86.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	.....	.....	490,400	591,000	.....	.....	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,924	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	81½
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	....
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	.....	(Leased	to Erie.)	.....	.....	.....	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	.....	(Leased	to Erie)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	.....	(Leased	to Erie.)	.....	.....	.....	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	.....	(Leased	t o Camden	and Amb oy.)	.....	.....	.....	—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,987	*	.....	.....	33,493,112	23,862,092	2,054,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,757,785	10	50	117½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	.....	(Leased	to Chic. R. I. and Pac	ific.)	.....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....	218,000	800,000	221,686	.....	46.0	124,224	.....	.....	196,672	2,272	—	50	....
Oct. 31, 1869	287.6	2.0	80.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	54½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....	1,596,750	55,900	.....	.....	24.3	376,303	.....	.....	697,620	287,492	10	50	162
Dec. 31, 1869	98.4	38.2.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	96½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	339,675	.....	1,259,100	.....	80,555	.....	26.5	.....	.....	.....	1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	.....	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	105
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	.....	.....	5,423,200	10,036,690	421,184	.....	201.0	1,849,510	.....	.....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	.....	1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	480.0	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	....
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	.....	.....	.....	.....	.....	27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In ha	nds of R	eceiver.)	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	113½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	.....	.....	350,000	.....	.....	.....	.....	(Leased	to Concor	d.)	.....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	.....	.....	(Leased	to Eastern	.)	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1860	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,729	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	.....	(Not in o	peration.)	.....	.....	.....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under c	onstructio	n.)	.....	—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*	.....	.....	.....	.....	.....	.....	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	35
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	.....	(A bout $5	0,000 a mo	nth.)	.....	.....	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	.....	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to	Ind. & St.	Louis.)	517,941	—	100	35
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	48
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	.....	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	.....	(Under c	onstructio	n.)	.....	.....	—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction	.)	.....	.....	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	.....	(Leased	to West J	ersey.)	.....	16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,642	.....	1,590	243,305	226,900	353	91	.....	.....	.....	.....	.....	17,500	1½	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	.....	.....	.....	576,050	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	.....	(Le ased by N	orthern C	entral.)	.....	.....	6	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	284,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operat ed by Jeff.	Mad. and		Louisvill e.)	.....	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	*	.....	.....	1,330,000	3,200,009	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	*	.....	.....	438,300	.....	.....	.....	.....	(Leased	to Central	of New J	ersey.)	.....	6	100	....
Dec. 31, 1868	137.0	106.0	21.0	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	16	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	.....	.....	(In progre	s.)	.....	.....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....	497,750	850,000	.....	.....	63.0	150,590	5,597,646	2,0 4,921	221 8 5	66,552	10	100	....
Sept. 30, 1868	123.0	6.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
ec. 31, 1868	91.0	—	....	236.0	.....	.....	.....	.....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302			920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250.700		21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	760,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	51½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			.....	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			5,066,650	.....	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1869	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,689	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	96½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	16	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,670 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,950	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. Lac.&W'tn.)			863.212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	(Oper. by Boston, Concord and Montreal.)						6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,206	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,636,908	538,021	150,961	9	100	131½
Oct. 31, 1869	19.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	1	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	120
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	69
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	28
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	268,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	106,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn, Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Oct. 31, '69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	479,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	100,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Sept. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'69	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	05,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	86½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,892	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	91
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	....
Worcester: 1st Mortgage.....	73,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,800,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44½
Hannibal and St. Joseph, pref.	5,253,838	....	....	116
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	94½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20½
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 50 @ 37 —
Pig, American, No. 1		32 — @ 33 —
Pig, American, No. 2		30 — @ 31 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½@ — 11¾
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— — @ — 18
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— — @ — 12
American German	do.	— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ — —
Clinch		5 75 @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 37½
Straits	(gold).	— 36 @ — 36½
English	(gold).	— — @ — 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	8 75 @ 9 —	10 75 @ 11 —	
I. C. Coke		7 50 @ 8 —	9 25 @ 9 10	
Coke Terne		6 — @ 6 25	7 25 @ 7 50	
Charcoal Terne		7 75 @ 8 —	9 50 @ 9 75	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 12
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 23½
Refined, Standard White (in ship'g order)		— — @ — 24½
Refined, prime White (in shipping order)		— — @ — 27
Refined, S. W. (in jobbing lots)		— 26 @ — 30
Refined, S. W. (in tin)		— 29 @ — —
Naptha, Refined, (65 @ 73 gravity)		— — @ — 10
Residuum	per bbl.	4 — @ 4 25

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
25 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Canton Co.	....	....	....	62	....	
Central Pacific 6s	86	85	....	....	86	
Central of N. Jersey	100½	101¼	....	102½	102¾	
Chicago & Alton	....	....	....	117	117½	
" pref.	....	....	....	....	....	
" 1 M.	....	100	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	93½	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	110	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern	80½	81½	82½	82	....	
" pref.	83½	84½	85	84½	85½	85½
" 1st M.	93	93	....	93	....	
" S. F.	....	....	....	....	....	
" Consol.	....	90	....	....	90	
Chic., Rock Isl. & Pac.	113½	113¾	113½	112½	113¾	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896	96	97	....	96½	96½	
Clev., Col., C. and Ind.	....	....	....	....	....	
Clev. and Pittsburg	105	....	....	107	107½	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s.	....	....	....	....	....	
Col., Chi., & Ind. C.	17½	17¾	17½	17¾	18½	
" 1 M.	....	....	80¾	80¾	....	
" 2 M.	....	....	....	66	....	
Cumberland Coal pref.	....	....	....	....	....	
Del. & Hudson Canal	....	....	....	120	120	
Del. Lack. & Western	105	105½	105½	105½	....	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	94	....	....	....	
Dubuque & Sioux City	100½	....	....	....	....	
Erie Railway	20½	20¾	21	....	21¾	23½
" pref.	....	....	....	....	....	45
" 1 M. 7s, 1897	....	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	87	....	....	....	....	
" 4 M. 7s, 1880	....	83½	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort.	....	....	81½	....	....	
Hannibal & St. Joseph	....	107	....	....	107	
" pref.	108¾	....	....	110	113	
Hudson River	....	....	....	....	....	
" 1 M. 7s, 1869	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	132½	132½	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.	89¾	90½	90¾	....	91¾	93¾
Lake Shore Div. bonds	....	....	92½	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	118	....	119	119	118¾	
" S. F. 8s, 1882	....	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.	....	....	99	....	98½	
" 2 M.	95	....	....	....	....	
Mariposa Mining Co.	5½	....	....	5½	....	
" pref.	10	10	10	....	....	10
" Tr. 10s ctfs.	....	....	....	....	....	
Milw. and St. Paul	58¾	59½	59¾	....	60	61¾
" pref.	76	....	76¾	76½	77½	
" 1st mort.	....	....	....	....	....	
" 2d mort.	....	....	....	....	....	
" 8s	102	102½	....	....	102½	....
" 7 3-10s con.	....	90	....	....	....	....
Missouri 6s	90½	....	....	....	90½	....
" H. & St. J. iss.	....	....	....	....	90	....
Morris and Essex	....	88	....	....	89½	89
" 1st mort.	100	....	....	....	....	....
" 2d mort.	93½	....	....	....	90	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	100	99	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	92	91	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	92½	93½	94	95½	
" certificates.	87½	88½	88½	89½	90½	
N. York and Harlem	132½	....	....	....	135	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s	....	....	....	48	49½	
" new	30	29½	29	....	....	30
Ohio and Miss.	34	33½	33½	33½	33¾	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	39½	40½	39½	38½	38½	
Panama	82½	81	....	....	82½	
Phila. and Reading	95½	96	95½	....	96½	96½
Pitts., Ft. W. & Chi. gtd.	92½	93	93	....	93½	94
" 1 M.	....	....	....	....	....	101
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co.	....	....	....	....	....	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds.	77	....	77	....	....	
Tennessee 6s	62	62½	....	63	....	
" new	60	60½	60	60½	61½	
Tol., Wab. & Western	48½	48¾	....	49½	51½	
" pref.	....	....	....	....	....	
" 1 M. ex.	....	....	....	....	....	
" 2 M.	....	....	....	....	....	
" Equipment	....	....	....	....	....	
Union Pacific 1st mort.	81½	81¾	81½	82½	82¾	
Virginia 6s, ex-coupon	59½	60	59	60½	....	
" new	....	....	....	....	62	

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	107½	107½	....	107⅝	107⅝	....
U. S. 5s, 10-40s, reg.	....	....	....	104⅛	....	....
U. S. 6s, 1881, reg.	....	....	....	....	114	....
U. S. 6s, 1881, coup.	113½	....	113¾	114⅛	114⅛	114¾
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, ½ y.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	....	....	111⅛	....	....	....
U. S. 6s, 5-20s, c. 1862.	110⅛	111¼	111¼	112¼	112	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110½	110½	....	....	....	111⅛
U. S. 6s, 5-20s, reg. '65.	....	110⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	110⅛	110	110⅜	111¼	111¼	111⅛
U. S. 6s, 5-20s, r. n. '65.	....	109½	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	108⅞	109⅝	109½	109⅝	109⅝	109⅞
U. S. 6s, 5-20s, reg. '67.	108⅛	....	....	109⅜	....	....
U. S. 6s, 5-20s, c. 1867.	109¼	109¼	109⅜	109⅜	109⅝	109⅝
U. S. 6s, 5-20s, reg. '68.	....	110	109⅜	....	....	....
U. S. 6s, 5-20s, c. '68	....	109⅜	....	....	110	111⅛
U. S. 6s, Pac.R.R.issue	111	111	....	....	....	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	....	....	....	....	....	....
" preferred	36¼	36¼	37	....	36⅜	37
Camden and Amboy	114	114⅜	114½	....	114½	114⅝
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	90	....	....	....
" mort. 6s, '89	95⅛	....	96	95½	96	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	33⅞	33⅞	34	....	34½	34½
" 6s, 1884	....	....	83	....	....	....
" Gold L.	89⅜	88½	88½	....	88½	88⅜
" R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	57⅝	57⅞	57⅝	57⅞	58	57⅞
" 6s new coup.	97	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	42	....
" 7s	....	....	....	....	....	....
Minehill	....	50½	50½	....	50½	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	41
" 6s, 1880	95½	95⅝	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	58	57⅞	57⅝	....	58	58⅛
" 1st M.	....	....	102	....	....	....
" 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	104⅛	104⅛	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	112	....	....	....	112
" 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	102½
" new	101	101½	101½	101½	101½	101¼
Philad., Germ. & Nor.	....	81	....	....	....	....
Phila. & Reading	47½	47⅞	47⅞	....	48	48⅛
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	26¾	....	....	27
" 6s	....	92¾	....	....	....	....
" 7s	....	....	....	....	87⅝	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	17⅛	17	17⅛	....	....	17
" 6s, 1882	70	70	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	45	....	....	....
Green & Coates	38	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	45½
Spruce and Pine	....	24	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	....	....	....	....	....	94½
" 1886	....	....	....	....	....	....
" 1890	94⅜	....	95	....	95	....
" 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	135
" bonds, 1875	94	....	....	....	....	....
" " 1880.	93⅛	....	....	....	....	....
" " 1885.	93	93	93	....	....	....
Marietta & Cin. 1st M.	92½	....	....	91	92⅜	....
" 2d M.	75½	....	....	75	....	....
Northern Central	....	....	....	44½	....	....
" bonds, 1885	....	....	92⅝	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	146	146	....	....	146½	146¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	147½	....	....	149
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	3⅜	....	3⅜	....	....	3⅜
" 7s, new	....	28½	28¾	....	28½	28
Cheshire, pref.	85	85	84	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	134½	135	....	135
Eastern	....	121	121	....	120	120
Fitchburg	....	....	132½	....	....	133
Manchester & Lawr'ce	....	135½	....	....	....	....
Michigan Central	118	118¼	118	....	119	118⅞
Northern, N. H.	109	....	109	....	....	109½
Ogdens. & Lake Champ	89¾	89¾	89¾	....	....	89¾
" pref.	....	....	....	108½	....	....
Old Colony & Newport	....	....	96½	96½	96½	96½
Ph., Wil. & Baltimore	53⅛	52½	52½	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	30
" 6s	81¼	81¼	....	....	....	....
" Land Grant 7s	....	....	....	72⅝	....	....
" Income 10s.	77	77⅜	78	78	78½	78½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	63	62	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	102½	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	2	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. July 29.		Closing Prices. July 22.	
All. & Gt. West. N. Y. sec. 7 per ct				
1st mort., 1880	—	—	63	— 68
Do. do., 2d mort., 1881	—	—	58	— 62
Do. Penn., 1st mort., 1877	—	—	63	— 68
Do. do., 2d mort., 1882	—	—	58	— 62
Do. Consol. 7 per cent. mort. 1890	19	— 21	21	— 23
Detroit and Milwaukee 1st mort. 7s	68	— 72	70	— 72
Do. 2d mort. 8 p. c.	68	— 72	70	— 73
Erie shares 100 dol. all paid	15	— 16	15¾	— 16¼
Do. sterig. 6 p. c. convertible bonds	65	— 67	65	— 67
Do. 3d mort. 7 p. c. 1883	70	— 75	70	— 75
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c.	100	—102	100	—102
Do. 7 per cent., 1875	88	— 92	88	— 92
Do. 100 dol. shares, all paid	98	—100	99	—101
Marietta and Cin. R. R. bonds 7 p. c.	82	— 84	82	— 84
New York Central, 100 dols. shares	—	—	—	—
Panama General mort. 7s, 1897	99	—101	101	—102
Penn. R. R. bonds, 2d mort. 6 per ct.	97	— 99	97	— 99
Do. General mort. 6 p. c. 1910	85	— 90	87	— 89
Do. $50 shares	45	— 47	45	— 47
Philadelphia and Erie 1st mort. 1881.	90	— 94	92	— 94
Do. with option to be paid in Phila.	90	— 94	92	— 94

American Railroad Journal.

Saturday, August 13, 1870.

Stock Exchange and Money Market.

Money has been offered quite freely since our last and rates have favored borrowers, most of the week, having been quoted at 3@5, generally at 3@4 per cent. on call, and 6½@8 per cent. per annum, in the discount form. The demand for aid has been less active, both for speculative and for mercantile purposes. There has been some further outflow of currency to the west but not of sufficient magnitude to seriously affect the ability of the city banks to meet the wants of their local customers. In their last weekly exhibit the city banks showed a reduction of about three-fourths of a million in their loan and discount averages, which are now about 281⅛ millions, as against a little over 286 millions on the 23d of July. A further loss of nearly 6¾ millions of deposits, and over 3¾ millions of specie was also reported, with a falling off of over 2½ millions in the line of their reserve of legal tender notes. Their legal tender average is now about 52¼ millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now under 221 millions, as against nearly 234½ millions on the 16th of July. Their specie average is down to about 26½ millions, against 41⅛ millions four weeks since. The U. S. Sub Treasury added nearly two millions to its currency reserve, and lost about ⅞ths of a million of specie, during the past week. The reports of the Money markets of London and Frankfort are quite favorable to renewed activity in speculative operations, and serve to explain the increased buoyancy in financial values at those points. At the Bank Clearing House here, the daily exchanges fell to 61½ millions on Tuesday of the current week, as against a daily average of near 127 millions two weeks previously.

The specie reserve of the city banks according to the latest return is $26,472,592, against $26,003,925 same time last year. The city bank deposits are now $220,819,300, against $200,220,008 week ending Aug. 7, 1869. The legal tender reserve amounts to $52,287,188, against $56,056,834 same time last year. The circulation now stands at $32,943,144, against $33,947,985 same time last year. The loans are now $281,182,144, against $264,879,357 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $74,343,237 a day, against a daily average of $83,451,624 the preceding week. The current weeks' exchanges average about 67½ millions a day. The city banks, last week, reported a loss of $3,791,298 of specie, and $6,736,401 of deposits, and $2,550,763 of legal tender notes. They reduced their loans $757,699; and their circulation, $62,389.

The city bank exchanges on Wednesday were about 69 millions.

The coin reserves of the Treasury Department on Monday were 105 millions, including $38,249,000 on deposit on private account; currency balances, $39,103,662.

National Bank notes to the amount of $238,235 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $327,144,719, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,707,670 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,285,701,) an actual circulation at this date, of $299,437,049. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,017,550; and for the public deposits, $16,366,500—making a total of $358,384,050. The Treasury Department last week redeemed and destroyed $753,500 of worn and mutilated fractional currency, and issued $513,114 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 6, were $3,573,980 in coin, (including $3,026,000 from customs duties,) and $5,632,982 in currency; payments, $4,432,614 in coin, (including $832,406 of coin interest,) and $3,698,181 in currency; balance at the close of the week, included $68,486,234, of coin, against $69,344,867 the preceding Saturday, and $14,381,116 of currency, against $12,446,314 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows;

On Monday, receipts, $299,700 in coin, (including $270,409 from customs,) and $892,009 in currency; payment $130,998 of coin (including $120,266 of coin interest), and $384,363 of currency. On Tuesday, receipts, $640,317 in coin (including $587,000 from customs), and $3,229,765 in currency; payments, $57,300 in coin (including $40,765 of coin interest) and $3,303,735 of currency. The balance at the close of business on Tuesday included $15,084,792 of currency, and $69,237,952 of coin, against a balance a week previous of $14,095,512 currency, and $70,018,513 coin.

The U. S. Sub-Treasurer issued in July $9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,738,317 of coin certificates, received for customs.

Government revenues have been yielding quite liberally since our last. The excises, during the week yielded about 5¾ millions; customs at the port of New York, $2,905,318, and at the outports about $975,000 (in coin) more, making the grand total income for the week equal to about $10,430,000 in currency. The income of the Government, from excises, since July 1, 1870, has been $27,605,623.

Gold has been offered quite freely since our last, and has fallen off materially in price under the reports of the Prussian successes on the frontiers of France, which have induced extensive sales, largely on speculative account. The range of the price, during the week, has been from 216¼@122; and the closing quotation on Wednesday was 116¼. The investment demand has been fairly active. The customs call has been up to a full average. The export drain has fallen off to about 3⅞ millions, against nearly 7 millions the preceding week. On Wednesday Government marketed a million of Gold at from 117 06 to 117 30. The aggregate of the bids was $2,415,000. The shipments thus far this year have been about 38¾ millions, against 22 millions same time in 1869; 60 millions same time in 1868; 37½ millions same time in 1867; 51⅞ millions same time in 1866; and 18⅝ millions same time in 1865. On Wednesday of the current week, the specie exports amounted to $1,023,000. The exchanges at the Gold Exchange Bank, which were only 34½ millions on Thursday of last week, reached nearly 108 millions on Tuesday of this week, and were 80½ millions on Wednesday.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $69,777,181.

The customs demand for Gold last week, averaged $504,334 a day; thus far, this week, it has averaged $428,704 a day, or equal to a weekly aggregate of $2,572,224. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $30,471; and since Jan. 1, 1870, $7,360,688, against $9,784,778 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $80,080,028 against $78,711,632, same time in 1869.

The customs revenue of the port on Wednesday was $661,000; and the coin interest disbursements were $119,053.

The customs revenue at the port of San Francisco, from Jan. 1 to July 22d, was $4,446,746, against $4,302,163 same time last year.

The exports of specie, from this port, last week, were $3,834,871 against $1,510,343 same week last year; and since Jan. 1870, $37,797,903, against $23,447,697 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $832,406; and since Jan. 1, 1870, $61,369,193 against $63,739,476 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 22d, were $20,943,979, against $22,811,940 same time last year.

Foreign Exchange has been depressed and lower since our last, under freer offerings of prime bills, and a moderate call for them. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London 110½@110¾. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $3,758,742; and since January 1, 1870, $110,747,571 against $112,617,987 same time in 1869.

Government securities have been less freely offered and have been in more confident demand at improved prices. The purchases have been largely on foreign account, chiefly German. The home investment inquiry, outside of local speculative operations, has been quite moderate. On Thursday, Government bought in two millions of Five Twenties at about the average of the open market prices.

Under its official programme for August, Government will make the following sales of Gold and purchases of bonds, during the remaining weeks of the month. It will sell Gold on Wednesday, August 17, to the amount of $1,000,000; Wednesday, August 24, $1,000,000; Wednesday, August 31, $1,000,000. And will buy Five-Twenties, as follows: Thursday, August 18, $1,000,000; Thursday, August 25, $2,000,000.

U. S. sixes of 1881 closed here at 113½@113¾; U. S. Five-twenties of 1862, 111⅞@112; U. S. Five-twenties of 1864 at 111⅛@111¼; U. S. Five-twenties of 1865 at 111⅛@111¼; U.S. Five-twenties of 1865 consolidated, 109⅞@110; U. S. Five-twenties of 1867, 110@110⅛; U. S. Five-twenties of 1868, 110@110¼; U. S. Ten-forties at 107¾@107⅞; U. S. Six per cent. currency bonds, 111½@111¾.

State bonds have been rather more active and stronger in price.

Railway bonds continue in moderate demand including Central Pacific Sixes, which closed on Wednesday at 85¾@86¼; and Union Pacific Sixes at 82½@82¾.

Railway and miscellaneous share property has been more freely dealt in, and quoted generally buoyant in price, closing strong in most instances.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 27.	August 3.	Aug. 10.
Consols	89⅝	88⅞	90¾
U.S. 5-20's of 1862	82	82½	86¼
U. S. 5-20s, 1865	82	82	85
" 1867	81½	81½	84
" 10-40s	80	80	81½
Erie	14¼	15	16½
Ill. Central	102	103	106
At. and Gt. West	21	20	20

General business has shown less animation especially in the lines of Breadstuffs, which have declined in price, and of Provisions which have been unsettled, Petroleum has been quoted higher, but closed weak. Middling upland cotton closed at 19½ cts. per lb. The stock of cotton now here is given at about 26,000 bales. The receipts at the port this week, have averaged about 1,270 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,831,670 bales, against 2,039,320 bales in 1868–'9; exports, same time 2,180,650 bales, against 1,429,500 bales same time in 1868–'9; stock on hand at latest dates, 106,475 bales, against 33,600 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 9,240 pkgs., against 15,744 pkgs., same time in 1869. From Boston, 4,561 pkgs. in 1870, against 5,977 pkgs. same time in 1869.

Foreign goods have been in less demand but generally steady in price. The dry goods entries at this port, last week, were $2,241,196, making with the general merchandise imports, a total of $5,126,495.

At the Live Stock markets, this week, Beeves have been in less demand at from 8@16½c. per lb.; week's receipts, 6,730. Milch cows continue very quiet at $40@$100 each, receipts, 80. Veal calves have been in fair request and firmer at from 7@11½c. per lb.; receipts, 2,430. Sheep have been in less request at from 3@6½c.; lambs at 7@10½c. per lb.; receipts, 25,872. Swine rule dull at 9¼@9⅜c. per lb., all live weight; receipts, 17,057.

Ocean freights have been less active, and generally lower. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 8d.@8½d. by sail, and 8½d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 20s.@45s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 9th, and since the beginning of the year:

	1869.	1870.
For the week	$3,727,514	$3,758,742
Previously reported	108,890,473	106,988,829
Since Jan. 1	$112,617,987	$110,747,571

The imports for the week ending Aug. 6, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,615,928	$2,241,196
Gen. merchandise	2,592,313	2,885,299
Total for the week	$5,208,241	$5,126,495
Previously reported	184,399,151	174,285,309
Since January 1	$189,607,392	$179,411,804

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 24¼; do., Fund Act, 1866, 36⅝; South Carolina 6s, 82; do., new, Jan. and July, 71½; do., April and Oct., 70; N. Y. State 7s, Bounty Loan, reg., 107; do., coupon, 107; do., 6s, 1873, 107; Alabama 8s, 99; Georgia 7s, 92½; Louisiana 6s, 69; Ohio and Mississippi consol. bonds, 87½; St. Louis and Iron Mt. R. R., 48; do., 1st mort., 86; Am. Dock and Imp. 7s, 94; Albany and Susquehanna 2d mort., 93; Central of New Jersey new bonds, 100½; Dubuque and Sioux City 1st mort., 96; New York and New Haven scrip., 140; Chicago

and Alton scrip., 113; Western Union Telegraph, 34⅝; Adams Exp. Co., 68¾; Wells-Fargo Exp., 14⅝; Am. Mer. Union Exp., 42¾; U. S. Exp., 43¼; Central gold, 0.25; Consol. Gregory gold, 0.65; Grass Valley gold, 0.48; Quartz Hill gold, 0.25; Smith and Parmalee gold, 0.55.

Philadelphia.—Oil Creek and Allegheny River R. R., 44; do., bonds, 80; Western Pennsylvania bonds, 80¼; Sunbury and Erie 7s, 102; Pennsylvania and New York Canal 7s, 92; West Jersey 7s, 97¼; Pennsylvania General mort. reg., 98¾; Lehigh Nav. conv. loan, 78½; Penn. State coupon 5s, 102; Corn Planter oil, 1¼. The latest quotations are: City 6s, 101½@103; do. free of tax, 101¼@101½; State 5s, coupon, 102@—; do., 6s, W. L., 103@—; do., 1st series, 104@105; do., 2d series, 108@108½; do., 3d series, 111@112; Reading, 48⅛@48¼; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 116@116½; do., mort. 6s, 1889, 95⅜@95⅝; do., 1883, 93½@94; do., 1889, 90@91; Penn. R. R., 59@59¼; do., 1st mort., 102@102½; do., 2d mort., 102@102¼; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 82@85; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8@9; do., pref., 16¾@17½; do. 6s, 1882, 70@72; Elmira and Williamsport pref., 40@45; do., 7s, 1878, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 84⅜@84¾; do., 6s, 1884, 82@83½; do., R. R. Loan, 89@90; do., Gold Loan, 88¾@89½; North Pennsylvania, 40½@41; do., 6s, 95¼@96; do., 7s, 93@95; do., Chattle 10s, 111½@—; Philadelphia and Erie, 27@27⅛; do., 6s, 92¾@93; Minehill, 50@50½; Catawissa, 13@15; do., pref., 37@37¾; Lehigh Valley, 57¾@58; do. 6s, 96⅛@—; do., 6s, reg., 99@100¼; Fifth and Sixth streets, (horse,) 35½@39; Second and Third, 45¼@46; Thirteenth and Fifteenth, 21½@21¾; Spruce and Pine, 23@24; Green and Coates, 38@38½; Chestnut and Walnut, 45@45½; Hestonville, 13¼@14¼; Union, 43@44¼.

Boston.—Norwich and Worcester R. R., 102¼; Connecticut and Passumpsic Rivers pref., 87; Burlington and Missouri River R. R., pref., 91; Rutland R. R., 85; do. pref., 80; Pittsfield and North Adams R. R., 85½; Summit Branch, 40; Indianapolis and Cincinnati, R. R., 19½; Chicago, Burlington and Quincy R. R., 158⅛; Vermont Central 1st mort., 86; do., 2d mort., 40; Michigan Central Air-Line R. R. 8s, 1890, 107½; Western R. R. 6s, 1875, 103; Cincinnati, Sandusky and Cleveland, R. R., 31; do., 1st mort. 6s, 75⅞; do. 7s, 1890, 82¾; Old Colony and Newport 6s, 1876, 95¾; Vermont Central and Vermont and Canada 8s, 1875, 103¼; do. 1877, 103⅜; do. 1890, 103½; Maryland and Delaware 8s, 1885, 79; Lake Superior and Mississippi R. R., 1st mort. 7s, 91½; Burlington and Missouri River R. R. 8s, in Nebraska, 97; Boston Water Power Co., 15; Cary Imp., 8¼; Short Mt. coal, 13⅛; Pullman Palace Car Co., 112; Maine 6s, 1889, 98⅛; Massachusetts 6s, 1872, gold, 112¾; do. 6s, 1876, gold, 111½; do. 5s, 1894, gold, 99¼; New Hampshire 6s, 1871, 100½; Boston 5s, 1880, gold, 99¾; do. 1877, gold, 100⅝; do. 6s, 1880, currency, 100¼; Bangor 6s, 1874, 95½; Portland 6s, 1877, 95¼; Cincinnati 7-30s, 1898, 104½; Cambridge 6s, 1888, 98¾; Chicago 7s, 98; St. Louis 6s, Harbor Imp., 87½; Charlestown 6s, 1890, 99¼; Albany 6s, 1870, 100; do. 1879, 91⅛.

Baltimore.—Virginia 6s, old, reg., 49¾; do., 1866, 59½; do. 1867, 56½; Orange, Alex. and Manassas bonds, 77¼; Western Maryland 2d mort. pref., 65; Orange and Alexandria 2d mort., 76. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90½; Baltimore and Ohio, 133@133; do., 6s, 1875, 93@94; do., 1880, 93@94; do., 1885, 93½@95; Northern Central, 44½@45; do., 6s, 1885, 92½@98; do., 1900, 88@90½; do., 6s, 1900, gold, 95@96; Parkersburg Branch, 5½@14; N. W. Va. 1st mort., 93@—; do. 2d mort., 90½@—; do., 3d mort. 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@92½; do., 2d mort., 74½@74⅝; Central Ohio, 24@27; do., 1st mort., 84½@85; Western Md. 6s, 1890, 75@79; do., guar., by Baltimore City, 84@—; do., 2d mort., guar., —@79; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., —@83; Richmond and Danville bonds, 78½@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 76@77; do, 3d mort., 8s, —@78½; do., 4th mort., 8s, 75@78; Orange, Alexandria and Manassas 7s, 77@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72@74½; Baltimore 6s, 1875, 94¾@95; do., 1884, 93¾@94; do., 1886, 94@94; do., 1890, 95@95¼; do., 1898, 93@94¼; do., 5s, 1838-'70, 72@80; Memphis City 6s, 55@56; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R. 22@22; George's Creek Coal, 61@63; Atlantic Coal, 1.50@2.25; Bare Hill, 0.00@0.25.

Safety, Economy and Satisfaction.

The present season is proving rather a trying one to Fire Insurance, as the conflagration carnival has been raging rampant throughout the whole country. Such times remind us that the selection of substantial institutions to place our trusts in—those managed by prudent as well as experienced officers—is a matter of grave importance. After arriving at this stand-point one must pay a fairly rated premium, have the risk carefully specified, and then there is a certainty in regard to remuneration for loss by fire. Beware of the fallacy of *cheap insurance*. All business transactions, to be successful, must be self-sustaining. This latter fact was never more perceptibly exemplified than in this very subject of fire insurance, when, some few years since, the low priced system came near swamping many good companies, while several of the weaker ones were forced into liquidation.

Experience has demonstrated, beyond question or doubt, that the safest, most economical, as well as most satisfactory system of insurance is that known as the *participation system*, by which the net profits are returned to the policy holders. The leading incorporation conducted on this plan is that favorite, substantial and skilfully managed organization, The Washington Insurance Company, whose offices have long been a landmark at No. 172 Broadway, corner of Maiden Lane. This company has a cash capital of $400,000, and its total cash assets are about double that sum. Seventy-five per cent. of its net profits are divided among the policy holders; these dividends having annually averaged fifty per cent. for eight years past. Not the least of the causes of the great success of the Washington is the experienced and energetic manner in which its affairs are conducted. Its officers include some of our best known and reliable citizens, who have no superiors in their chosen calling. They adjust all losses liberally and promptly, and all their business is transacted in a manner which meets the approval of all interested, assured as well as assurers. The Washington issues fire, marine, and inland navigation policies.

Longwood Valley R. R.

At a meeting of the directors of this company held at Dover, N. J., on the 2d inst., the following officers were elected: President, Charles McFarlan, Dover; Treasurer, John D. Champlin, Jr., New York; Secretary and Attorney, J. H. Neighbour, Dover; Executive Committee, Charles McFarlan, J. D. Champlin, M. G. Moies. The survey will begin next week, under direction of Edward Canfield, Chief Engineer. The line runs from a point on the New York State line near Stirling, to a point on the Morris and Essex Railroad, a short distance west of Dover.

Virginia Valley R. R.

Intelligence has been received from Staunton announcing the defeat of the proposed subscription of $300,000 by the county of Augusta to the stock of the Virginia Valley Railroad Company. All of the other valley counties interested having voted their respective quotas, and the town of Staunton itself $100,000, this was the last county subscription necessary to complete the total of $1,200,000 required in order to make effective the Baltimore subscription of $1,000,000. It is stated that the proposition received a popular majority of only about two hundred and fifty. A majority of three fifths of the entire vote cast was necessary to carry the proposition.—*Balt. Sun.*

Car Plushes.

The attention of Railroad Companies and Car Builders is called to the advertisement of Messrs. Lunt, DeFord & Lee, who are importers of all kinds of Railroad Car and Carriage Linings, Plushes, Moquettes, Cloths, Satins, Curtain Silks, Cotelines, Seat and Car Duck, and all description of Upholstery for Sleeping and Passenger Cars.

☞ At a meeting of the stockholders of the Sioux City and Pacific Railroad Company held at Cedar Rapids on the 4th inst., the following gentlemen were elected directors: J. I. Blair and D. C. Blair, of New Jersey; W. T. Glidden, Oakes Ames, and F. Nickerson, of Boston; W. W. Walker, Chas. E. Walker and Geo. Douglass, of Cedar Rapids; and H. S. Crempton, of Pennsylvania. The reported earnings of the road for the year ending June 30 are $3,342,108.

☞ The contract for the construction of a bridge over Newton Creek, between Camden and Gloucester, N. J., has been let. The bridge is to be of iron, 140 feet in length and 19 feet wide. The two abutments, with pier in the centre of the creek, are to be built by Messrs. Richmond & Brothers for $7614; the bridge itself by the American Iron Bridge Co., of Chester, for $4250, making a total cost of $11,864.

☞ The directors of the Framingham and Lowell Railroad have organized by the choice of the following officers: President, E. P. Carpenter; Vice President, H. A. Blood, Treasurer, George E. Towne; Solicitor, George A. Torrey; Clerk, Hosea Hyde.

☞ The officers of the Ashtabula, Youngstown and Pittsburg Railroad Company, recently elected, are as follows: Wm. McCreery, of Pittsburg, President of the Lawrence Railroad Company, President; F. Lilliman, of Ashtabula, Secretary; J. L. Bissell, of Pittsburg Treasurer.

New Internal Revenue and Tariff Act.

AN ACT to reduce internal taxes, and for other purposes.

(*Continued from Page 877.*)

SEC. 29. And be it further enacted, That whenever any merchandise, except wine, distilled spirits, and perishable or explosive articles, or articles in bulk, imported at the ports of New York, in the State of New York; Philadelphia, in the State of Pennsylvania; Boston, in the State of Massachusetts; Baltimore, in the State of Maryland; Portland, in the State of Maine; Port Huron, in the State of Michigan; New Orleans, in the State of Louisiana, and San Francisco, in the State of California, shall appear by the invoice or bill of lading, and by the manifest to be consigned to and destined for either of the ports specified in section 35 of this act, the collector at the port of arrival shall permit the owner, agent or consignee to make entry thereof for warehouse or immediate transportation, in triplicate, setting forth the particulars in such entry and the route by which such goods are to be forwarded, whether by land or water. The entry having been compared with the invoice and duly sworn to, and such an examination of the goods and merchandise having been made as will satisfy the customs officers that the same corresponds with the manifest and invoice, and the duties estimated on the value and quantity of the invoice, and on the execution of a bond as hereinafter provided, the collector shall deliver the same to be immediately transported to such port of destination, at the sole cost and risk of such owner, agent or consignee. And goods and merchandise imported to any of the aforesaid ports of entry, and designed for any port designated by the thirty-fifth section of this act, the collector of said port shall give priority in time to the examination of said goods and merchandise, for the purpose of forwarding the same to their port of destination, and said examination shall not necessitate the transportation of said goods and merchandise to the warehouse or appraiser's office; such merchandise so entered for immediate transportation shall not be subject to appraisement and liquidation of duties at the port of first arrival aforesaid, but shall undergo such examination as the Secretary of the Treasury shall deem necessary to verify the invoice and entry, and the same examination and appraisement thereof shall be required and had at the said port of destination as would have been required at the port of original importation if such merchandise had been entered for consumption or warehouse at such port.

SEC. 30. And be it further enacted, That the bond required by the foregoing section shall be in a penal sum of at least double the invoice value of the merchandise, with the duties added, and in such form and with such number of sureties (not less than two) as shall be prescribed by the Secretary of the Treasury; and the said sureties shall justify, by affidavit taken before the collector of customs and attached to the said bond, in an amount at least double the penalty of the bond, and the said collector shall certify to their sufficiency; and the said bond may be executed at the port of final destination and transmitted to the collector at the port of first arrival, as provided by the act of March two, eighteen hundred and thirty-one.

SEC. 31. And be it further enacted, That merchandise so entered for transportation shall be delivered to and transported by common carriers, to be designated for this purpose by the Secretary of the Treasury, and to or by none others; and such carriers shall be responsible to the United States as common carriers for the safe delivery of such merchandise to the collector at the port of its destination; and before any such carriers shall be permitted to receive and transport any such merchandise, they shall become bound to the United States in bonds of such form and amount, and with such conditions (not inconsistent with law) and such security as the Secretary of the Treasury shall require.

SEC. 32. And be it further enacted, That merchandise transported under the provisions of this act shall be conveyed in cars, vessels or vehicles securely fastened with locks or seals, under the exclusive control of the officers of customs; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle or train, at the discretion of the said Secretary, and at the expense of the said companies respectively. And such merchandise shall not be unladen or transhipped between the ports of first arrival and final destination.

SEC. 33. And be it further enacted, That merchandise so destined for immediate transportation as aforesaid, except the packages designated for examination, shall be transferred under proper supervision, directly from the importing vessel to the cars, vessel, or vehicles, in which the same is to be transported to its final destination; and if transferred from the importing vessel to any bonded or other warehouse, or to any other place than such car, vessel, or vehicle, it shall be taken possession of by the collector as unclaimed, and deposited in public store, and shall not be removed from such store without entry and appraisement as in ordinary cases. But the Secretary of the Treasury may, in his discretion, and with such precaution as he shall deem proper, authorise the establishment of bonded warehouses especially and exclusively appropriated to the reception of such merchandise in cases where its immediate transfer to the transporting car, vessel, or vehicle shall be impracticable. But merchandise remaining in such warehouse more than ten days shall be deprived of the privilages conferred by this act, and shall be taken possession of by the collector as unclaimed, and held until regularly entered and appraised.

SEC. 34. And be it further enacted, That the Secretary of the Treasury shall prescribe forms of entries, oaths, bonds, and other papers to be required, and all needful rules and regulations, not inconsistent with law, to be observed in the execution of this act, which shall have the force and effect of law.

SEC. 35. And be it further enacted, That the privileges of this act shall extend to the ports of New York, in the State of New York; Boston, in the State of Massachusetts; Providence, in the State of Rhode Island; Philadelphia, in the State of Pennsylvania; Baltimore, in the State of Maryland; Norfolk, in the State of Virginia; Charleston, in the State of South Carolina; Savannah, in the State of Georgia; New Orleans, in the State of Louisiana; Portland, in the State of Maine; Buffalo, in the State of New York; Chicago, in the State of Illinois; Cincinnati, in the State of Ohio; St. Louis, in the State of Missouri; Evansville, in the State of Indiana; Milwaukee, in the State of Wisconsin; Louisville, in the State of Kentucky; Cleveland, in the State of Ohio; San Francisco, in the State of California; Portland, in the State of Oregon; Memphis, in the State of Tennessee; and Mobile, in the State of Alabama: and to importations from or to Europe, and from or to Asia, or the islands adjacent thereto, via the United States.

SEC. 36. And be it further enacted, That at each of said ports, for which an appraiser of imported merchandise is not now provided for by law, there shall be appointed an appraiser of imported merchandise, at a salary of three thousand dollars per annum, and also such number of weighers, gaugers, measurers and inspectors as may be necessary to execute the provisions of this act, who shall receive the ordinary legal compensation of such officers.

SEC. 37. And be it further enacted, That any person maliciously opening, breaking or entering by any means whatever, any car, vehicle, warehouse or package containing any such merchandise delivered for transportation as aforesaid, removing, injuring, breaking or defacing any lock or seal placed upon such car, vessel, vehicle, warehouse or package, or aiding, abetting or encouraging any other person or persons so to remove, break, injure or deface such locks or seals, or to open, break or enter such car, vessel or vehicle, with intent to remove or cause to be removed unlawfully any merchandise therein, or in any manner to injure or defraud the United States; and any person receiving any merchandise unlawfully removed from any such car, vessel or vehicle, knowing it to have been so unlawfully removed, shall be guilty of felony, and, in addition to any penalties heretofore prescribed, shall, on conviction, be imprisoned not less than six months nor more than two years; and any person swearing willfully false in any oath prescribed in this act, or by the Secretary of the Treasury in pursuance of authority to make all needful regulations conferred upon him by this act, shall be guilty of willful and corrupt perjury.

SEC. 38. And be it further enacted, That sections twenty-nine, thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven of this act shall take effect on the 1st day of October, 1870.

Approved July 14, 1870.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY CAUSING DEATH OF CHILD—EXCESSIVE DAMAGES.

The facts of the recent case of Potter *vs.* The Chicago and Northwestern Railroad Company (22 Wis., 615,) are fully and clearly stated in the following opinion by

PAINE, J.—The last decision of this Court in this case, on a former appeal, established two propositions. First, that the jury were not limited, in estimating the pecuniary loss of the parents, to the value of the services of the child during her minority, but might give damages based upon a reasonable expectation of the parents of pecuniary benefit from the continuation of the child's life after she should become of age. Second, that such reasonable expectation could not be taken for granted, or "guessed at," by the jury, but must be shown to have been warranted by the evidence. And the judgment was reversed because there was no evidence showing the condition and circumstances of the parents, so as to raise reasonable presumption that they might need and receive aid from their daughter after her minority. The only additional evidence offered at the last trial, upon this point, was the general statement that the "circumstances" and "health" of the parents were "poor." No particulars were given, nor were the ages of the parents shown. And the counsel for the appellant urges that there is no more proof of a reasonable expectation of pecuniary benefit to the parents after the child should attain her majority, than there was before, and that it would not only be necessary to show that the parents might need such aid, but also that the child, if she had lived, would then have the disposition and ability to furnish it. But it is obvious, that in respect to the last point, all the proof was given that the nature of the case admits of. The character and disposition of the child while living were shown, and this was all that could be done. And the rule being established, that such reasonable expectation of aid from a child after its minority may be made the basis of damages, it would follow as a matter of course that after all the proof was offered that, from the nature of the case, it was possible to offer, the question would have to be left to the judgment of the jury.

But the fact that the question is to such an extent removed from the realms of certainty, by its very nature, would seem to furnish a good reason why there should be some strictness in requiring

such facts as are capable of proof, tending to throw light upon the matter, to be shown. And it would have been much more satisfactory, if, instead of the general statement that the circumstances and health of the parents were "poor" some details had been given as to the degree of their poverty, and whether their poor health was of a transient character, or whether they were both afflicted with chronic diseases, and also as to their ages. But as the counsel for the defendant did not see fit to avail himself of his privilege of cross examination to call for these details, this Court would probably not be authorized to reverse the judgment upon the same ground that it did before, inasmuch as there was testimony, though of a general and not very satisfactory character, to supply the defect then indicated.

But I think the Court below erred in not granting a new trial for excessive damages, and that the judgment must be reversed for that reason. The verdict was for $3,775 00, and it seems impossible to sustain it except upon the theory that the statute under which this action is brought, intended to give the jury an uncontrollable discretion to find, in all cases, such damages as they might think proper, not exceeding five thousand dollars. That such was its design has not been decided in any case that I am aware of. It is true, that in some cases quite general language has been used, to the effect that in this class of actions the damages depended very greatly on the judgment and discretion of the jury. But this language has been used, not with reference to the power or duty of the Court to set aside their verdict for excessive damages, but with reference to the uncertainties growing out of the very nature of the subject. Such was the case in Railroad Company *vs.* Barron, 5 Wall, 90. Yet the Court in that case say expressly, as in fact has been uniformly decided, that the statute restricts the damages, not only as to the amount, but as to "the principles which are to govern the jury." This is based upon the provision limiting them to the "pecuniary loss" of the persons for whose benefit the action is brought. This pecuniary loss the jury is to estimate from the facts proved. Such is the language of the Court in Chicago *vs.* Major, 18 Ill., 360. And this Court has decided in this case, as already shown, that the verdict of the jury must be based upon the evidence. Not that the evidence must create a certainty beyond what is possible in the nature of things, but that in so far as the estimate relates to the future, it should show a reasonable probability that the pecuniary loss would be equal to the amount found by the verdict. I infer, therefore, that there is nothing in this statute that removes these verdicts from the supervisory control of the Courts, to be exercised according to the established principles applicable to that subject. Perhaps the true rule to apply to such cases would be that applicable in actions for personal injuries where vindictive damages are not allowed. In such cases, Courts will not set aside the verdict for excessive damages, unless they are so excessive as to be evidence of prejudice, partiality or corruption in the jury. That rule was adopted in an action of this character, in Oldfield *vs.* Railway Co., 8 E. D. Smith, 110.

Applying that rule to this case, I think this verdict is excessive to that extent. Not that it indicates corruption, but prejudice or partiality in the jury, and that they, through a somewhat natural indignation at the company for its carelessness in causing the death of the child, really gave vindictive damages, losing sight of the question to which they ought to have confined themselves. For how, upon the evidence, can it be said that it is reasonably probable that these parents have sustained pecuniary loss to the extent of $3,775 00 by the death of their child? Counsel did not suggest any theory tending to support such a conclusion, and I think none can be suggested. It is contrary to the almost universal experience of mankind. Perhaps a comparison of this verdict with others in this class of actions, will serve better to illustrate its excessive character, than any other mode. In the case of Oldfield *vs.* R. R. Co., last cited, the action was brought for the negligent killing of a little girl, six years and ten months old. There was evidence that she was "a remarkable proficient in music," which rendered it much more probable that she would acquire wealth, than that an ordinary girl, not having that accomplishment, would do so. The verdict was for $1,800, for the benefit of the mother, who was the next in kin. A motion was made to set it aside as excessive. The Court admitted that it was excessive—that it was a large verdict—but thought it was not so excessive as to evince prejudice, partiality or corruption in the jury, and, therefore, overruled the motion. The case went to the Court of Appeals, and is reported in 14 N. Y., 310. It was there quite distinctly intimated that the damages were excessive, though it was beyond the power of that Court to correct it. Yet here a little girl was killed, and there is no proof that she possessed any unusual talent or accomplishment whatever: yet the verdict is almost three times as much as it was in that case.

In the case of Barron, before cited, the person killed was a man in the prime and vigor of life, who had been Judge of Cook County, Illinois, and was engaged in the practice of the law, in which his income, prior to going upon the bench, had been $3,000 per annum. Yet the verdict in that case was less than it is in this.

In the City of Chicago *vs.* Major, before cited, the action was for the death of a boy four years old, and the verdict was $800.

I have found no case where a verdict approaching the proportions of this, has been rendered on similar facts.

It was suggested by the counsel for the plaintiff, that if we should deem the damages excessive, we might indicate the amount of excess, and allow it to be remitted, and then affirm the judgment. There are some cases where that practice has been adopted on motion for a new trial. This Court has adopted it on appeal or writs of error, where there was a portion of the judgment illegal, but which, however, was readily severable from the rest and clearly ascertained by the record. But it has decided that where such was not the case, it would not substitute its judgment for that of the jury, and allow the party to remit accordingly, and then affirm the judgment. Nudd *vs.* Wells, 11 Wis., 415.

I deem it proper, however, in reversing the judgment upon this ground, for the Court to indicate the amount beyond which it thinks a verdict ought not to be upheld. Otherwise it might require a great number of trials in order to get at the exact views of the Court upon that point.

In the case of McIntyre *vs.* The N. Y. Central Railroad Co., 47 Barb., 515, a woman forty-eight years old having been killed, and it being found that she was an intelligent, industrious woman, strong and healthy, and could readily earn a dollar per day besides her board, the jury found a verdict of $3,500. The Court, on a motion for a new trial, required the plaintiff to remit $2,000, so as to reduce the verdict to $1,500, and then overruled the motion.

In this case I shall not attempt to indicate what the verdict should be upon the evidence. But I will say that I think a verdict exceeding $2,000 ought to be set aside by the Court, upon the rule hereinbefore adopted.

The judgment is reversed, with costs, and the case remanded for a new trial.

Illinois Central Railroad.

The statement of this Company for the month of July, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,833.28	for	$49,441 80
Acres Int. Fund Lands sold	80	for	752 40
Acres Free Lands sold	360	for	7,826 00
Total sales during month of July, 1870	5,273.18	for	$58,020 20
To which add Town Lot Sales			605 25
Total of all	5,273.28	for	$58,625 45
Cash collected in July, 1870			$137,284 04

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 267 Miles.	Total. 974 Miles.
Freight	$334,238 00	$81,958 00	$416,191 00
Passengers	121,140 74	35,061 45	156,202 19
Mails	6,375 00	1,029 08	7,404 08
Other sources	64,000 00	1,970 92	65,970 92
Tot'l July, '70	$525,748 74	$120,019 45	$645,768 19
Total actual earn'gs, Jul. 1869	$569,455 58	$126,772 70	$696,228 28

Wicomico and Pocomoke Railroad.

The fourth annual report of the president and directors of this railroad company has been laid on our table. The road has been working under adverse conditions, in consequence of the repeated failure of crops, yet its report is by no means unfavorable. On the contrary, it demonstrates the feasibility of the running branch railroads here to profit. The total gross earning for the last year foot up $24,715 18; expenses, $17,241-46; net earnings, $7,474 71. The treasurer's report is also at hand, showing a balance due Wicomico and Pocomoke Railroad Company $2,656 98. The floating unfunded debt of the company, created principally by the purchase of the locomotive, has been reduced during the year from $16,-668 to $6,300.—*Snow Hill* (*Md.*) *Shield.*

Chesapeake and Ohio Canal.

The business of this corporation, says the Frederick *Examiner*, will be the smallest this year that has been in the last ten. The wharves at Cumberland and Georgetown are overloaded, and the demand for coal has in a measure ceased. Shippers are looking to the European war to create a demand, in starting up furnaces and iron mills now out of blast. But this cannot occur the present season, and consequently the canal is not a success this summer.

☞ The following gentlemen have been elected directors of the Duxbury and Cohasset railroad company: Onslow Stearns of Concord, N. H., Uriel Crocker of Boston, Jacob H. Loud of Plymouth, Royal W. Turner of Randolph, S. N. Gifford of Duxbury, Nathaniel C. Whiting of Marshfield, Joseph O. Cole of Scituate.

☞ Mr. H. Thielson, lately Chief Engineer of the Burlington and Missouri River Railroad Company, has been appointed General Superintendent of the California and Oregon Railroad.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

Address, P. O. BOX, 480,
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ST. JOSEPH AND DENVER CITY Railroad Company.

PRESIDENT'S OFFICE.
ST. JOSEPH AND DENVER CITY R. R. Co.
ST. JOSEPH, MO., August 1st, 1870.

THE INTEREST AND COUPONS on the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS, of the *St. Joseph and Denver City Railroad Company*, DUE AUGUST 15TH, 1870, will be PAID IN GOLD at the Farmers' Loan and Trust Company of the City of New York, on and after that date, free of tax.

GEORGE H. HALL, President.

THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,

No. 6 Barclay Street,

next door to the Astor House.

Notice to Contractors.

PROPOSALS will be received at the office of the European and North American Railway Company, Bangor, Maine, until noon of the eighteenth day of August, 1870, for constructing, per mile, thirty-five miles of the railroad of said company, commencing at the northeasterly end of the bridge over the Mettawamkeag River, in the town of Mettawamkeag, and extending to the Calais and Houlton road. The contractors are to find all the materials and do all the work required for a first-class railroad, except the iron, rails, spikes, plates or splices, and bolts, and the superstructure of the bridges over the Moluncus, Mattawamkeag and Baskahegan rivers. Plans and specifications can be seen at the office of the company in Bangor.

NOAH WOODS,
BENJ. E. SMITH,
WM. G. CASE, } Trustees.

Bangor, Aug. 1, 1870.

KEUFFEL & ESSER,

Importers and Dealers of Drawing Materials,

REMOVED TO
116 FULTON STREET.
New York.

CANADA AIR-LINE RAILWAY COMPANY.

The Directors of the Canada Air-Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Engineer, G. L. REID, Esq., Hamilton, from the 22d August next.

All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway."

JOSEPH PRICE, Secretary,
HAMILTON, Ontario, 25th July, 1870.

$47,000 REWARD.

PROCLAMATION.

THE MURDER OF MR. BENJAMIN NATHAN.

The widow having determined to increase the rewards heretofore offered by me (in my Proclamation of July 29th), and no result having yet been obtained, and suggestions having been made that the rewards were not sufficiently distributive or specific, the offers in the previous proclamation are hereby superseded by the following:

A REWARD of $30,000 will be paid for the arrest and conviction of the murderer of BENJAMIN NATHAN, who was killed in his house, No. 12 West Twenty-third street, New York, on the morning of Friday, July 29th.

A REWARD of $1,000 will be paid for the identification and recovery of each and every one of *Three Diamond Shirt Studs* which were taken from the clothing of the deceased on the night of the murder. Two of the diamonds weighed, together, 1, 1-2, 1-8, and 1-16 carats, and the other a flat stone, showing nearly a surface of one carat, weighed 3-4 and 1-32. All three were mounted in skeleton settings, with spiral screws, but the color of the gold setting of the flat diamond was not so dark as the other two.

A REWARD of $1,500 will be paid for the identification and recovery of one of the watches, being the Gold Anchor Hunting-case Stem-winding *Watch*, No. 5657, 19 lines, or about two inches in diameter, made by Ed. Perregaux; or for the Chain and Seals thereto attached. The Chain is very massive, with square links, and carries a Pendent Chain with two seals, one of them having the monogram, "B. N.," cut thereon.

A REWARD of $300 will be given for information leading to the identification and recovery of an old-fashioned open-faced Gold Watch with gold dial, showing rays diverging from the centre, and with raised figures; believed to have been made by Tobias, and which was taken at the same time as the above articles.

A REWARD of $300 will be given for the recovery of a Gold Medal of about the size of a silver dollar, and which bears an inscription of presentation not precisely known, but believed to be either "To Sampson Simpson, President of the Jews Hospital," or "To Benjamin Nathan, President of the Jews' Hospital."

A REWARD of $100 will be given for full and complete detailed information descriptive of this Medal, which may be useful in securing its recovery.

A REWARD of $1,000, will be given for information leading to the identification of the instrument used in committing the murder, which is known as a "dog" or clamp, and is a piece of wrought iron about sixteen inches long, turned up for about an inch at each end, and sharp; such as is used by ship-carpenters, or post-trimmers, ladder-makers, pump-makers, sawyers, or by iron-moulders to clamp their flasks.

A REWARD of $300 will be given to the man who, on the morning of the murder, was seen to ascend the steps and pick up a piece of paper lying there, and then walk away with it, if he will come forward and produce it.

Any information bearing upon the case may be sent to the Mayor, John Jourdan, Superintendent of Police City of New York; or to James J. Kelso, Chief Detective Officer.

The foregoing rewards are offered by the request of, and are guaranteed by me,

Signed, EMILY G. NATHAN,
Widow of B. NATHAN.

The following reward has also been offered by the New York Stock Exchange:

$10,000.—The New York Stock Exchange offers a reward of Ten Thousand Dollars for the arrest and conviction of the murderer or murderers of Benjamin Nathan, late a member of said Exchange, who was killed on the night of July 28, 1870, at his house in Twenty-third street, New York City.

J. L. BROWNELL, Vice-Chairman Gov. Com.
D. C. HAYS, Treasurer.
B. O. WHITE, Secretary.

MAYOR'S OFFICE, New York, August 5th, 1870.
A. OAKEY HALL, Mayor.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

NEW YORK AUGUST 1ST 1870.—The Firm of SMITH, GOULD, MARTIN & CO. is this day dissolved by mutual consent. Either party will sign in liquidation.

HENRY N. SMITH,
JAY GOULD,
HENRY H. MARTIN,
JAMES B. BACH,

LIMITED PARTNERSHIP.—This is to certify, that the subscribers have formed a limited Partnership, pursuant to the provisions of Title 1, Chapter 4, Part 2, of the Revised Statutes of the State of New York, and of the several acts amendatory thereof, for the transaction of lawful business within the State of New York, to be conducted under the name or firm of WILLARD, MARTIN & BACH. The general nature of the business intended to be transacted is the STOCK BROKERAGE BUSINESS, wholly on COMMISSION, including the buying and selling, on commission, of stocks, bonds, gold and securities. The names of all the general and special partners interested therein, and their respective places of residence, are as follows: General partners, Edward K. Willard, Henry H. Martin, of the city of New York, and James B. Bach, of the city of Brooklyn, in the State of New York; special partners, William M. Tweed, Jay Gould and Henry N. Smith, all of said city of New York; the amount of capital which each special partner has contributed to the common stock is as follows: William M. Tweed, one hundred thousand dollars, in cash; Jay Gould, one hundred thousand dollars, in cash, and Henry N. Smith, one hundred thousand dollars in cash; the partnership is to commence on the first day of August, 1870, and will terminate on the thirty-first day of July, 1875.

EDWARD K. WILLARD,
HENRY H. MARTIN,
JAS. B. BACH, } General Partners.
JAY GOULD,
WILLIAM M. TWEED,
HENRY N. SMITH, } Special Partners.

[U. S. Rev. Stamps, 10c. cancelled.]

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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3,000 tons 56 lbs. Fish bar pattern.
3,500 " 50 lbs. " " "

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2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

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THIS SHAFTING IS IN EVERY PARTICULAR Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

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RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

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(7) SEVEN PER CENT.

City of New York Stock,

Twenty Years to Run,

Exchanged for U. S. Government 6s,

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CHARLES COLLINS,

MANUFACTURER OF

High & Low Pressure

STEAM BOILERS,

Of every description,

TANKS, OIL STILLS, ETC.,

60 John St., Brooklyn, near Bridge St.

Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

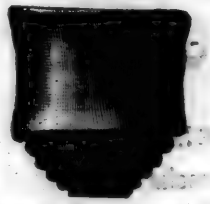
National Spring Works,

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15 La Salle-St., Chicago,

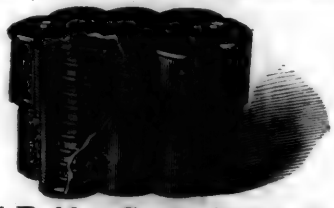
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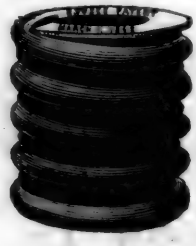
Patented.—All others are Infringements.



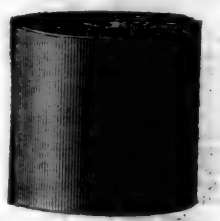
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



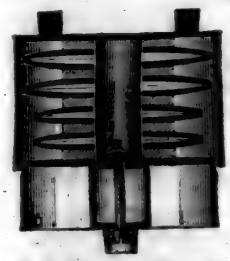
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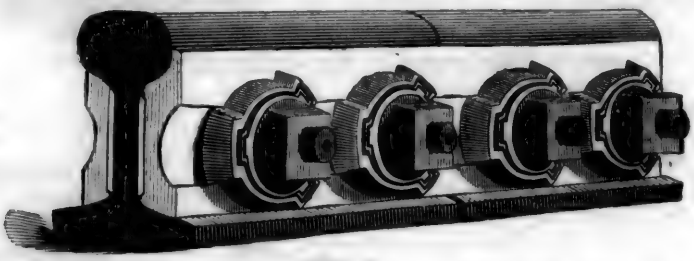
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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according to location of berth.

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 20, ARIZONA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, August 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, August 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVI., No. 34.] SATURDAY, AUGUST 20, 1870. [WHOLE No. 1,792, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 20, 1870.

Railroads of Arkansas.

The Railroads of this State are progressing actively, and the demand for labor of all kinds is bringing in an immense immigration. The two most prominent projects are the Little Rock and Fort Smith Railroad and the Cairo and Fulton Railroad.

Both these lines are being constructed under charge of A. P. ROBINSON, Chief Engineer.

The distance from Little Rock to Fort Smith by River is 266 miles, by the route of the Railway 160. Ouer one-half the Road is graded, bridged and provided with Ties, and about 26 miles of track laid. The track is progressing at the rate of 1 mile per day, and it is intended to run regular trains from Little Rock to Lewisburg (50 miles,) by the 1st October, and the vicinity of Spadra, (about 100 miles,) by the first day January. Work was commenced on this road the 1st September last, and the very rapid progress thus far made renders it certain that the whole Road will be completed to Fort Smith early in the Fall of 1871. This Road will open one of the finest cotton regions of the South, heretofore dependent entirely upon the uncertain navigation of the Arkansas.

Since the recent legislation of Congress extending the Grant to the Cairo and Fulton Road, the work of grading has been commenced, and 20 miles are nearly ready for the Rails from Little Rock Northward. This division is to be completed and in operation on the 1st day of December.

Surveys have been completed to the Missouri line, and are now being made from Little Rock South.

It is intended to commence the work on this portion immediately.

This Road, when completed with its extension across Texas and its connections Northward to St. Louis and Chicago, will form one of the most important Trunk lines in the country.

Western Maryland Railroad.

A circular has recently been issued by the President and Directors of the Western Maryland Railroad Company to its bondholders, asking their indulgence in the postponement of the payment of its coupons now matured, or which shall mature up to January first, 1873. In the meantime a proposition is made to give each bondholder a certificate agreeing to pay eight per cent. interest on the coupon, or interest of the bond in which the coupons shall be identified, and placed by holders thereof with the Citizens' National Bank, together with a copy of his or their certificates as the evidence of terms on which the deposit is made.

The object of the company in making this proposition is to gain time so that they can apply the entire appropriation recently made by Baltimore, of $1,400,000, to the immediate completion of the road from Baltimore to Williamsport, and its thorough equipment, enabling it the sooner to earn means whereby to meet all its obligations.

The actual effect of this arrangement is a proposition from the company to the bondholders, whereby they may fund the matured coupons and those which will mature up to January 1st, 1873, inclusive, in a certificate, bearing interest at eight per cent. per annum, payable semi-annually. It seems to us such a certificate must, undoubtedly, be good security, especially when the fourteen hundred thousand dollars shall have been expended in the meantime upon the road, adding so much more to its substantial value.

We are gratified to learn that bondholders are generally assenting to the arrangement above noticed, and that the company are anxious it should be entirely effected by the 20th instant, so that contractors may commence work at that time. If there should be any inclined to pursue a different course, an overwhelming majority, as we learn, agreeing thereto, their efforts can only eventuate disadvantageously to themselves. We feel confident it would prove beneficial to the road and all interested to promptly acquiesce in this proposition.—*Balt. Am.*

List of U. S. Patents

Issued for improvements relating to Railway construction, rolling stock, &c., for the week ending Aug. 16, 1870, and each bearing that date.

Reported weekly for the RAILROAD JOURNAL, from the office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

106,367—Railway Car Coupling, John H. Johnson, Dresden, Mo.

106,378—Railway Carriage, Aaron B. Locke, Boston, Mass.

106,399—Car Coupling, William R. Patton, Des Moines, Iowa—assignor for ⅛ his right to Denison Tisdale.

106,412—Railway Car Brake, Elijah W. Sandford, Brooklyn, N. Y.

106,428—Railway Switch, Joseph H. Stockton, Thompson, Georgia.

106,434—Railway Switch Track, Horace S. Weaver, Freeport, Pa.

106,471—Car Coupling, Jonathan L. Devoe and Atwell L. Pedro, Parkersburg, West Va. (antedated Aug. 4, 1870.)

106,480—Railway Switch, James T. Guthrie and Louis Pausch, Leesburg, Ohio.

Re issue No. 4,102—Chills for Casting Car Wheels, William Wilmington, Toledo, Ohio. Patent No. 85,046,—dated December 15, 1868.

Exports of Rails and Pig Iron from Great Britain.

We have received from Messrs. S. W. HOPKINS & Co., of London and New York, a circular giving a comparative statement of the shipments of iron rails and pig iron from Great Britain for the first six months of the years 1870, 1869 and 1868. From this we learn that the exports of iron rails from Great Britain for the six months ending June 30th, 1870, amounted to 562,709 tons against 415,784 during the corresponding period in 1869, and 296,542 tons in 1868. Of the 562,709 tons exported in 1870, there were 197,045 tons sent to the United States against 168,348 tons during the corresponding period in 1869, and 148,544 durin

1868. Russia took 114,454 tons during the first six months of 1870 against 86,786 in 1869, and 20,214 in 1868. The British East Indies took 102,564 tons in 1870 against 37,199 in 1869, and 49,494 in 1868. During the first six months of 1870 there was exported 54,104 tons of pig iron from Great Britain to the United States against 65,012 in 1869, and 31,339 in 1868.

Baltimore and Potomac Railroad.

It is satisfactory to note from time to time the progress of the work on the Baltimore and Potomac Railroad, showing that Gov. Bowie and the managers of the road mean to carry out their promise that the iron horse shall be running over it by the first of April next.

The grading has now been finished on the main line of the road from the Patapsco to below Marlboro', with the exception of one section, which will be completed next week. Ties are being delivered along the line, and it is probable that a considerable portion of the rail will be laid this fall, and if the work within this District and Baltimore county is pushed with the same activity, there is no good reason why the cars should not be running even earlier than April.

This road will strike the Patapsco about seven miles below Elkridge Landing, and take nearly a straight course to the Little Patuxent, at about the mouth of Rogue Harbor Branch, crossing the Annapolis and Elkridge Railroad near Watt's. The crossing of the Big Patuxent will be made about a quarter of a mile below Lemon's Bridge, from whence the track will take almost a straight line to Huntingdon, the point of junction with the Washington Branch. The main line thence follows down Collington Branch, crossing the West Branch of the Patuxent near its mouth, and so on to the Marlboro' Depot, on the lands of Clement Hill.

About seven miles below Marlboro' the road strikes the table land, over which there is comparatively little work to be done, the natural grade being very nearly the grade of the road. The road thence passes about midway between Brandywine and T. B., and enters Charles county. In this county two routes have been surveyed, one having its terminus opposite Aquia Creek, and the other about the mouth of Pope's Creek. One of these routes will be settled upon next week, as the contractors, who have finished their work above, are desirous of putting in for this job.

The grading upon the Baltimore and Potomac road is not heavy, but a considerable number of culverts will be required, and several bridges, the most important of which will be those over the Great and Little Patuxent, 200 feet and 150 in length.—*Washington Star.*

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1869. For convenience of comparison, many of the statements are made to cover the year 1868 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1869.	1868.
Miles run by passenger trains	827,582	697,693
" " merchandise "	586,858	548,925
" " coal trains	702,592	685,984
Total by transptat'n trains	2,117,032	1,932,602
Miles run by wood, gravel and construction trains	98,066	78,356
Total miles run by trains	2,215,098	2,010,958

During the year the ferry boats have made 36,069 trips between New York and Jersey City, against 28,678 trips last year. The ferry is now run by the Central, Communipaw, Elizabeth and Plainfield. The ferry to Elizabeth has also been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1869 with the year 1868 gives the following results:

	1869.	1868.
Number of passengers	2,296,864	1,441,992½
Miles traveled by pass	32,177,945	30,475,705
Equal to through pass	429,039	406,347

A comparison of the merchandise business of the two years, gives the following results:

	1869.	1868.
Number of tons carried	705,611	659,171
Tons carried one mile	43,257,860	39,412,970
Equal to through tonnage	577,239	525,800

A comparison of the coal business of the two years gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1869.	1868.
Number of tons carried	1,506,052	1,618,845
Tons carried one mile	86,509,284	90,327,012
Equal to through tonnage	1,272,195	1,328,338

There was an decrease in Lehigh coal of 32,172 tons and in Lackawana coal of 30,621 tons.

EQUIPMENT.

The Company now own 117 locomotives, of which 12 burn wood or soft coal, and 105 anthracite coal. The condition of engines is reported as follows: 66 in first-class condition, 15 in good running order, 10 require general repairs, and 4 require slight repairs. 20 are now in the shops under repairs, and 2 are condemned as unfit for service. 8 new passenger, 20 new freight and 3 new shifting engines have been added to the equpment during the year. 1 old engine has been condemned and cut up, and 1 light small engine sold. Of the above 117 engines, 4 passenger engines were transferred to the Newark and New York Railroad.

The car equipment is reported as follows: 82 first-class and 18 second-class passenger, 10 first-class combination smoking cars, 13 baggage and mail, 3 express, 125 eight-wheel and 32 four-wheel box freight, 20 eight-wheel stock, 153 eight-wheel platform, 149 six-wheel iron or lime, 19 eight wheel gondola, 669 eight-wheel and 903 four-wheel coal, 122 four-wheel gravel, 2 eight-wheel and 37 four-wheel caboose, and 5 eight-wheel derrick and tool cars.

Twenty new first class passenger cars were purchased during the year, 2 new first class combination smoking and baggage cars were built in the company's shops, and 2 second class passenger cars converted to combination cars. 408 new four wheel coal cars were purchased and 12 four-wheel coal cars have been built at the company's shops and placed on the road during the year. 187 eight-wheel coal, 7 four-wheel box freight cars, and 1 baggage car were condemned and broken up within the year. Of the above first class passenger cars, 16 were transferred to Newark and N. Y. R. R., also the two new first class combination cars built in the company's shops and the 2 second class passenger cars converted to combination cars.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,346	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,743	474,221	1,149,964
1865	494,687	509,819	1,004,506
1866	778,173	511,076	1,289,249
1867	855,620	513,425	1,369,045
1868	853,188	765,657	1,618,845
1869	822,567	733,485	1,556,052
Total	7,938,066	5,200,422	13,138,488

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1869 compared with 1868.

Receipts:	1869.	1868.
Passengers	$957,757 91	$869,313 39
Merchandise	1,180,598 73	1,115,799 64
Coal	1,737,991 66	1,598,025 19
Mail	15,772 40	15,772 40
Express	50,279 60	50,432 31
Rents	41,377 91	49,617 37
Miscellaneous	26,343 52	30,552 26
Total receipts	$4,010,121 73	$3,729,412 56
Expenses:		
Running expenses	$742,458 61	$598,261 66
Wood consumed	75,848 64	97,268 58
Coal consumed	289,240 79	234,619 65
Repairs of road	453 900 45	422,455 27
Repairs of engines	260,706 21	281,846 74
Repairs passenger cars	68,452 53	58,092 36
Repairs freight cars	40,692 01	42,599 35
Repairs of coal cars	76,191 05	70,442 49
Repairs docks, Elizabethport	22,046 11	11,108 38
Repairs b'ld'gs, bridges, etc	146,693 58	86,548 67
Repairs, tools and machinery	22,028 73	25,408 23
Expense account	99,430 88	115,558 46
Miscellaneous expenses	70,382 95	80,324 77
Ferry running exp	115,905 47	107,448 12
Ferry boat repairs	82,207 11	53,942 15
Ferry miscel. expenses	483 00	3,131 23
Car service	130,500 25	90,136 59
Total expenses	$2,642,163 37	$2,379,192 70
Balance net earnings	$1,367,958 36	$1,350,219 86

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208,856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185,848	475,457	710,391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,686	623,245	774,341 or 56 "
1863.	1,941,976	814,732	1,127,244 or 58 "
1864.	2,537,185	1,231,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1,472,376 or 44 "
1868.	2,729,412	2,379,192	1,350,220 or 86 "
1869.	4,010,121	2,642,163	1,367,958 or 34 "
Tot	$30,137,876	$16,213,201	$14,924,175 or 46 p.c.

An increase in receipts is here shown of $280,709 17, or 7½ per cent. The increase in passenger receipts was $88,444 52, or 10 per cent.; in merchandise receipts, $64,799 09, or 6 per cent.; in coal receipts, $139,966 47, or 8 per cent.

The expenses show an increase of $262,970 67, or 11¼ per cent. There has been an increase in running expenses of $144,196 95; in repairs of road of $31,445 18; in other repairs of $67,698 14; in fuel consumed of $33,201 20; and in car service of $40,363 66. There has been a decrease in repairs of equipment of $11,939 14; in ferry expenses of $15,925 92; and in general expenses of $26,069 40.

The gross receipts per mile run have been as follows: From passenger trains, $1 16 against $1 25 in 1868; from merchandise trains, $1 90 against $2 03; from coal trains, $2 27 against $2 33. The average receipts per mile run from all trains have been $1 81 against $1 85 the previous year.

The gross expenses per mile run have been $1 19 against $1 18 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Credits—	
Balance cash Dec. 31, 1868	$372,037 47
Gross earnings, as per statement	4,010,121 73
Mortgage bonds of 1890	960,000 00
Land, materials, etc., decrease	126,606 09
Total	$5,411,765 29
Debits—	
Ordinary expenses, as per statement	$2,642,163 37
Grading	52,087 52
Masonry	11,096 74
Railway superstructure	184,079 33
Bridge superstructure	9,903 22
Land damage	30,039 73
Ferry boats	32,007 90
Station-houses	73,880 77
Port Johnston coal wharves	99,076 27
Engines	372,061 23
Passenger cars	20,712 18
Coal cars	120,810 75
Newark and New York R. R. Co.	915,205 48
Interest account for year, balance	508,481 74
State taxes for year	43,551 28
United States taxes	23,954 03
Accounts payable, decrease	227,080 69
Balance cash, Dec. 31, 1869	47,773 19
Total	$5,411,765 29

The profit and loss account has been credited.

Gross earnings	$4,010,121 73
Workshop earnings	66,559 22
	$4,076,680 95

It has been debited as follows:

Ordinary expenses	$2,642,163 37	
Interest account	508,481 74	
Taxes to State	43,551 20	
United States taxes	23,954 03	
		3,218,150 34
Balance		$858,530 61

which has been appropriated to the reduction of the equipment accounts.

The cost of the railroad, double tracked, with its coal wharves, station houses, shops, and other appendages, stands at $10,487,709 66, and that of the equipment at $2,175,000 00.

CONSTRUCTION.

Extract from Report of Chief Engineer.

"The following named works and buildings were completed during the present year:

"The new engine house, freight house and telegraph office at Phillipsburg station; a telegraph office at the Junction shops; passenger houses at Bloomsbury station and Glen Gardner; extension of the engine house at Somerville; passenger house at Westfield; the water tanks and tank-houses at Cranford; freight house at Roselle; addition to the engine house at Elizabeth and a temporary passenger house at Spring street; passenger house at Centreville station; engine house, turn-table and carpenter shop in Jersey City station, and the car shed for the accommodation of the Newark and New York Railroad passengers at the same place; 9 hand-car houses and 17 flagmen or switchmen's houses; street bridge under the railroad at Westfield; 3,000 feet of additional sidings at Phillipsburg; graduation and masonry for, and laying 2,700 feet of side track at the Junction; laying 2,700 feet of third track for the accommodation of Scranton coal trains between Spruce Run and Glen Gardner; 500 feet of side track at Banghart's wood yard, east of Glen Gardner; laying 4,100 feet of fourth track between Clinton and High Bridge; graduation and masonry for the third and fourth tracks, and laying 5,400 feet of fourth track between North Branch and White House; graduation for the third and fourth tracks, and laying 5,600 feet of third track between Dunellen and Green Brook water stations; completion of the new line, 8,300 feet in length, through Plainfield; graduation and masonry for the third and fourth tracks, 6,000 feet in length, between Cranford and Westfield; laying 9,000 feet of third track between Bay Bridge and Spring Street, in Elizabeth; a new coal wharf at Port Johnston, including the canals, tracks, etc.; curbing and laying side-walks at Phillipsburg and the passenger houses at Neshanic and Three Bridges on the South Branch Railroad.

"92,000 cross-ties were used in repairs and 37,000 in construction of track; 3,447.66 tons of iron rails were used in repairs and 1,112.84 tons in construction of track during the year.

"Twenty-one miles of additional track were laid during the year, 12.30 miles of which were laid with new rails, and 8.70 miles with old ones.

"About 92 miles of single track are now laid with the 'Fish Joint.' The south, or heavy track, is very nearly all laid with it. These joints are giving very general satisfaction. There can be no further doubt of the economy of using them.

"The aggregate number of miles of single track now laid upon the whole road (estimating one mile of three rail track as one and a half miles), including sidings, shop tracks, cross-over tracks, etc., is 279.175 of which 49.162 miles are laid on the extension between the east end of Bay Bridge and Jersey City terminus."

BALANCE SHEET, JANUARY 1, 1870.

Railroad		$7,659,576 09
Jersey City station		960,000 00
Port Johnston coal station		694,076 01
Elizabethport station		302,086 52
Station houses, shops and water stations		511,866 29
Ferry interest and boats		632,250 00
Engines		1,000,000 00
Passenger and baggage cars		345,000 00
Freight cars		265,000 00
Coal cars		565,000 00
Land, docks, machinery, miscellaneous property, etc		3,257,601 05
American Dock and Improvement Co. stock		1,500,000 00
Newark and New York R. R. Co		1,655,205 48
Chairs, spikes, iron rails and ties on hand		37,008 59
Materials and fuel on hand		157,806 77
Cash and accounts receivable		462,843 50
		$20,006,120 80
Capital stock		$15,000,000 00
First mort. bonds, due 1870	$900,000 00	
Second mort. bonds, due 1875	600,000 00	
Mort. bonds of 1890	1,900,000 00	
		3,400,000 00
Interest on bonds, accrued not yet due		88,666 67
Accounts payable		1,517,453 63
		$20,006,120 80

President.—JOHN TAYLOR JOHNSTON.

Vice President.—SIDNEY DILLON.

Board of Directors.—John Taylor Johnston, John C. Green, Moses Taylor, Adam Norrie, Sidney Dillon, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Manch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—R. E. RICKER.

☞ Articles of association of the Rhinebeck and Connecticut Railroad Company have been filed in the office of the Secretary of State. The length of the proposed railroad is to be about thirty miles, and to be constructed from the Hudson River at or near Rhinecliff, in the town of Rhinebeck, through Dutchess county, to the line between the States of New York and Connecticut. Capital stock, $1,000,000.

Debt of Pennsylvania.

The report of the Commissioners of the State Sinking Fund, as published, shows a reduction of the State debt since November 30, 1869, to the 1st inst. of one million four hundred and twelve thousand, six hundred and ten dollars. The debt now stands as follows:

Debt Bearing Coin Interest:	
4½ per cent. bonds	$112,000
5 per cent. bonds	4,857,035
6 per cent. bonds	3,171,250
Total	$8,140,285
Debt Bearing Interest in Lawful Money:	
5 per cent. bonds	$910,200
6 per cent. bonds	22,089,803
Total	$23,000,000
Debt on which Interest has Ceased:	
5 per cent. bonds	$151,606
6 per cent. bonds	9,148
Total	$160,754
Debt Bearing no Interest:	
Loan relief act of May 4, 1841	$96,397
Interest certificates unclaimed	4,449
Domestic creditors	45
Total	$100,891
Recapitulation:	
Debt bearing coin interest	$8,140,285
Debt bearing interest in currency	23,000,000
Debt on which interest has ceased	160,754
Debt bearing no interest	100,891
Total debt July 31, 1870	$31,401,930

Athol and Enfield Railroad.

At a meeting of the stockholders of this company recently held at North Dana, Mass., the following gentlemen were elected directors for the ensuing year: Willis Phelps of Springfield, Edward Smith, R. D. Woods and W. B. Kimball of Enfield, R. H. Allen of Prescott, S. P. Bailey of Greenwich, C. Southworth of Hardwick, J. W. Goodman of North Dana, Samuel Adams of New Salem, J. C. Hill and T. H. Goodspeed of Athol. At a subsequent meeting of the directors, the following officers were chosen: President, Willis Phelps; Vice President, R. D. Woods; Clerk, T. H. Goodspeed; Treasurer, A. Harding of Athol. The first installment of 10 per cent. of all subscriptions has been paid in. Eight contractors are at work upon as many sections along the line of the road, and commendable progress is being made.

☞ The Legislature of Texas has granted the right of way through land owned by the State, for a railroad from Fulton to El Paso, to General Fremont and his associates, who asked it in the name of the Transcontinental Railroad Company. This does not, however, interfere with the construction of the Southern Pacific Railroad, now being built from Shreveport, Louisiana, to El Paso, Texas, via Marshall, a distance of about eight hundred miles. The company have built their road and got it in operation from Shreveport to Hallville, Texas, 56 miles, and are building westward as rapidly as circumstances will permit.

☞ Where interest and coupons fall due at any time during the five months ending 31st December, 1870, no tax whatever is to be withheld therefrom, but the persons receiving such payments must return the same as part of their come.

[Railroads of the State of New York.

A tabular statement of their Stocks, Bonds and Debts, Cost, Earnings, Dividends, &c., for the year ending September 30, 1869.

Compiled from the Annual Reports of Companies to the State Engineer and Surveyor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	
Adirondack	4,183,000	915,000	1,206,943	6,303,943	37.00	.....	0.51	2,146,579	37.00	11,418	21,784	310	33,512	31,929	1,583	.....	....
Albany and Susquehanna	2,149,200	4,175,000	194,888	6,519,088	142.00	.....	13.22	7,185,162	138.00	259,345	356,848	81,652	697,845	460,492	237,353	.....	....
Albany and Vermont	600,000	.....	.....	600,000	12.00	.....	.....	600,000	.....	(Leased & operated by Rensselaer & Saratoga.)				36,000	36,000	36,000	6
Albany and West Stockbridge.	(Included in Boston and Albany.)																
Atlantic and Great Western	30,000,000	43,999,900	19,897,572	93,897,472	387.32	38.18	101.07	.....	565.81	892,169	4,022,915	182,283	5,097,367	4,361,069	736,298	.....	....
Avon, Geneseo and Mt. Morris	194,250	20,000	.....	214,250	15.50	.....	0.50	217,344	15.50	19,199	7,752	3,172	30,123	25,232	4,891	8,176	4
Black River and St. Lawrence	65,322	.....	.....	65,322	1.75	.....	.....	57,910	.....	(In course of construction—total 38 miles.)						.....	....
Black River and Utica	1,660,000	150,000	.....	1,810,000	59.00	.....	3.11	1,816,000	59.00	112,118	110,229	12,735	235,082	103,042	132,040	115,673	7
Blossburg and Corning	250,000	.....	48,000	298,000	15.64	.....	5.41	582,346	.....	(Leased and operated by Fall Brook Coal Company.)						12,500	5
Boston and Albany	16,411,600	2,873,020	1,225,000	20,509,620	200.65	49.65	279.88	20,317,032	250.30	2,557,592	3,861,052	377,812	6,796,456	4,751,327	2,045,129	1,648,842	10
Boston, Hartford and Erie	25,000,000	21,200,000	7,349,164	53,549,164	231.00	.....	.....	28,777,007	108.00	294,336	332,926	12,795	640,057	464,332	175,724	.....	....
Buffalo, Bradford & Pittsburg	2,286,000	585,500	.....	2,871,500	26.00	.....	2.00	2,869,500	.....	(Leased and operated by Erie.)						.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	374,315	1,503,032	43.20	.....	1.00	1,446,988	43.20	73,233	142,003	10,773	225,909	224,989	920	.....	....
Buffalo and Erie (Lake Shore)	6,000,000	3,700,000	.....	9,700,000	88.00	.....	43.00	7,008,901	88.00	614,454	1,195,007	78,806	1,888,267	1,085,514	802,753	480,000	8
Buffalo, New York and Erie	950,000	2,389,000	.....	3,339,000	142.00	.....	18.00	3,396,088	.....	(Leased and operated by Erie.)						66,500	7
Buffalo and Washington	428,473	.....	69,273	497,746	16.03	.....	1.00	526,127	16.03	20,432	26,913	1,830	49,175	34,306	14,869	.....	....
Cayuga and Susquehanna	589,110	.....	.....	589,110	34.61	.....	.....	589,110	.....	(Leased and operated by the Delaware Lackawanna and Western.)						54,000	9
Chemung	380,000	.....	.....	380,000	17.36	.....	17.36	400,000	.....	(Leased and operated by Erie and Northern Central.)						30,000	6
Cooperstown & Susq. Valley	246,895	87,700	46,078	380,673	16.00	1.00	0.50	365,129	17.00	6,944	4,086	594	11,624	2,764	8,860	.....	....
Dunkirk, Warren & Pittsburg	280,000	.....	.....	280,000	41.00	.....	.....	407,000	.....	(In progress—will be extended to Warren (Phila. and Erie) Pa.)						.....	....
Dutchess and Columbia	700,000	1,000,000	.....	1,700,000	43.00	.....	0.57	1,700,000	.....	(Leased for 99 years to Boston, Hartford and Erie.)						.....	....
Elmira, Jefferson and Canandaigua	500,000	.....	.....	500,000	46.84	.....	2.89	500,000	.....	(Leased to Northern Central.)						25,000	5
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	14.00	2,620,000	78.00	140,839	395,264	26,829	562,932	478,680	84,252	35,000 25,000	7p. 5c.
Erie	78,536,910	23,398,800	.....	101,935,710	459.00	386.75	481.25	65,131,959	845.75	4,043,049	12,583,794	94,658	16,721,501	14,542,105	2,179,396	.....	....
Erie and New England	36,800	.....	30,400	67,200	.....	.....	.....	.....	.....	(Projected from Turner's (Erie R. R.) to Connecticut River 37 miles.)						.....	....
Flushing and North Side	201,000	825,000	.....	1,026,000	11.00	.....	.....	399,235	11.00	56,897	365	320	57,782	49,640	18,142	.....	....
Fonda, Johnstown & Gloversville	50,900	275,600	.....	776,500	10.00	.....	.....	279,938	.....	(In course of construction.)						.....	....
Goshen and Deckertown	100,000	184,000	16,000	300,000	11.64	.....	0.32	286,074	.....	(Not completed at date.)						.....	....
Hicksville and Cold Spring	27,820	17,190	.....	45,010	4.00	.....	.....	45,262	.....	(Leased and operated by Long Island.)						.....	....
Hudson and Boston	(Included in Boston and Albany.)																
Hudson River	16,020,800	4,309,220	1,167	20,331,187	144.00	.....	170.61	19,919,587	150.00	2,269,938	3,608,804	605,716	6,484,458	3,770,967	2,713,491	1,259,363	8
Lake Champlain and Moriah	94,000	.....	127,614	223,614	7.00	.....	0.60	210,810	7.00	(Only recently opened—not reported.)						.....	....
Lebanon Springs	1,978,600	1,992,100	90,000	4,060,700	57.00	.....	2.10	2,058,802	.....	(Now consolidated with Bennington and Rutland.)						.....	....
Long Island	3,000,000	1,225,000	200,000	4,425,000	94.00	29.00	10.00	4,624,464	123.00	349,675	296,454	13,026	659,155	693,871	Loss.	.....	....
Middlebury and Schoharie	70,000	5,800	600	76,400	5.75	0.75	0.75	80,000	5.75	5,561	3,587	1,561	10,709	10,190	519	.....	....
Middletown, Unionville and Water Gap	109,100	215,800	50,966	375,866	13.00	.....	0.52	349,361	13.00	10,610	23,854	9,544	44,008	29,574	14,434	.....	....
Montgomery and Erie	150,055	177,000	4,550	331,605	10.27	.....	0.66	288,565	10.27	11,894	25,972	2,020	39,886	27,654	12,232	.....	....
Monticello and Port Jervis	398,780	.....	.....	398,780	.....	.....	.....	144,986	.....	(In progress—Port Jervis to Monticello 23.75 miles.)						.....	....
Montreal and Plattsburg	1,000,000	.....	.....	1,000,000	23.00	.....	2.80	1,000,000	23.00	41,070	37,988	913	79,971	86,828	Loss.	.....	....
New York Central	51,831,000	11,398,426	.....	63,229,426	397.75	296.00	470.00	37,603,697	695.86	4,228,470	10,457,582	900,564	15,586,616	9,055,485	6,531,131	2,418,780	8
New York, Housatonic and Northern	197,800	.....	53,052	250,852	5.11	.....	.....	248,304	.....	(Not in operation.)						.....	....
New York and Harlem	7,000,000	5,085,980	34,500	12,120,480	180.75	2.12	45.50	13,002,500	156.87	1,097,670	1,258,542	420,679	2,776,891	1,817,146	959,745	589,474	8
New York and New Haven	6,000,000	1,061,500	300,245	7,061,745	62.29	.....	63.82	7,675,825	74.79	1,684,834	383,524	141,703	2,160,061	1,322,946	837,115	600,000	10
New York & Oswego Midland	3,401,324	591,000	13,050	4,005,374	123.00	22.00	7.01	4,010,663	145.00	(No returns of earnings, &c., published.)						.....	....
Niagara Br. and Canandaigua	1,000,000	.....	.....	1,000,000	98.46	.....	.....	1,000,000	.....	(Leased and operated by New York Central.)						60,000	6
North Shore (L. I.)	193,445	135,000	6,000	334,445	6.25	.....	.....	300,549	6.25	(Consolidation of Flushing and North Side—in progress 6 miles.)						.....	....
Northern of New Jersey	1,000,000	400,000	.....	1,400,000	21.25	.....	4.50	527,452	21.25	205,501	86,293	33,477	325,370	259,606	65,764	80,000	8
Ogdensburg and L. Champlain	5,035,800	941,800	60,000	6,037,600	118.00	4.00	18.72	5,271,985	122.00	171,884	849,475	23,863	1,045,222	688,382	356,840	197,985	3c. 8p.
Oswego and Rome	300,000	610,000	2,387	912,387	28.58	.....	3.25	925,999	28.58	53,508	68,056	4,000	125,564	62,782	62,782	.....	....
Oswego and Syracuse	490,400	591,000	2,500	1,083,900	36.29	.....	24.74	1,445,987	36.29	131,551	138,873	10,131	280,555	219,648	60,907	38,912	8
Rensselaer and Saratoga	3,000,000	1,869,750	10,363	4,880,113	71.00	33.00	27.00	5,888,359	131.00	687,774	846,365	109,861	1,594,000	1,089,755	504,245	210,000	7
Rochester and Genesee Valley	557,560	70,500	500	628,560	18.45	.....	1.25	656,026	.....	(Leased and operated by Erie at 48 p. c. of gross earnings.)						.....	7

Rome, Watertown & Ogdensb.	2,976,400	1,493,124	676	4,416,200	141.11	48.52	23.36	4,000,000	218.21	496,474	699,975	77,685	1,274,134	822,677	451,457	262,500	10
Rondout and Oswego	1,005,680			1,005,680	12.00			693,319		(In progress—total length 85 miles.)							
Saratoga and Schenectady	300,000	40,000		340,000	21.50		1.57	484,684		(Leased and operated by Rensselaer and Saratoga.)						19,500	6½
Schenectady and Susquehanna	150,000	350,000		500,000				500,000		(In progress—length 12 miles. Will cost about $500,000.)							
Schoharie Valley	49,900	45,000	1,000	95,900	4.38		0.13	84,143	4.38	7,841	7,992	2,125	17,455	10,168	7,295		
Skaneateles	77,800	35,000	365	113,165	5.00		0.34	121,255	5.00	9,461	11,470	3,060	23,991	13,318	10,673		
South Side (L. I.)	497,750	860,000	530,666	1,878,416	57.00	0.75	3.00	1,978,558	63.00	141,802	76,120	3,892	221,814	115,283	66,531		
Southern Central	2,000,000	500,000		2,500,000	70.00			2,500,000		(In progress—total length 116 miles to cost about $4,500,000.)							
Staten Island (and Ferry)	700,000	200,000	40,000	940,000	13.00		0.33	359,579	13.00	79,972	4,040	198,684	282,646	190,052	92,594	66,000	10
Sterling Mountain	80,000	350,000		430,000	7.60		1.00	502,468	7.60	860	42,102		42,962	22,285	20,677	5,600	7
Syracuse, Binghamton & N.Y.	1,470,130	1,707,050	10,912	3,188,092	81.00		10.75	3,550,905	81.00	174,386	320,920	24,000	519,306	386,742	182,564		
Troy and Bennington	75,400	109,200		184,600	5.38		0.38	236,953		(Leased and operated by Troy and Boston.)						15,300	4,545	6
Troy and Boston	607,111	1,677,000	425,000	2,709,111	35.00		8.79	2,296,743	75.00	208,191	301,135	20,354	529,680	324,734	204,946		
Troy and Greenbush	274,400			274,300	6.00		6.00	294,908		(Leased and operated by Hudson River.)						19,208	7
Troy Union and Depot	30,000	860,000		890,000	2.14		2.14	762,288		(Operating expenses paid by roads using.)			21,306				
Union Village & Johnsonville	70,000			70,000				71,000		(In progress—length 14 miles							
Utica, Chenango, and Susquehanna Valley	1,582,650			1,582,650	56.00		6.00	1,580,222		88,215	71,585	5,694	105,494	88,602	76,892	91,040	6
Valley	500,000			500,000				150,871		(In progress—Goshen to State Line N. J. 11.4 miles.)							
Wallkill Valley	499,600	122,000		621,600	12.50		0.75	419,505		(Operated by Erie—in progress 7½ miles.)							
Warwick Valley	225,000	85,000		310,000	10.33			199,161	10.33	10,504	48,513	4,105	58,122	39,674	18,448	10,960	5
Waverly and State Line	(Furnished by Penna. and N. Y. Co.)				0.25			24,974		(Owned and operated by Pennsylvania and New York Co.)							
West Shore Hudson River	526,700	612,300	6,024	1,145,024				619,446		(In progress—length 98 miles, Newburg to Albany.)							
Whitehall and Plattsburg					20.00				20.00	4,717	9,726	220	14,663	7,516	7,147		
STREET PASSENGER (HORSE) RAILROADS.																	
Albany Railway	99,800	40,000	5,000	144,800	5.75		1.50	150,309	5.75	53,048		25,269	78,317	56,850	12,467		
Bleecker st. and Fulton Ferry	900,000	694,000	23,300	1,617,300	9.00		13.00	1,762,725	9.00	326,569		7,524	334,093	250,826	83,267		
Broadway (Brooklyn)	200,000	100,000	11,206	311,206	5.38		5.38	302,050	5.38	120,349		6,313	126,662	96,781	29,881	8,000	4
Broadway & Seventh Avenue	2,100,000	1,500,000	100,000	3,700,000	8.00		8.00	522,895	8.00	690,968		22,455	713,423	480,690	232,633	84,000	4
Brooklyn, Bath & Coney Island		80,000		80,000	7.00			179,789	7.00	30,024		129	30,153	37,973	Loss.		
Brooklyn City	1,500,000	300,000	85,000	1,885,000	36.00		36.00	1,957,420	36.00	1,240,835		41,297	1,282,132	954,666	327,466	180,000	12
Brooklyn City, Hunters's Point and Prospect Park	261,400	278,000		539,400	12.83		6.42	537,944	12.83	71,778		942	72,720	67,002	5,718		
Brooklyn City and Newtown	596,000	4,000	34,438	634,438	5.50		5.50	600,000	5.50	133,818		797	134,615	102,616	21,999		
B'lyn, Flatb. & Coney Island	10,000	100,000		110,000	4.50			110,000		(Not yet in full operation.)							
Buffalo street	50,000	316,500	6,457	372,957	8.81		6.40	327,661	8.81	141,056		19,372	160,428	141,471	18,957		
Bushwick	292,000	2,000	20,056	314,056	4.00		7.50	307,348	4.00	66,555		722	67,277	67,650	Loss.		
Central City (Syracuse)	21,130	6,000		27,130	1.62		0.14	29,714	1.62	18,142		112	18 254	15,025	3,229	3,500	7
Central Park, N. & E. Rivers	1,068,400	626,000	76,052	1,770,452	24.00		12.00	1,627,021	24.00	578,328		10,396	588,724	574,727	13,997		
Coney Island and Brooklyn	500,000	214,000	29,131	743,131	10.20		4.63	647,364	10.20	141,842		2,705	144,047	130,980	13,067		
Dry Dock, E. B'way & Battery	1,200,000	700,000		1,900,000	10.63		12.16	859,180	10.63	733,534		5,066	738,600	558,496	180,104	96,000	8
Dunkirk and Fredonia	34,825		1,337	36,162	3.50			42,643	3.50	8,480			8,480	4,318	4,162	1,011	3
East New York & Jamaica	170,700	82,700	710	254,110	9.50		2.25	255,368	9.50	23,777		3,641	27,418	22,754	4,664		
Eighth Avenue (N. Y.)	1,000,000	203,000		1,203,000	10.00		9.00	1,527,023	10.00	805,533		29,914	835,447	635,093	200,354	120,000	12
Fifth Ward (Syracuse)	29,285	10,000		39,285	2.60		0.10	48,301	2.60	10,278		125	10,403	9,917	456		
42d st. & Grand st. Ferry	748,000	260,000		1,008 000	5.13		4.50	1.052,479	5.13	366,848		10,055	376,903	264,663	112,240	74,800	10
Genesee & Water st. (Syr.)	42,500	12,700	2,000	57,200	3.00		0.25	59,053	3.00	12,214		384	12,598	12,053	545		
Grand st. F.& Middle Vil.(Bk.)	125,000	190,000		315,000	6.00		2.00	275,000	6.00	37,021		869	37,890	27,685	10,205		
Grand st. & Newtown (B'klyn.)	170,000	30,000		200,000	3.00		2.50	200,000	3.00	79,611		2,455	82,066	74,973	7,093		
Harlem Bridge, Morrisiana and Fordham	114,010	130,000	3,000	247,010	5.00		5.00	77,494	5.00	72,016		786	72,802	68,032	4,770		
Kingston and Rondout	75,000			75,000	3.35		0.21	474,198	3.35	18,138		4,252	22,390	19,985	2,405		
Ninth Avenue (N. Y.)	797,320	167,000		964,320	6.10		6.10	84,854	6.10	102,446		6,733	110,179	106,849	3,330		
Rochester City and Brighton	60,000	15,000	7,208	82,208	9.00		1.00	255,225	9.00	38,595		420	34,015	36,756	Loss.		
Sackett, Hoyt & Berg'n st.(Bk.)					3.00				3.00	18,255		130	18,385	20,131	Loss.		
Second Avenue (N. Y.)	881,700	1,015,000		1,896,700	8.00		8.00	1,914,447	8.00	523,481		4,041	52 ,472	418,638	108,834		
Sixth Avenue (N. Y.)	750,000	250,000	73,000	1,073,000	4.00		4.38	1,510,228	4.00	677,252		36,248	713,499	608,808	104,691	75,000	10
Syracuse and Geddes	25,000	25,000		50,000	2 00		0.07	26,308	2.00	13,213		1,050	14,263	8,901	5,362	1,750	7
Syracuse and Onondaga	31,000			31,000	1.88		2.50	31,000	1.88	8,798			8.798	6,276	2,522	2,500	8
Third Avenue (N. Y.)	1,170,000	1,500,000	100,000	2,770,000	8.00		10.00	2,770,000	8.00	1,388,634		18,895	1,405,529	1,156,304	249,225	140,400	12
Troy and Albia	44,700	20 000	12.856	77,556	3.17		3.33	72,729	3.17	15,071		365	15,436	13,191	2,245		
Troy and Lansingburg	250,000	100,000	86.045	435,045	9.36		2.94	364,662	9.36	158,688		2,590	161,228	155,125	7,103		
Utica, Clinton & Binghamton	121,400	200,000	1,200	322,600	13.00		2.50	308,202	13.00	72,279		13,022	86,291	68,725	17,566		
Van Brunt st.& Erie Basin(Bk)	75 000	15,000		90,000	1.25		1.25	87,000	1.25	19,943		108	20,051	16,568	3,483	2,625	3½
Watervliet Turnpike and R. R.	240,000	131,000		371,000	7.25		8.25	312,454	7.25	105,094		3,645	108,739	79,915	28,824	26,400	11

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,925	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaw re.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea.....100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,800	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell. 500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & New'n..100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,925	J. & J.	July '70 5
Cape May and Millvi le* .. 50	447,000	J. & D.	June '70 3
Catawissa, ...50	1,150,000	---- ----	---- ----
Catawissa, pref.....50	2,200,000	M. & N.	May '70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl.'70 4
Cincinnati City Passenger...	---- ----	J'n & J'ly	Jan.'68½2
" Street.....	---- ----	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,390,646	---- ----	---- ----
Delaware*.....50	694,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania.....50	654,600	---- ----	July '70 3
East Tenn. and Georgia....100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,636,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	2,143,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	---- ----	Aug'70 3½
Do. do pref.100	6,253,830	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,890	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan.'70 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1,235,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '70 5
Lehigh and Susquehanna.. 50	6,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Jul. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '70 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island.....50	3,000,000	F.M.A N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	---- ----	June'69 3
Memphis and Ohio 100	670,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	3 & 7s
" " " pref.....100	9,744,269	Feb. 1870	3½ & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,496,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,535	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
Norfolk & Peterab'g guar..100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5e
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 6
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,516	---- ----	---- ----
Panama.....100	7,000,000	J.A J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,300,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	July '69 4
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	28,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,561,300	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	2,053,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,585,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'703½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	---- ----	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand.,Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	180,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,280	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 6
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. 68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,933,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ----
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	596,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	---- ----	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	11,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	367,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	July'70 3
Warren.....100	1,547,650	---- ----	---- ----
Worcester and Nashua ... 75	1 572,500	J. & J.	Jul.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 388,806	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,907,850	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal.....—	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	F M A & N	Aug'69 6
Roaring Brook Coal.....—	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov.'69 6
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66.
Adams Express.....100	10,000,000	---- ----	June'70 3
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 100	6,000,000	F M A & N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,468	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	296,422	296,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,667	511,854	609,788	579,642	535,866	410,000	5,611,599
1870	331,568	313,325	383,799	521,086	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,080	224,257	312,165	354,554	320,879	307,803	252,015	2,770,454
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,290	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	406,999	426,752	359,102	330,169	3,992,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,608,643
1869	348,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,090	196,435	201,134	1,953,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	684,156	479 236	393,468	5,684 199
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	380,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,506	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,4:0
1867	696,147	574,664	785,398	774,279	895,712	893,658	888,214	1,083,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,166	1,032,814	1,321,189	1,414,231	1,144,029	867,880	13,622,567
1870	781,283	756,404	872,115	930,636	1,212,081	1,164,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	283,296	262,798	220,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	506,266	506,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,972
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	645,768	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	108,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,536	106,594	114,716	121,217	142,823	132,387	128,388	1,278,713
1868	92,433	81,699	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,556	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,548	362,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,806
1868	362,021	338,326	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,390	437,503	4,981,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,748*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,169	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	396,993	464,778	506,296	412,934	330,373	4,371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,825	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,580	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,420	412,030	406,283	363,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,296	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6 817,646
1869	454,590	330,400	420,961	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	490,65?	6,250 669
1870	396,171	382,823	377,000	443,182	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	312,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,558	284 319	3 793,008
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281.615	3 380 583
1867	242,793	219,065	279,647	284,729	282,930	240,135	234,633	322,521	365,371	379,367	336,066	272,055	3,459,319
1868	211,973	231,351	265,905	252,140	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,984,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	276,220	292,803	328,044	298.027	264,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,824	396,771	429,929	605,517	464,809	451,684	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,068	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586 779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,728	1,113,398	599,9 4	8,785,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	176,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,880	202,288	205,750	180,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,039	108,716	117,625	116,242	107,524	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,703	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,706	351,756	333,480	3,809,333
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,195	240,396	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,123	293,645	295,296	318,699	340,892	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	707,948	802,586	706,602	633,560	617,585	758,467	857,353	837,388	716,139	4,709,188
1870	528,529	500,129	539,298	706,603	745,450	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Aug. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	109
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	114
.. .. coupon		6	" "	1881	114¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1861	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,760,750	6	May & Nov.	1882	111¼
.. .. .. (5-20s).....coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s)...registered	3,130,100	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111¼
Loan of June 30, 1864 (5-20s)...registered	108,415,950	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111¼
Loan of March 3, 1865 (5-20s)...registered	189,923,050	6	" "	1885	110¼
.. .. .. (5-20s).....coupon		6	" "	1885	112
.. .. 2d series (5-20s)...registered	282,511,200	6	Jan. & July.	1886	109
.. .. .. (5-20s).....coupon		6	" "	1886	110¼
.. .. 3d series (5-20s)...registered	350,464,350	6	" "	1887	110¼
.. .. .. (5-20s).....coupon		6	" "	1887	105¾
.. .. 4th series (5-20s)...registered	39,765,350	6	" "	1888	109¼
.. .. .. (5-20s).....coupon		6	" "	1888	110
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	104¼
.. .. .. (10-40s) ....coupon		5	" "	1904	108¼
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	112
Certificates of Mar. 2, 1867, and July 25, 1868..	45,420 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	47,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	246,222	var	.....	Due.	....
Treasury Notes (7-30s).....	643,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,126,860	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,226	*nil.*	.....	Dem.	....
Fractional Currency	39,757,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100¼
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91¼
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85¼
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'96	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	73
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	95¼
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¼
.. —War Loan of 1861.....	800,000	6	" "	1871	101¼
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¼
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98¼
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¼
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
.. — .. .. 1827.....	289,000	6	" "	1890	95¼
.. — .. .. 1834-'35.....	24,000	5	" "	1880	....
.. — .. .. 1838-'39.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95¼
.. —	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102¼
.. —South. Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106¼
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	112¼
.. —	50,000	6	" "	1877	106¼
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¼
.. —	650,000	6	" "	'72-'78	112¼
.. —	720,000	6	" "	'74-'75	111
.. —	1,430,000	6	" "	1876	111¼
.. — .. .. 1862.....	600,000	5	" "	'77-'78	109¼
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98¼
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98¼
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¼
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96¼
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90¼
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98¼
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99¼
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103¼
.. — .. of 1868 (free).....	1,002,900	6	" "	'86-'98	....
.. — .. of 1864.....	598,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105¼
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	53¼
.. — .. (new).....	3,959,045	6	" "	'92-'98	32¼
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	100¼
.. — .. (")....	2,400,000	6	" "	1886	102¼
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¼
.. —	7,909,600	6	" "	1877	108
.. —	9,273,050	6	" "	1882	111
.. —	910,200	6	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99¼
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99¼
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¼
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	454,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	72¼
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62¼
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60¼
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	63
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1870	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	26½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1876	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	87½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $16,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	99½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	89½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1876	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1898	97
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	82½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1878	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($6,000,000)	376,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	98½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	928,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	6*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1863	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1883	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1873	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1834	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st Mortgage, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'86–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1883	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	95
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	95½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69–'78	100 102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	97
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	88
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	76
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	85
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	77½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	
Oswego and Rome.						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						...
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	90½
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,283,840	6	" "	London.	1875	102
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	86
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	103
2d Mortgage	4,000,000	6	" "	"	1901	92½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n:						88
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,000	6	April & Oct.	Philadelphia.	1870	
Bonds of 1861	106,000	6	Jan. & July.	"	1871	103
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	96
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	100
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	83
Philadelphia and Trenton:						105½
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						90½
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,400	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	200,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Plainfield and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	100,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1868	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	2,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	73
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	78
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	55
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	39½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	88½
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1900	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	80½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Ranking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	7½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	.....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶.....New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	267,383	—	100	.....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	.....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	.....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,500	—	100	.....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	.....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,185	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	98	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	.....
Dec. 31, 1869	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence..Me.,N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	.....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15.5	20,032	498,335	44,213	30,123	4,891	4	100	.....
Sept. 30, 1869	379.6	5.0	329.0	—	315	149	136	5,155	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	731,200	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	11
Dec. 31, 1869	28.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	.....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,125	.....	.....	848,881	270,251	—	100	.....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	.....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	(Leased	to Vall Br	ook Coal	Co.)	42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Vall Br	ook Coal	Co.)	.....	7	100	.....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.....Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	96,678,232	158,579,177	6,796,056	2,918,129	10	100	147
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	628	Bos., Hart. and Erie ¶..M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.5	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,409,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,193	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	25	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	548,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	812	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	.....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	.....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	.....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	.....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	.....	7	100	.....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,600	664,780	.....	49,175	14,867	—	100	.....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	urns 110 m	iles recent	ly comple	ted.)	—	100	.....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	195	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	335,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	.....
Nov. 30, 1869	64.8	1.0	3.0	—	5	15	2	67	Cape Cod.....Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	.....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	28
Sept. 30, 1869	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	.....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	.....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,020,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	.....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	101½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	24½
Dec. 31, 1869	742.0	—	74.2	—	147	144	25	1,561	Central Pacific.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,809,227	.....	.....	5,670,822	2,677,299	—	100	.....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	.....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,782	194.6	.....	.....	.....	403,785	177,249	—	100	.....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	80,000	.....	6	100	.....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	16,648	—	100	.....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	.....	.....	—	100	.....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	.....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	112
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,146,287	10	100	156
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	.....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	660,337	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,348	4,881,189	10	100	82
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1869	60.1	—	60.9	—	33	31	18	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,587	107,933	10	100	.....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuck	yCentra l.)	.....	—	100	.....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	.....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	.....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	.....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	796,469	145,405	—	100	.....
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)....Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1868	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	109	92½
Oct. 31, 1868	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1868	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,945,598	748,960	—	50	....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654.265	*	25,007	3,045	514,766	25.000	113,591	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			563,872	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased to Phila. and Read.)			301,290	242,940	8	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	—	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659.155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,890	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
—	—	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200.000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Brunswick .....Georgia.	864.710	196,641	.....	.....	1,315.597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In progress 66 miles.)		.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	McMinnville and Manchester.§.Tennessee.	825.000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In hands of receiver.)		.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Mahanoy and Broad Mountain.....Penn.	2,272.344	—	88,070	.....	2,036,015	250,000	217,907	.....	—	(Leased to Phila.& Reading.)			128,580	loss.	—	50	....
Mar. 31, 1868	22.4	—	....	....	....	....	....	....	Maine Central§.....Maine.	4,121.694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	....	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	136½
Dec. 31, 1868	190.8	86.0	22.0	—	62	21	13	645	Manchester and North Weare..N. Hamp.	60p.000	—	.....	.....	200,000	—	—	—	—	(Owned by Concord.)			—	—	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,629,866	6,324,342	479,761	.....	284.3	1,190.600	.....	.....	1,288,097	170,470	—	50	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Maryland and Delaware§....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	38
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis, Clarksv. and Louisv. §..Tenn.	3,037,069	—	.....	.....	—	2,275,356	310,329	.....	—	(Oper. by L.& N. 4½ mos.)			79,422	Loss.	—	100	....
May 31, 1869	254.8	—	39.1	—	100	85	27	1,809	Memphis and Ohio §.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	....
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	110
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	—	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60§
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	101
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mineral Point.....Wisconsin.	1,250.000	—	.....	.....	1,200.000	320,000	.....	.....	43.0	.....	.....	.....	102.119	.....	—	100	....
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee §.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	729,355	114,348	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,668	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	89
Jun. 30, 1868	151.0	22.0	10.0	—	51	13	4	548	Nashville and Chattanooga §..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	472,574	93,814	10	100	144½
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur §...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,168	230,254	132.5	322,136	.....	.....	444,162	125,923	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern§.Tenn. & Ky.	4,000,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	—	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166.000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada § ..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,252	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744.520	—	—	—	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	196	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	115
Nov. 30, 1868	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.§.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* §..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,763	15,586,616	6,531,131	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000.000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	133½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	143
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	89½
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			463,464	60,000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg §.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina §.....North Carolina.	4,950,000	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern § .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)															100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri	17,750,000	*	—	—	7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	85
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania	6,059,105	966,987	991,064	—	3,150,000	3,588,439	133,476	—	67.7	460,143	—	—	1,132,731	463,114	5s	50	81
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada	—	—	—	—	—	—	—	—	96.8	—	4,788,284	13,598,080	561,370	128,943	—	100	....
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,184	—	—	5,000,000	7,005,500	592,582	—	332.4	1,469,366	—	—	2,928 463	977,748	6	50	89½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	109½
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,462	*	—	—	1,100,000	400,000	—	—	36.2	146,773	—	—	325,369	65,764	8	100	....
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	218,074	2,383,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	103½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia	6,435,167	*	—	—	(Owned	by Nova	Scotia.)	—	145.0	279,621	—	3,345,141	253,994	—	—	—	....
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,968	—	—	4,417 500	988,100	83,148	—	122.0	496,536	5,029,543	29,565,222	868,981	301,742	6	100	89½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	—	—	23,354,125	4,964,000	—	—	340.0	—	30,256,534	—	2,964,041	663,427	—	100	34
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	—	4,259,450	3,170,000	—	—	98.5	406,010	—	—	2,014,427	978,925	10	50	90½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,562,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889	—	13,612	289,550	380,000	26,500	—	9.0	—	—	—	147,327	24,479	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	....	Oswego and Rome	New York.	925,999	*	—	—	300,000	610,000	—	—	—	(Leased to R. W. & Ogdensb.)			125,564	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	—	—	490,400	691,000	—	—	36.3	112,232	3,414,428	2,956,451	280,555	60,907	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific*	Missouri.	11,646,888	2,260,241	—	33,598	3,340,024	7,550,375	—	1,560,756	285.0	1,594,535	—	—	3,086,592	1,064,328	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	—	—	—	7,000,000	1,192,000	—	—	47.6	—	—	—	—	—	24	100	82
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)			—	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	—	—	—	5,000,000	500,000	—	—	—	(Leased to Erie.)			—	—	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased to Erie.)			—	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	—	—	—	339,650	160,000	—	—	—	—	(Leased to Camden and Amboy.)		—	—	—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	—	—	33,493,112	23,862,092	2,064,452	—	643.0	9,574,632	—	—	17,250,812	4,757,785	10	50	117½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	—	—	3,200,000	592,500	383,000	—	47.0	—	—	—	—	—	10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased to Chic. R. I. and Pacific.)			—	125,000	8	100	....
Jun. 30, 1869	80.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	—	—	1,000,000	1,000,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	—	—	1,325,200	67,926	154,299	—	82.3	—	—	—	212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent. Penn. & Md.		1,345,812	70,164	—	—	215,000	800,000	221,686	—	46.0	124,224	—	—	196,672	9,272	—	50	....
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	—	—	6,004,300	12,598,000	40,974	—	289.6	2,273,856	—	—	3,262,705	loss.	—	50	54
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	—	1,595,750	55,900	—	—	24.3	376,303	—	—	697,620	287,492	10	50	162
Dec. 31, 1869	98.4	382.0	394.3	59.1	207	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,926,061	—	—	29,022,100	7,819,592	—	—	480.4	5,159,301	40,525,071	483,863,367	11,275,241	5,002,408	10	50	96½
Dec. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675	—	1,259,100	—	—	80,555	26.5	—	—	—	1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	—	—	2,565,302	876,094	8	50	106
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis. Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000	—	5,423,200	10,036,600	421,184	—	201.0	1,849,510	—	—	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	—	—	1,795,253	1,891,000	294,917	—	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	—	—	19,583,948	13,563,000	72,093	—	480.6	5,253,584	—	—	8,131,531	2,891,199	9	100	85½
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	—	—	450,000	—	—	—	—	—	—	—	—	27,460	6	100	....
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	—	—	(In hands of Receiver.)		—	—	—	—	23.0	34,971	—	—	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	—	—	783,500	1,232,760	4,510	—	109.0	373,501	7,127,219	—	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	—	—	518,592	130,420	6	100	112½
Mar 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased to Concord.)			—	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	—	—	437,917	150,000	—	—	14.5	50,896	—	—	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	—	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	—	—	2,530,700	1,524,800	1,226,390	—	92.3	—	—	—	254,899	30,667	—	100	....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	34	Reading and Columbia	Pennsylvania.	1,925,564	220,583	—	—	506,848	1,000,000	952,859	—	54.0	155,070	—	—	207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1869	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	—	81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	128,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	—	46,318	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,725	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	—	—	650,000	600,000	—	—	—	—	(Not in operation.)		—	—	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	—	—	—	—	1,080,000	1,584,000	—	—	12.0	—	(Under construction.)		—	—	—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	—	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	—	—	—	—	—	—	—	166.3	694,409	4 069,421	11,712,202	993,239	—	—	100	32½
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	—	—	2,100,000	2,050.000	—	—	—	—	(About $5 0,000 a month.)		—	—	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	132.0	—	(Leased to Ind. & St. Louis.)		517,941	—	—	100	30½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	—	—	—	10,000,000	4,000,000	—	—	120.0	—	—	—	612,000	171,000	—	100	41
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	—	—	—	—	2,725,000	—	—	—	(Leased to Chi. & Alton.)			240,000	—	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	—	—	—	—	2,000,000	1,000,000	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	—	—	—	—	—	—	—	—	—	(Under construction.)			—	—	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	—	—	—	2,020,000	—	—	80.0	—	—	—	200,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	—	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	—	282,950	100,415	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	—	—	—	180,550	100,000	—	—	(Leased to West Jersey.)			—	16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	—	1,500	243,305	226,900	353	91	—	—	—	—	—	17,500	1½	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050.235	*	—	—	900,235	2,150,000	50,000	—	116.3	240,299	—	—	416,016	106,052	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	—	—	1,269,150	97,000	106,120	—	54.0	155,070	—	—	172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	570,841	—	—	—	576,050	—	—	—	—	(Leased to Phila. and Reading.)			—	—	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	—	—	—	—	—	200,000	—	—	—	—	—	—	—	—	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	—	—	996,050	708,830	—	—	119.3	—	—	—	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,092	1,079,100	—	—	160.0	—	—	—	218,441	—	—	100	....
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	860,450	700,000	—	—	—	(Leased by Northern Central.)			—	—	6	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	—	—	743,100	264,000	121,900	—	25.0	—	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	167,376	—	—	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	—	—	—	—	1,330,000	3,200,000	—	—	75.0	—	—	—	127,000	—	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	—	—	783,500	1,232,760	4,510	—	109.0	373,510	7,127,219	—	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased to Central of New Jersey.)			—	—	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*	—	1,026,406	5,819,275	3,860,741	514,388	1,295,987	243.0	756,431	—	—	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	—	—	—	—	900,000	—	—	—	—	—	(In progress.)		—	—	—	100	....
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	—	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,975,558	*	—	—	497,750	850,000	—	—	63.0	150,500	5,597,645	2 04,921	221 815	66,552	10	100	....
Sept. 30, 1868	123 0	5.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,790,159	—	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	—	—	—	—	880,000	—	—	—	(Under construction.)				—	—	—	100	....
Sept. 30, 1868	—	—	—	—	—	—	—	—	Southern Minnesota	Minnesota.	1,500,000	*	—	—	—	—	—	—	—	—	—	—	250,000	—	—	100	....
Dec. 31 1868	80.0	—	....	23.5	9	4	2	119	*Southwest Pacific* ¶	Missouri.	—	—	—	—	—	—	—	—	91.0	—	—	—	—	—	—	100	....
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	2,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	—	2	4	2	Spartanburg and Union †.South Carolina.	.....	*	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	130	....
Sept. 30, 1869	13.0	—	0.4	—	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	—	Stockbridge and Pittsfield...t.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	(Leased to Hudson River.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,918	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	113.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,801,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	51½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,800	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)	.....	.....	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass.,	R. R.)	.....	.....	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)	.....	.....	.....	.....	8	100	107
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,550	.....	—	100	29
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800.000	*	.....	.....	1,670,100	83,900	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,584	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	16.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500.000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10.500.000	*	.....	.....	5,000.000	5,500.900	.....	.....	184.5	(Leased to Vermont Central.)	.....	.....	.....	.....	8	100	107
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	1,208,309	14,520,100	47,067,328	1,788,166	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	266,607	5,603,057	3,889,481	567,568	loss.	2	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,405	.....	.....	.....	.....	(Leased to Rutland.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	206.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059.050	*	.....	.....	1,547,850	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La. & W'tn.)	.....	.....	410,371	158,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	20,760	280,525	.....	56,455	21,417	8	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423.917	194,442	.....	.....	684,046	957 600	97,500	.....	28.0	(Opened Nov. 20, 1867.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	1,942,000	.....	.....	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025.016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	286,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,260,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,916	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	18.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,427	.....	.....	(Leased to Pennsylvania.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,776	.....	1,208,750	1,400,000	.....	.....	161.0	439,405	.....	.....	758,785	149,149	—	50	81
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	.....	10	100	....
Dec. 31, 1868	20.8	—	....	6	—	—	—	—	White Mountains.....New Hampshire.	200.000	.....	.....	.....	200.000	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	22.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320.000	100,000	.....	100,000	160.000	150,000	1,900	.....	.....	(Oper. by Boston,	Concord a	nd Montreal.)	.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	2,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	408,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	297,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950.000	*	.....	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)	.....	.....	.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	18	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,660	1,270,400	1,160,782	.....	.....	45.7	303,434	5,287,044	7,835,908	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)	.....	.....	.....	.....	—	100	....
D									**CANALS, &c**																	
May 31. 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,329,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh	Nav. Co.)	.....	231,194	105,751	8	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	50	94
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	121
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	.....	.....	.....	64,000	897,759	662,246	.....	.....	.....	.....	.....	104,961	3,849	—	100	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	161.0	.....	.....	.....	406,174	213,374	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362.221	.....	.....	.....	2,200,000	1.049,260	120,553	61,090	48.0	.....	.....	.....	460,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	11,426	57,235	4,300,000	1,961,000	.....	.....	102.0	.....	.....	.....	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,986	.....	4,797,185	7,165,256	588,687	.....	354.0	.....	.....	.....	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,293	.....	.....	.....	2,002,746	2,632,310	195,232	.....	109.2	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	45.0	.....	.....	.....	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100.000	708,000	86,000	.....	87.6	(Leased to Pennsylvania.)	.....	.....	.....	.....	—	50	18
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	124,895	33,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6⅔	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,783	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	...
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	194	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	861	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6⅔	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,055	42,500	12,700	2,000	12,598	545	—	100	100	....
Sept. 30,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	39
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10.205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,043	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	—
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	166,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	—
Sept 30,'69	3.50	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston). Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,782	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) .....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,099	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	107	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5⅔	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,099	6⅔	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,915,000	—	527,472	108,824	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	199,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	9.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	272,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mat. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,265	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,495,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	56	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6.103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper	by Troy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	102	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	540,906	400,000	100,000	—	393,752	93,936	10	50	50	66
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.70	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Frankford and Southwark: 1st Mortgage.....	100,000	7	var.	var.	....
Germantown: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Green and Coates (Phila.): 1st Mortgage.....	250,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hudson Av. (Brooklyn): 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lynn and Boston: 1st Mortgage sinking fund	62,500	7	J.& J.	1883	75
Malden and Melrose: 1st Mortgage, guaranteed	50,000	7	J.& J.	1886	74
Metropolitan (Brooklyn): 1st Mortgage.....	52,600	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	191,900	7	J.& J.	1878	....
Ninth Avenue (N. Y.): 1st Mortgage.....	90,038	6	J.&D.	1884	81
Orange and Newark: 1st Mort. Broad street....	167,000	7	J.& J.	1876	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
Philadelphia City: 1st Mortgage.....	300,000	6	J.& J.	1883	....
Philadelphia and Darby: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Quincy: Plain bonds.....	23,000	7	M.& N	1878	....
Ridge Av. and Manayunk: 1st Mortgage.....	66,424	6	var	var.	....
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1876	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,836	...	...	112½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	94½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord,*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	79½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,850	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	1,774,400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 50 @ 36 —
Pig, American, No. 1		32 — @ 33 —
Pig, American, No. 2		30 — @ 31 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		76 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½@ — 11½
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices:)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ — —
Clinch		5 75 @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37 @ — 37½
Straits	(gold).	— 36½@ — 37
English	(gold).	— 32½@ — 33
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 75 @ 9 —	10 75 @ 11 —
I. C. Coke	7 50 @ 8 —	9 25 @ 9 75
Coke Terne	6 — @ 6 25	7 25 @ 7 50
Charcoal Terne	7 75 @ 8 —	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 12
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 23½
Refined, Standard White (in ship'g order)		— — @ — 25
Refined, prime White (in shipping order)		— — @ — 25½
Refined, S. W. (in jobbing lots)		— 27 @ — —
Refined, S. W. (in tin)		— 29½@ — 31
Naptha, Refined, (65 @ 73 gravity)		— — @ — 10
Residuum	per bbl.	4 — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 28 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	86	....	....	....	....	....
Central of N. Jersey	100½	101½	....	....	102	102
Chicago & Alton	117½	....	....	118	118½	x112½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	93½	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	110	....	110	111	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	....	82	....	....	....
" pref.	....	85½	84½	....	86½	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	89½
Chic., Rock Isl. & Pac.	113½	114½	114½	114½	114½	114½
Chicago & R. I. 7s, 1870.	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896.	....	....	....	....	97	....
Clev., Col., C. and Ind.	79½	....	80	79½	79½	....
Clev. and Pittsburg	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	18	....	....	18½	17½	....
" 1 M.	81½	81½	....	81½	81½	82
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120	....	....	120	121	....
Del. Lack. & Western	105½	....	....	106	....	....
" 1 M. 7s.	....	....	100	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City	100	....	....	....	....	....
Erie Railway	23½	22½	22½	23	23½	23
" pref.	....	46	....	47	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883 89	....	....	90	90	....	90
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 6 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	107½	....	....	....	....	....
" pref.	113½	113	....	113	113	112½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869.	....	....	....	....	....	....
" 2 M. S. F.	101	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	132½	132½	....	....	....	135
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	92½	93½	93	92½	92½
Lake Shore Div. bonds.	....	....	....	....	....	93½
Marietta & Cin. 1st pref.	....	....	....	....	....	19
" 2d pref.	....	....	....	....	....	....
Michigan Central	119	....	118½	119	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	98½	....	98	....	....
" 2 M.	94	....	....	93½	....	....
Mariposa Mining Co.	....	....	....	....	....	5
" pref.	....	9½	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61	60½	61	61	61½	....
" pref.	77½	....	....	77½	....	....
" 1st mort.	93	93	....	92½	93	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	90
Missouri 6s	90½	....	....	91	....	91
" H. & St. J. iss.	....	90½	....	90½	....	....
Morris and Essex	88½	89	....	89	89	....
" 1st mort.	....	....	101	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	100	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	95	96	95½	95½	95½
" certificates.	92½	90½	91½	91½	91½	91½
N. York and Harlem	134½	133½	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s	49½	50	51½	52	....	53½
" new	....	31½	....	34	33½	....
Ohio and Miss.	34	33½	....	34	33½	34
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	97	....
Pacific Mail S. S. Co.	38	37	37	38½	38½	38
Panama	....	81	80	81	82	....
Phila. and Reading	96½	95½	....	96½	96½	....
Pitts., Ft. W. & Chi. gtd.	94½	94½	....	....	94	95
" 1 M.	....	101½	101½	....	....	102
" 2 M.	....	....	....	....	....	....
" 3 M.	....	93½	....	....	....	....
Quicksilver Mining Co.	....	5	....	....	....	....
St. L., Alton & T. H.	....	31	....	....	....	30½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	83
" Income bds.	....	....	....	75	....	75
Tennessee 6s	64	....	62½	....	62½	63
" new	....	62½	....	61½	....	63½
Tol., Wab. & Western	51	50½	51½	52½	51½	52½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	82½	....	82½	82½	82½	82½
Virginia 6s, ex-coupon	....	....	63	....	....	63
" new	63	....	....	....	....	63

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	109	....	....	....
U. S. 5s, 10-40s, coup	108	107¾	107¾	108	108	108¾
U. S. 5s, 10-40s, reg	....	104¼	....	104¾	104¾	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	114¼	114¾	114¾	....	114¾	114¾
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	111¼
U. S. 6s, 5-20s, c. 1862	112	112	112	112	112¼	113
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110¾	111	....	....	111¾	111¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	....	111¼	111¾
U. S. 6s, 5-20s, r. n. '65	110	....	....	109¾	....	....
U. S. 6s, 5-20s, c. n. '65	109¾	109¾	109¾	109¾	110	110¼
U. S. 6s, 5-20s, reg. '67	....	110	....	109¾	....	110¼
U. S. 6s, 5-20s, c. 1867	110¾	110	109¾	110	110¼	110¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110¼	110	....	110	....	....
U. S. 6s, Pac.R.R.issue	....	....	....	112¼	....	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	....	....	....	....
.. preferred	37	....	....	....	....	37⅜
Camden and Amboy	115	116	116	116	116	115½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	93¼	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	95¼	96	....	....	95¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34¼	34¾	35	34¼	34¼	34
.. 6s, 1884	....	82¾	82¼	....	83	....
.. Gold L	88¾	88¾	....	88¾	89	....
.. R. R. L	....	....	....	89¾	....	....
Lehigh Valley R. R	58	57¾	57¾	57¼	57½	57¾
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	100¼
Little Schuylkill R.R	....	....	....	....	....	42½
.. 7s	....	....	....	....	....	....
Minehill	50½	....	....	50½	....	50½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	40¾	....
.. 6s, 1880	....	....	....	....	....	96
.. 7s	....	....	....	....	....	95
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	58¾	58¾	58¾	58¾	58¾	58¾
.. 1st M	102½	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	104¼	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	111	111	....	....	....	111
.. 6s, W. L	....	....	....	....	....	103
Philadelphia City, 6s	....	101¼	....	....	....	101¼
.. new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	81	....	....
Phila. & Reading	48¼	48	48	48	48¼	48¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27¼	27½	....	....	....	27¼
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	88	88
Schuylkill Navigation	....	....	....	....	....	8¼
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	70	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	7½	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	95	....	94¾	94¾	95	....
.. 1886	....	....	....	....	....	....
.. 1890	95	95	....	95½	....	95
.. 1884	....	....	....	....	....	....
Balt and Ohio	133	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	93¼	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	90½	90¾	....	....	....	92¼
.. 2d M	74½	74	....	....	....	74⅜
Northern Central	44¾	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	146¼	146¼	147	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	148¾	....	....	....	148¾
Boston and Providence	....	145	....	145½	....	....
Boston, Hartford & Erie	....	3⅛	3⅞	3½	....	....
.. 7s, new	27	27	27	....	....	26¾
Cheshire, pref	84	....	84	83	82½	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	120½	121	....	121	121	....
Fitchburg	....	132½	....	....	133	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	119	119	119	119	....
Northern, N. H	....	109½	....	....	....	....
Ogdens. & Lake Champ	89¾	....	....	....	89¾	....
.. pref	109	....	108¾	....	....	....
Old Colony & Newport	96⅝	....	96¼	96⅝	96⅜	96⅝
Ph., Wil. & Baltimore	52⅝	53	....	53¼	53	....
Portl'd, Saco & Ports	112¾	....	....	....	....	112½
Union Pacific	....	29	....	....	....	....
" 6s	....	81¾	....	81½	....	81½
" Land Grant 7s	....	73½	....	....	73	73
" Income 10s	78½	....	78	78½	78	78
Vermont & Canada	....	....	....	....	....	107
Vermont & Mass	....	62	....	60	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. July 29.	Closing Prices. August 5.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	— — —	50 — 55
Do. do., 2d mort., 1881	— — —	45 — 50
Do. Penn., 1st mort., 1877	— — —	50 — 55
Do. do., 2d mort., 1882	— — —	45 — 50
Do. Consol. 7 per cent. mort. 1890	19 — 21	18 — 20
Detroit and Milwaukee 1st mort. 7s	68 — 72	63 — 67
Do. 2d mort. 8 p. c	68 — 72	63 — 67
Erie shares 100 dol. all paid	15 — 16	14 — 15
Do. sterig. 6 p.c. convertible bonds	65 — 67	60 — 65
Do. 3d mort. 7 p. c. 1883	70 — 75	58 — 62
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	98 —101
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	98 —100	96 — 98
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	99 —101	— — —
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	85 — 90	84 — 88
Do. $50 shares	45 — 47	40 — 43
Philadelphia and Erie 1st mort. 1881	90 — 94	90 — 94
Do. with option to be paid in Phila.	90 — 94	90 — 94

American Railroad Journal.

Saturday, August 20, 1870.

Stock Exchange and Money Market.

Money has been rather less freely offered and has shown more activity on the basis of 4@6, generally 4@5 per cent. on call, and 6½@8½ per cent. per annum in the discount form. The speculative inquiry has been fairly active, and there has been a livelier mercantile demand noted, in preparation for the Fall season. The city banks have been less liberal of aid. They cut down their loan and discount averages, last week, over 2½ millions and slightly reduced their circulation. Their specie balance fell off 2⅜ millions, and in their legal tender reserve there was a decrease of $310,926. Their deposits were reduced nearly 5¾ millions. Their legal tender average is now under 52 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 215 millions, as against nearly 234½ millions on the 16th of July. Their specie average is down to about 24⅛ millions, against 41⅛ millions four weeks since. The U. S. Sub Treasury lost nearly two millions of its currency reserve, and over half a million of specie, during the past week.

The specie reserve of the city banks according to the latest return is $24,104,302, against $24,154,499 same time last year. The city bank deposits are now $215,074,491, against $198,952,711 week ending Aug. 13. 1869. The legal tender reserve amounts to $51,976,262, against $54,730,089 same time last year. The circulation now stands at $32,909,166, against $33,992,257 same time last year. The loans are now $278,647,619, against $266,505,365 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $73,682,274 a day, against a daily average of $74,343,237 the preceding week. The current weeks' exchanges average about 63¾ millions a day. The city banks, last week, reported a loss of $2,368,290 of specie, and $5,744,806 of deposits, and $310,926 of legal tender notes. They reduced their loans, $2,534,525; and their circulation, $33,978.

The city bank exchanges on Wednesday were about 68⅛ millions.

The coin reserves of the Treasury Department on Monday were over 103 millions, including $35,915,000 on deposit on private account; currency balances, $40,124,807.

National Bank notes to the amount of $174,610 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $827,319,329, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,912,345 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,406,984. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,970,450; and for the public deposits, $16,364 500—making a total of $358,334,950. The Treasury Department last week redeemed and destroyed $599,200 of worn and mutilated fractional currency, and issued $898,269 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 13, were $3,410,869 in coin, (including $3,223,000 from customs duties,) and $7,303,171 in currency; payments, $3,939,160 in coin, (including $475,506 of coin interest,) and $3,698,181 in currency; balance at the close of the week, included $67,957,943, of coin, against $68,486,234 the preceding Saturday, and $12,404,451 of currency, against $14,381,116 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $458,698 in coin, (including $417,230 from customs,) and $929,294 in currency; payment $147,908 of coin (including $131,000 of coin interest), and $277,525 of currency. On Tuesday, receipts, $696,816 in coin (including $666,000 from customs), and $652,478 in currency; payments, $39,129 in coin (including $36,500 of coin interest) and $218,141 of currency. The balance at the close of business on Tuesday included $13,490,557 of currency, and $68,296,421 of coin against a balance a week previous of $15,084,792 currency, and $69,237,952 coin.

The U. S. Sub-Treasurer issued in July $9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,859,934 of coin certificates, received for customs.

Government revenues have been yielding moderately well, since our last. The excises, during the week yielded $3,604,071; customs at the port of New York, $3,099,935, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $8,387,328 in currency. The income of the Government, from excises, since July 1, 1870, has been $31,209,694.

Gold has been less active and less variable in price, since our last, the range of the week having been from 115¾@118; and the closing quotation on Wednesday was 117⅜. The war reports from Europe have been generally against a confident speculative movement and buoyancy in the price. The export drain has been less extensive, having fallen below three millions last week, against 3⅞ millions the preceding week, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 117 27 to 117 46. The aggregate of the bids was $3,925,000. The shipments thus far this year have been about 42⅛ millions, against 23½ millions same time in 1869; 62½ millions same time in 1868; 38⅝ millions same time in 1867; 60 millions same time in 1866; and 19 millions same time in 1865. On Wednesday of the current week, the specie exports amounted to $1,370,000. The exchanges at the Gold Exchange Bank, which were 102 millions on Thursday of last week, fell to 42⅛ millions on Monday of this week, and were 70 millions on Tuesday. On Wednesday they were again under 31½ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $69,612,193.

The customs demand for Gold last week, averaged $537,167 a day; thus far, this week, it has averaged $541,615 a day, or equal to a weekly aggregate of $3,249,690. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $44,687; and since Jan. 1, 1870, $7,405,375, against $9,815,380 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $83,304,849 against $82,075,092, same time in 1869.

The customs revenue of the port on Wednesday was $513,000; and the coin interest disbursements were $41,400.

The customs revenue at the port of San Francisco, from Jan. 1 to August 5th, was $4,615,000, against $4,571,000 same time last year.

The exports of specie, from this port, last week, were $2,917,878 against $784,116 same week last year; and since Jan. 1870, $40,715,781, against $23,436,848 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $475,506; and since Jan. 1, 1870, $61,844,699 against $64,122,135 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to Aug. 5th, were $22,125,792, against $24,326,898 same time last year.

Under its official programme for August, Government will make the following sales of Gold and purchases of bonds, during the remaining weeks of the month. It will sell Gold on Wednesday, August 24, to the amount of $1,000,000; Wednesday August 31, $1,000,000. And will buy Five-Twenties, as follows: Thursday, August 25, $2,000,000.

Foreign Exchange has been in comparatively moderate demand, and without remarkable changes in values, since our last. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London 110½@110¾. The offerings of produce bills have been moderate. The week's exports of domestic produce have been to the currency value of $3,288,748; and since January 1, 1870, $114,036,319 against $117,186,539 same time in 1869.

Government securities have met with a readier sale at firmer and buoyant prices, on very moderate offerings of nearly all issues. On Thursday, Government bought in a million of Five Twenties at about the open market rates.

U. S. sixes of 1881 closed here at 114¾@115; U. S. Five-twenties of 1862, 112⅞@113⅛; U. S. Five-twenties of 1864 at 111⅜@111⅝; U. S. Five-twenties of 1865 at 111½@111¾; U.S. Five-twenties of 1865 consolidated, 110¼@110½; U. S. Five-twenties of 1867, 110⅜@110½; U. S. Five-twenties of 1868, 110⅝@110⅞; U. S. Ten-forties at 108⅜@108⅝; U. S. Six per cent. currency bonds, 111¾@112¼.

The currency balance in the Treasury, according to Washington despatches of Wednesday, amounted to $28,952,240 42. The coin balances was $101,987,902 39, of which $33,626,500 were in gold certificates.

State bonds have been rather less active, but generally firm in price.

Railway bonds have been in more general demand including Central Pacific Sixes, which closed on Wednesday strong at 87@87½; and Union Pacific Sixes at 82¾@83.

Railway and miscellaneous share property has been less freely dealt in by speculative operators, yet has been generally strong, though irregular in price. Erie shares have been in unusual demand both in the New York and London markets.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	August 3.	Aug. 10.	Aug. 17.
Consols	88⅞	90¾	91¼
U. S. 5-20's of 1862	82½	86¼	87¼
U. S. 5-20s, 1865	82	85	86¾
" 1867	81½	84	85¾
" 10-40s	80	81½	83
Erie	15	16½	17¾
Ill. Central	103	106	110
At. and Gt. West	20	20	22½

General business has been unusually dull, since our last, and in most instances buyers have had the advantage as to price. There has been less export call for Breadstuffs and Provisions. Petroleum, Rosin, and Spirits Turpentine have shown exceptional animation and buoyancy. Middling upland cotton closed at 19¼ cts. per lb. The stock of cotton now here is given at about 25,000 bales. The receipts at the port this week, have averaged about 1,975 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,837,230 bales, against 2,040,850 bales in 1868–'9; exports, same time 2,188,550 bales, against 1,434,640 bales same time in 1868–'9; stock on hand at latest dates, 96,200 bales, against 26,375 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 10,606 pkgs., against 15,810 pkgs., same time in 1869. From Boston, 4,598 pkgs. in 1870, against 6,025 pkgs. same time in 1869.

Foreign goods have been in quite moderate demand and somewhat weak in price. The dry goods entries at this port, last week, were $1,975,143, making with the general merchandise imports, a total of $5,214,146.

At the Live Stock markets, this week, Beeves have been less plenty and quiet at from 8@16½c. per lb.; week's receipts, 7,347. Milch cows continue very quiet at $40@$100 each, receipts, 63. Veal calves have been in better request at from 7@12c. per lb.; receipts, 2,535. Sheep have been in moderate request at from 3@6½c.; lambs at 6½@10c. per lb.; receipts, 34,204. Swine have been dull and nominal at 9¼@9⅜c. per lb., all live weight; receipts, 13,619.

Ocean freights for British ports have been quiet and quoted lower. Petroleum vessels have been in more demand and held with confidence. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. by steamer per bbl.; grain at 5½@5¾d. by sail, and 5½@5¾d. by steamer per bushel; cotton at 3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 20s.@40s. by sail, and 20s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 469.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 15th, and since the beginning of the year:

	1869.	1870.
For the week	$4,568,552	$3,288,748
Previously reported	112,617,987	110,747,571
Since Jan. 1	$117,186,539	$114,036,319

The imports for the week ending Aug. 13, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,059,677	$1,975,143
Gen. merchandise	2,738,937	3,239,003
Total for the week	$4,798,614	$5,214,146
Previously reported	189,607,392	179,411,804
Since January 1	$194,406,006	$184,625,950

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 91½; North Carolina 6s, special tax, 25; do., Fund Act, 1866, 40; do. 1868, 36; Alabama 8s, 100; do. 8s, R. R. bonds, 93; Connecticut 6s, 100¼; South Carolina 6s, new, Jan. and July, 73½; Louisiana 6s, 73; do. new, 68; Pacific R. R. 7s, guar. by Mo., 96½; North Missouri 1st mort., 84; Gt. Western 1st mort., 1888, 86½; Galena and Chicago 1st mort., 100; St. Louis and Iron Mt. R. R., 41; do., 1st mort., 86; Toledo, Wabash and Western consol. bonds, 80½; Milwaukee and St. Paul 1st mort., Iowa Div., 86; Ohio and Mississippi consol. bonds, 88; Hannibal and St. Joseph 8s, con., 108½; New York and New Haven R. R., 143; Adams Exp. Co., 68½; Wells-Fargo Exp., 14; U. S. Exp., 44¼; Western Union Telegraph, 34⅝; Jersey City W. L., 92; Central gold, 0.25; Consol. Gregory gold, 0.45; Grass Valley gold, 0.43.

Philadelphia.—Pennsylvania R. R. Gen. mort., coup., 95¼; Pennsylvania and New York Canal 7s, 92¼; Lehigh Nav. 6s, conv. loan, 78½; Warren and Franklin 7s, 83; Sunbury and Erie 7s,

103; West Jersey R. R. 6s, 91; do. 7s, 97¼; Wilmington and Reading 7s, 94; Oil Creek and Allegheny River R. R., 45¼; do., bonds, 80. The latest quotations are: City 6s, 101¾@103; do. free of tax, 101⅝@101¾; State 5s, coupon, 102@—; do., 6s, W. L., 103@103; do., 1st series, 102@104; do., 2d series, 107@108; do., 3d series, 111@112; Reading, 47⅞@48; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 95@96; Camden and Amboy, 115½@116; do., mort. 6s, 1889, 95⅛@95⅝; do.. 1883, 93@94; do., 1889, 90@91⅛; Penn. R. R., 58¾@58⅞; do., 1st mort., 102@102½; do., 2d mort., 102@102¼; Little Schuylkill R. R., 41@42½; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 82@85; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8@9; do., pref., 17@17½; do. 6s, 1882, 72@72; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 92@95; do., 5s, 60@61; Lehigh Coal and Navigation, 34@34⅛; do., 6s, 1884, 83½@83½; do., R. R. Loan, 89¼@89½; do., Gold Loan, 88@88¼; North Pennsylvania, 40@41; do., 6s, 95½@96; do., 7s, 94@96; do., Chattle 10s, 111@—; Philadelphia and Erie, 26⅞@27; do., 6s, 93@93; Minehill, 50@51; Catawissa, 11@13; do. pref., 37@37¼; Lehigh Valley, 57⅝@57¾; do. 6s, 96⅛@—; do., 6s, reg., 100@100¼; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 45½@46; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 23@24; Green and Coates, 38@38½; Chestnut and Walnut, 45@46; Hestonville, 12½@13½; Union, 43@44½.

Boston.—Vermont Central 1st mort., 85; do., 2d mort., 39¾; Vermont Central and Vermont and Canada 8s, 1875, 103⅛; do., 1889, 103¾; Indianapolis, Cincinnati and Lafayette R. R., 19½; do., 7s, 72; Old Colony and Newport 6s, 1876, 95½; Western R.R. 6s, 1875, 103; Michigan Central Air-Line 8s, 1890, 107; Burlington and Missouri River Land Grant 7s, 89½; Boston, Concord and Montreal 8s, 1889, 89½; Vermont and Massachusetts 6s, 1883, 91¾; Stanstead, Shefford Chambly 7s, 83; Lake Superior and Mississippi R. R., 1st mort. 7s, 90; Ogdensburg and Lake Champlain 8s, 101⅞@102; Rutland R. R., 32½; do. pref., 79½; do., 7s, 1880, 80¼; Connecticut and Passumpsic Rivers pref., 87; Norwich and Worcester R. R., 103¼; Nashua and Lowell R. R., 144¼; Cincinnati, Sandusky and Cleveland, R. R., 81; do., do., 7s, 1890, 82¼; Cary Imp., 8; Waverly Land, 1¾; Massachusetts 6s, 1873, gold, 112¾; do. 6s, 5 20s currency, 100; do., 5s, 1883@1894, gold, 98¾; Maine 6s, 1889, 98½; New Hampshire 6s, 1870@1872, 100; Rhode Island 6s, 1882, 99¾; Boston 5s, 1875@1880, currency, 100¼; do., 5s, 1877,@1886,gold, 97⅞; Bath 6s, 1891, 91; Chicago 7s, 98½; Cook Co., Ills., 7s, 1885, 97¾; Portland 6s, 1877, 91; Cambridge 6s, 1888, 98¾; Charlestown 6s, 1889, 98½; Calumet Mining Co., 75; Dana, 25c.; Hancock, 1⅛; Hanover, 27c.; Manhattan, 25c.

Baltimore.—Virginia 6s, old, reg., 50¼; do., 1867, 57; do. 1866, 60¼; Memphis City 6s, 55¾; Orange and Alexandria 4th mort., 76¼; Pittsburg and Connellsville bonds 90¾; Western Maryland 1st mort. unendorsed, 75⅜; Richmond and Danville bonds, 78⅛. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 126@133; do., 6s, 1875, 93@95; do., 1880, 93¼@93½; do., 1885, 94⅜@95; Northern Central, 43⅛@44⅛; do.,6s, 1885, 92½@93½; do. 1900, 88@90½; do. 6s, 1900, gold, 94@95⅞; Parkersburg Branch, 5@25; N. W. Va. 1st mort., 93@—; do. 2d mort., 92@95; do., 3d mort. 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92⅛@92⅜; do., 2d mort., 74⅛@76; Central Ohio, 24@30; do., 1st mort., 84½@85; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do., 6s, pref., 63@65; do., 6s, guar., by Washington Co., —@83½; Richmond and Danville bonds, 78¼ 78⅝; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 75@78; do, 3d mort., 8s, —@78½; do., 4th mort., 8s, 75¾@78; Orange, Alexandria and Manassas 7s, 75@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72@74½; Baltimore 6s, 1875, 95⅛@96; do., 1884, 93¾@94¼; do.,1886, 94@94; do., 1890, 95@96; do., 1893, 93@94¼; do., 5s, 1838-'70, 72@80; Memphis City 6s, 55¾@56; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R. 20@22; George's Creek Coal, 60@63; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

Michigan Railroad Bonds.

The Michigan Legislature has agreed upon an amendment to the constitution, to be submitted to the people, providing that the Legislature may make provision by law for the payment by counties, townships, and municipalities, of all bonds or other obligations heretofore issued in aid of railroads, such bonds to be paid by the county, township or municipality issuing them, and not in any case by the state; the question of payment to be submitted to each municipality. This was adopted in the House by 67 yeas to 28 nays, and in the Senate by 23 yeas to 4 nays. No provision is made for granting aid to railroads in the future.

Spuyten Duyvil and Port Morris Railroad.

The work on the Spuyten Duyvil and Port Morris Railroad, a branch of the Hudson River Railroad, will be completed before winter, if possible. The contractors on the different sections, are keeping large gangs of men at work, and at several places along the line, especially along the Westchester county bank of the Harlem river, the work is so far progressed as to be almost ready for the laying of the rails. The rolling stock will be ready for the road as soon as the last rail is laid.

☞ The Utica, Chenango and Cortland Railroad extends from Cortlandt to Otselic, but it is to be extended to Elmira south, and to Smith's Valley, so as to make a continuous line from Utica to Elmira.

☞ The rails on the Kent County (Md.) railroad are now laid to Duyer's Station. The location from Duyer's to Chestertown has been agreed upon, and will be put under contract immediately.

☞ The engineers employed by the Alexandria and Fredericksburg Railroad Company have commenced the work of locating the road, the experimental lines of which they had previously run.

☞ On the first of October the act of Congress goes into effect which repeals the United States tax of one-eighth of one per cent. on the receipts of city passenger railway companies.

Central Pacific Railroad.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, No. 5 Nassau st., NEW YORK, Aug. 15, 1870.

THE CENTRAL PACIFIC R. R. 6 per cent. GOLD BONDS, having 26 years to run, are to day selling at 86.25. *At the rate of* 88.10 *they yield* 7 *per cent. in gold; interest and principal payable in gold coin, in New York City.*

They are secured by a First Mortgage on property worth four times their total issue; a road having a princely revenue—nearly $3,000,000 for the first six months of this year, and $727,800 for July, being an increase of $800,000 over the large revenues of the same period last year, while the annual interest paym nts are $1,600,000. They are as good and as safe as Government Bonds. Holders of the latter would do well to capitalize the difference while the Centrals are so low—occasioned by the return of these Bonds from Germany, on account of the terrible war now raging in Europe. The amounts now coming are small, and are being steadily absorbed by heavy capitalists here.

THE U. S. CURRENCY SIXES—principal and interest payable in lawful money—with an average of 26 years to run, at 113 flat, pay only 5 per cent. currency.

TEN-FORTIES, with 34 years to run, (it is not probable this issue will be called in till maturity, as a portion of the Bonds authorized by the Funding Bill bear 5 per cent.), at 104¼, about the present price less coupon due Sept. 1, pay 4¾ per cent. gold.

SIXES of 1881, having 11 years to run, at the current rate, 114.50, pay only 4½ per cent. gold.

FIVE TWENTIES, assuming that they will not be called in for 5 years, at 109 pay but 4 per cent. gold, per annum.

This opportunity to realize so handsome an addition to their capital, and at the same time a large increase in the average annual interest yield, by an exchange into Central Pacific Bonds, may not occur again. We expect, as the demand for them is large, that they cannot be had at the present price for any length of time.

FISK & HATCH.

N. B.—We allow Interest on Deposits, make Collections, and do a general Banking business.

☞ The Pennsylvania Railroad Company, having bought all the stock of the Indianapolis and Vincennes Railroad, has given its own guaranty for the principal and interest of all the bonds of the road, and all the old guaranties have been canceled.

☞ The Albany *Journal* says a movement is on foot to build a road from Ithaca to the Central at Cayuga. It will cost $1,000,000 to build and equip it. Of this some $320,000 are already provided for. A contractor offers to proceed with the work if $350,000 more is subscribed.

☞ The Old Colony and Newport Railroad Corporation has purchased the Granite Railroad in Quincy, and will connect it with the main line. It is the oldest railroad in the country, and has always been operated by horse power.

☞ By act of Congress, approved June 28, 1870, the Bridge to be erected across the Delaware river, between Philadelphia and Camden, is declared to be a post route.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR FAILURE TO ERECT FENCES—WHAT IS NEGLIGENCE IN AN INFANT.

The facts in the recent case of Schmidt, an infant, etc., *vs.* The Milwaukee and St. Paul Railway Company (28 Wis., 186,) are fully and clearly stated in the following opinion by

COLE, J.—The jury must have found, under the instructions of the Court, that the parents of the child were free from fault or negligence in allowing the infant to stray upon the railroad track. For the Court specifically instructed the jury, that if they found from the evidence that the injury to the plaintiff was caused by the neglect of the defendant or its agents, while the parents of the plaintiff were in the exercise of ordinary care in guarding the plaintiff, then they should find for the plaintiff. The same proposition is substantially embraced in other parts of the charge—that if the negligence of the parents, or of those whose duty it was to watch the infant, contributed to produce the injury, no recovery could be had. The jury were told that they must consider all the circumstances appearing in the evidence in order to determine whether the parents had exercised ordinary care in guarding the child or not; and this was undoubtedly correct. As was forcibly argued by the counsel for the plaintiff, in determining this question of negligence, the condition of the family, the season of the year, the place of the accident, the probability that it would happen, and all the surrounding facts and circumstances, were proper matters to be considered by the jury; and they must have found from the whole evidence that the parents were free from fault or negligence.

Then, we think the ruling of the Court below correct upon another proposition, which has been very elaborately discussed by counsel, that is, whether an infant of only eighteen months old must be judged by the same rule as an adult, when exposing himself to danger. In denying the motion for a nonsuit, the Court evidently was of the opinion that negligence could not be predicated upon the conduct of an infant of that age. But the counsel for the company insists that this is an erroneous view of the law, and that the correct rule upon the subject is, when an infant brings suit for injuries received, that he is bound to show himself free from all negligence or want of proper care, tending to produce the injury, the same as an adult. He argues and claims that all plaintiff's suing for such injuries stand upon the same ground, and are subjected to the same rules: and that, so far as the right of recovery is concerned, whatever would be negligence or want of proper care in an adult, is negligence or want of proper care in an infant. We are not prepared to yield our assent to the soundness of such a proposition, even though cases may be found which seem to sustain it. An infant of the age of eighteen months is utterly incapable of exercising any care or discretion in any matter whatever. He is incapable of comprehending the imminent danger of remaining on a railroad track when a train of cars is approaching. He is necessarily incapable of exercising any judgment or forethought, can neither apprehend the danger to which he is exposed, nor take suitable means to protect himself against it. Negligence cannot properly be imputed to him, since he knows nothing of care, or diligence, or danger. And to say that he is bound to the same legal rules in regard to the exercise of care and diligence in avoiding danger, and escaping the consequences of neglect on the part of others, which are applied to persons of full age and capacity, seems to us a most unreasonable doctrine. Reason, principles and the weight of authority, we think, sanction a different rule. Most of these cases where this question is discussed, are cited on the brief of the counsel for the plaintiff; and we are content to refer to the reasonings in those cases upon the point we are considering. They fully vindicate both the soundness and humanity of the doctrine, that negligence cannot be imputed to the conduct of an infant of such tender years as the plaintiff, and that in respect to his acts he is not to be judged by the same rules which are applied to an adult. All that is demanded in such cases is, a degree of care or diligence equal to the capacity of the child. In addition to the authorities cited by counsel upon this point see Whirley *vs.* Whiteman, 1 Head, (Tenn.,) 610, and Angell on highways, § 347. And this brings us to the point in the case which presents the greatest difficulty.

The child was, in the month of August, 1865, run over by a gravel train of the defendant, and lost his right arm in consequence of the injury so received. The railroad track ran across the farm of the plaintiff's father, some forty and forty-five rods from the dwelling house. The road had been in operation a year or more, but the company had neglected to construct any fences along the line of the road at that point. The child was on the track where a path leading from one part of his father's farm to the other, crossed the railroad.

The plaintiff requested the Court to give a number of special instructions, the fourth, fifth and sixth of which were as follows:

"Fourth. The defendant was guilty of negligence in failing to fence its road across the land in question.

"Fifth. If the jury find from the evidence that the want of a fence was the cause of the injury, without negligence of plaintiff's parents contributing thereto, they must find for the plaintiff.

"Sixth. If the jury find from the evidence that, owing to the want of a fence, this part of the road over the land in question was unsafe, and accidents more liable to occur there than where the road was fenced, and that the company had notice of this fact, then it was the duty of the defendant to use more than ordinary care and diligence to prevent such accidents, and to run their trains with reference to this consideration."

These instructions the Court gave, under exceptions, and also gave, at the request of the defendant, this instruction:

"That the plaintiff cannot recover for the negligence of the defendant in not building said fence, unless you find that the injury happened without the fault of the plaintiff and in consequence of the neglect to build the fence, and that the fence would have prevented it."

Now, considering these various instructions together, so far as they bear upon the question of the liability of the company arising from the fact that it had neglected to build a fence along the road at that place, they simply amount to this proposition: That though the defendant was guilty of negligence in failing to fence its road across the land in question, yet this fact would not authorize a recovery, unless the injury happened without the fault of the plaintiff's parent's contributing thereto, and in consequence of the neglect to build the fence and the fence would have prevented the accident.

Assuming, then, these facts to exist, as we must after the verdict—that the parents exercised ordinary care in protecting the child; that the company neglected to build a fence along its road at that place, as the law required; and that the child was injured in consequence of this neglect, the question arises. In such a case is not the company liable? The counsel for the company says that the failure to build a fence subjected the defendant to certain liabilities in case of an injury to cattle, horses, or other domestic animals; and that in case of injury to passengers happening in consequence of not fencing the road, certain other liabilities would attach; but that fences were never intended to keep men, women or children off the track, and are utterly useless for any such purpose.

In answer to this argument, it must in the first place be remembered, that the statute imposes upon all railroad companies of this State the positive duty of erecting and maintaining good and sufficient fences on both sides of their roads, with grates or bars therein, and farm crossings for the use of the proprietors of the adjoining lands. This is a clear, distinct and precise legal duty imposed by the Legislature: and the failure to perform it by the company in this case was the sole cause of the injury. For the jury in effect found, that a fence would have prevented the accident. The facts in this case show, that for more than a year the company had run its trains over the road, neglecting all the while to build a fence at that place—omitting to do what not only the law required, but common prudence demanded should be done, as well for the protection of persons traveling on its road as for the security of the domestic animals of those residing along the track, and the safety of children exposed to its dangers, who were incapable of taking care of themselves.

Now, when the company neglects to perform this duty, did it not necessarily assume responsibility for all damages which might result from that cause? Can the Court make an exception to this general liability, when an infant is injured solely in consequence of the want of a fence, no negligence of the parents contributing thereto? Would it not be an unwarrantable restriction of the statute, to hold that the duty imposed upon the company of maintaining a fence along its road had no reference to such children? If one were to look at the mere verbiage of the last part of the first section (chapter 268, Laws of 1860), he might conclude that the object of the law was solely for the protection of domestic animals. And yet the Courts have held that the law has a broader application, being in the nature of a police regulation, intended mainly to secure the safety of passengers upon railroad cars. Blair *vs.* The Mil. and Prairie du Chien R. R. Co., 20 Wis., 254, and cases there cited. Hence, where a passenger, without fault on his part, is injured in

consequence of the cars being thrown from the track by cattle passing on to the same at a place where the company ought to maintain a fence, he can recover for all damages sustained, without other proof of the negligence of the company. And this recovery is had in such a case upon the ground that when the company neglects to perform a duty imposed by the statute it "necessarily assumes responsibility for all damages which may ensue from that cause." Thus a liberal construction has already been placed upon the statute for the purpose of furthering the important and beneficial objects of its enactment. It has been extended to cases which, if not clearly within the letter, are certainly within the spirit of the law, as when it was applied to the case of a passenger injured in consequence of a failure of the company to fence its road. And it is in strict harmony with the principle and reasoning of these cases to say that the statute also embraces a case like the one before us.

Here, if the fence had been erected, the accident would not have happened. Solely and entirely from the omission of the company to perform this clear, positive, absolute duty, the plaintiff is maimed and deprived of his right arm. Had it been an ox or horse, or some other domestic animal, which had been injured by the failure to erect the fence, the liability of the company would be clear and absolute, regardless of the question whether the owner had been guilty of negligence. Can it be, then, a perversion of the intent of the statute to hold the company liable for a breach of the same duty, when a helpless infant is injured without any fault on the part of the parents? It appears to us not. In Wakefield *vs.* Conn. and Pass. R. R. Co., 37 Vt., 330, where a statute required the bell on locomotive engines to be rung, or the whistle blown, for a certain distance at crossings, the Court held that this duty was imposed upon railroad companies, not only in reference to persons approaching or in the act of crossing the track, but in reference to all persons who, being lawfully at or in the vicinity of the crossing, might be subjected to accident and injury by the passing train. In that case the plaintiff had crossed the track, and driven about 35 rods south, when a train of freight cars came over the road from the south, and was within five or six rods from the plaintiff's team when first discovered by him and his horses. The forward pair of horses, being greatly frightened, instantly turned back with such force as to break their fastenings to the other horses, and ran back to the crossing, where they were injured by the passing cars. The Court, while holding that the connection of the failure to blow the whistle or ring the bell with what did happen seemed very slight, yet could not for that reason say that the company was not responsible for any injury caused by an unwarrantable omission to perform the duty imposed by law.

In Singleton *vs.* The Eastern Counties R. R. Co., 97 Eng. C. Law, 287, it seems to be assumed by the judges, that if the children has strayed upon the railroad tracks through the fence, at a place where a rail was off, which fence the company was bound to keep in repair, this would be such an act of negligence as would render the company liable. Mr. Justice Williams says: "There was nothing to show how the children got on the railway; all was mere conjecture and surmise." But the fair inference from the case is, that if it had appeared that the child passed on to the track through a defective fence which the company was bound to keep, then the action might have been maintained. In this case, the connection between the omission of the company to perform its duty, and the accident which happened, is direct, clear and certain. If the company had built a fence at that place, the child would not have been injured. So the jury must have found, under these instructions. Upon such a state of facts, we are unable to say that the company is not liable for the damage sustained.

The sixth instruction, above cited, calls for no special remarks. We think it substantially correct.

It was further insisted that the judgment should be reversed because the damages are excessive. The jury gave a verdict for $8,000. It is, of course, difficult for any one to estimate the real amount of damages which the child has sustained in consequence of the loss of his arm. The question was one peculiarly proper for the jury to determine. We cannot interfere, unless the excess is so great that we can say that the jury must have acted from some improper influence or bias in the matter. This we cannot say.

There are many other points discussed in the arguments of counsel, but we do not deem it necessary to notice them. The questions which we have noticed are the controlling ones, and dispose of the cause.

The judgment of the County Court is affirmed.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of July, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	163,600	6,993,200	2,473,300	11,800
1870..	154,900	6,752,600	1,300,000	82,400
Dec..	8,700	240,600	173,300	*70,600

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 56,820 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.....	115,900	163,600	154,900
Wheat, bushels...	4,993,000	6,993,200	6,752,600
Corn, bushels....	7,313,900	2,473,300	1,300,000
Barley, bushels..	326,500	11,800	82,400
Oats, bushels....	3,956,600	1,577,200	1,269,700
Rye, bushels.....	159,500	210,600	271,000
Malt, bushels....	217,300	112,600	212,500
Feed, lbs.....	.....	4,144,900	4,527,200

Manchester and Parkton Railroad.

Work is still progressing on this road, and we learn that more than one-third of its entire length is graded and ready for the laying of the track. A preliminary survey, looking to the extension of the road to Bachman's Mills, has been made by Mr. Gitt, engineer, and the intention seems to be to extend it to that point as rapidly as the means of the company will allow. It is an important point to strike on account of the large beds of iron ore and lime stone.—*Balt. Sun.*

Petroleum as Fuel.

The Altoona *Sun* reports the successful trial of petroleum as fuel on a locomotive belonging to the Pennsylvania railroad. A few weeks ago the experiment was unsuccessful, in consequence of the giving way of the gum hose used to convey the oil to the receiver. On the recent trial an improved pipe was used, and the locomotive, being chilled throughout, in seventy minutes' time had generated sufficient steam to fill the boiler to its utmost capacity, and to run the engine up the mountain. The petroleum does not come in contact with the fire, but by a system of tubing a vapor is generated, which passes into the furnace, and makes, it is alleged, an intense but easily controlled fire.

Police on the Railroads.

It is stated that a number of conductors on the different roads in the State hold commissions from the Governor, investing them with all the powers of policemen, to make arrests and quell disturbances when necessity requires. This will be a notable improvement to the comfort and convenience of the respectable portion of the traveling public, and will tend to suppress a number of petty annoyances to which passengers are at times subjected. Any refractory or turbulent rough or loafer can immediately be placed under arrest and disposed of at the stations along the road. The confidence men, too, will find their occupation gone, and will have to seek new fields of enterprise to exhibit their deft skill, and unsurpassable impudence. This system should govern all roads throughout the country.—*Albany Journal.*

☞ The Kansas Pacific railroad has been completed and opened to Denver. The Denver Central City and Georgetown Railroad is a fixed fact; so also is the Denver and Boulder Railroad. The Denver and Golden Railroad will be completed in one month. This will make five railroads centering at Denver.

☞ James Jenkins and Carlton Foster, of Oshkosh, and A. M. Skeels and J. Dobbs, Jr., of Ripon, have been elected directors of the Oshkosh and Ripon railroad company. It seems to be generally conceded that the section of the road between Oshkosh and Ripon should be constructed at once.

☞ There are now 14,247 miles of railway in England, representing an aggregate capital of $2,511,314,435, and occupying 289 square miles of territory, or one acre in every 273 of England and Wales; one in every 8,123 in Scotland, and one in every 853 in Ireland.

☞ In Belgium there are 1,250 miles of railroad, making an average of two and a half miles to every 10,000 of the population, or ten miles to every 100 square miles of territory. These railroads were constructed at an average cost of $91,500 a mile.

☞ Prussia has 3,800 miles of railroad, making an average of two miles to each 10,000 of the population, or four miles to each 100 square miles of territory. The average cost of construction was $83,700 a mile.

☞ The first twenty miles of the Cairo and Fulton Railroad will be graded and ready for the ties by the 1st of September.

☞ The amount of railroad bonds voted by the Michigan towns is $4,072,275 80, of which $361,400 has been issued to the companies.

☞ A meeting has been lately held in Dutchess county, to agitate the extension of the railroad now in process of construction between Carmel and Lake Mahopac, in Putnam county, passing midland between the Hudson River railroad and Harlem railroad; from thence through the towns of Washington, Stafford and Milan, in Dutchess county; Gallatin, Taghkanic, Claverack, Ghent and Kinderhook, in Columbia county; and Schodack and Greenbush, to Albany.

☞ The Troy *Press* says that work in the Bessemer Steel Works is more brisk than ever before. Fourteen "heats" are run out every twenty-four hours now, against twelve heretofore, making on the average seventy tons of steel per day. The manufactured steel goes to the Rensselaer Works where it is rolled into rails. There is great demand for steel rails on the Southern and Western railroads.

☞ A part of section four of the Tax and Tariff law, recently passed by Congress, reads as follows: "That on and after the first day of October, 1870, the stamp tax imposed in Schedule B, on promissory notes for a less sum than one hundred dollars, and on receipts for any sum of money, or for the payment of any debt, and the stamp tax imposed in Schedule C, on canned and preserved fish, be, and the same are hereby, repealed."

☞ The Vermont *Freeman* says that a competent engineer has been making preliminary surveys, preparatory to a locating and working survey of the Montpelier and Wells River road, from the depot in Montpelier southeasterly for some few miles.

☞ The California and Oregon Railroad has been finished fifty miles north of Marysville, and will be completed to Tehama about the first of September. The survey of the Oregon and California road has been made to the State line and graded to Salem.

☞ The Toronto *Monetary Times* says that a committee consisting of Sir Francis Hincks, the Hon. Mr. Aikins, and the Hon. Mr. Morris, has been appointed to consult with the Government of Ontario in reference to the construction of a railway between Fort William and the Pacific. It is expected that Ontario will appropriate a portion of her public lands towards this great enterprise.

☞ The Cecil *Democrat* says that the Philadelphia, Wilmington and Baltimore Railroad Co., are removing the iron rails from the track in the vicinity of Elkton, and substituting steel ones. Experience has proven that though steel costs more, its greater durability renders it cheaper in the end.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

RAILS.

3,000 tons 56 lbs. Fish bar pattern.
3,500 " 50 lbs. " " "
Now in yard and to arrive soon for sale by
PERKINS LIVINGSTON & POST,
31 New Street.

THE NEW JERSEY STEEL AND IRON COMPANY,
TRENTON, N. J.,
And 17 Burling Slip, NEW-YORK,
Would call special attention to their
MARTIN STEEL,
Acknowledged by all who have used it to be the best material now made for
Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,
And all the finer machine purposes, such as
Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.
The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.
The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.
The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.
Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.
JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

CANADA AIR-LINE RAILWAY COMPANY.

The Directors of the Canada Air Line Railway invite tenders for the construction of their Line. Plans and specifications for the section from Glencoe to Aylmer will be on exhibition at the office of the Chief Engineer, G. L. REID, Esq., Hamilton, from the 22d August next.
All offers must be in the hands of the undersigned before the second day of September next, marked "Tenders for Construction of Canada Air-Line Railway."
JOSEPH PRICE, Secretary,
HAMILTON, Ontario, 25th July, 1870.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.
Address, P. O. BOX, 480,
- 6t33 Wilmington, Del.

ST. JOSEPH AND DENVER CITY
Railroad Company.

PRESIDENT'S OFFICE.
ST. JOSEPH AND DENVER CITY R. R. CO.
ST. JOSEPH, MO., August 1st, 1870.
THE INTEREST AND COUPONS on the FIRST MORTGAGE EIGHT PER CENT. GOLD BONDS, of the *St. Joseph and Denver City Railroad Company*, DUE AUGUST 15TH, 1870, will be PAID IN GOLD at the Farmers' Loan and Trust Company of the City of New York, on and after that date, free of tax.
GEORGE H. HALL, President.

NEW YORK AUGUST 1ST 1870.—The Firm of SMITH, GOULD, MARTIN & CO. is this day dissolved by mutual consent. Either party will sign in liquidation.
HENRY N. SMITH,
JAY GOULD,
HENRY H. MARTIN,
JAMES B. BACH,

LIMITED PARTNERSHIP.—This is to certify, that the subscribers have formed a limited Partnership, pursuant to the provisions of Title 1, Chapter 4, Part 2, of the Revised Statutes of the State of New York, and of the several acts amendatory thereof, for the transaction of lawful business within the State of New York, to be conducted under the name or firm of WILLARD, MARTIN & BACH. The general nature of the business intended to be transacted is the STOCK BROKERAGE BUSINESS, wholly on COMMISSION, including the buying and selling, on commission, of stocks, bonds, gold and securities. The names of all the general and special partners interested therein, and their respective places of residence, are as follows: General partners, Edward K. Willard, Henry H. Martin, of the city of New York, and James B. Bach, of the city of Brooklyn, in the State of New York; special partners, William M. Tweed, Jay Gould and Henry N. Smith, all of said city of New York; the amount of capital which each special partner has contributed to the common stock is as follows: William M. Tweed, one hundred thousand dollars, in cash; Jay Gould, one hundred thousand dollars, in cash, and Henry N. Smith, one hundred thousand dollars in cash; the partnership is to commence on the first day of August, 1870, and will terminate on the thirty-first day of July, 1875.
EDWARD K. WILLARD, HENRY H. MARTIN, JAS. B. BACH, } General Partners.
JAY GOULD, WILLIAM M. TWEED, HENRY N. SMITH, } Special Partners.
[U. S. Rev. Stamps, 10c. cancelled.]

THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong.
It is much stronger as only a small portion opens, whereas in the old style the whole top comes off.
The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
18 William street,
49tf **New York.**

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

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DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

THE CELEBRATED

Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PARTICULAR Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

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Iron & Steel Bridge Co.

Wrought Iron Plate Beams,

FOR BUILDINGS.

WROUGHT IRON DOCK GATES

And Lock Gates for Canals,

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NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

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IRON AND STEEL RAILS,

Delivered in New York & other markets in the U. S.

Railroad Supplies of all descriptions.

STREET RAILS & CARS

On the most favorable terms.

Old Rails, Metals, &c., Bought & Sold.

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Opposite Platt St., NEW YORK CITY.

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THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

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(7) SEVEN PER CENT.

City of New York Stock,

Twenty Years to Run,

Exchanged for U. S. Government 6s,

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24 NASSAU STREET,

NEW YORK.

CHARLES COLLINS,

MANUFACTURER OF

High & Low Pressure

STEAM BOILERS,

Of every description,

TANKS, OIL STILLS, ETC.,

60 John St., Brooklyn, near Bridge St.

Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests.

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

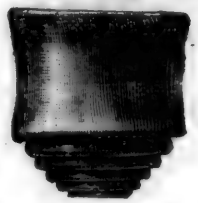
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

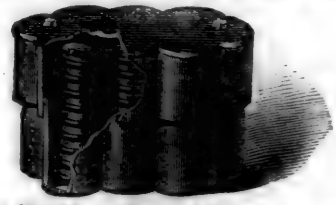
MANUFACTURERS OF

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The Original Standard Volute Buffer Spring.

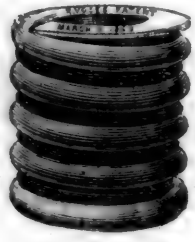
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



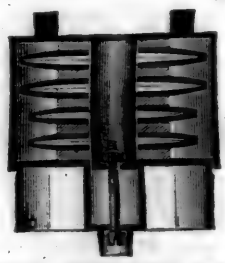
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



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All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

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59 John Street, New York.
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Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

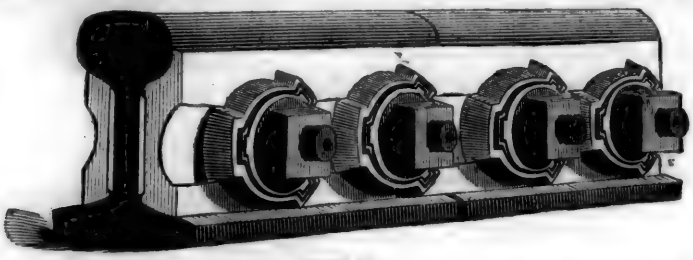
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

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GEN'L SALES AGENT,

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



CONTRACTORS,

For Excavating and Moving Materials of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

RAILROAD CONTRACTORS & RAILROAD COMPANIES,

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PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class. **$125 to $170.** Steerage. **$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 20, ARIZONA, CAPT. GRAY, connecting with the MONTANA, CAPT. PARKER.

Steamer JAPAN, will leave San Francisco Sept. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, August 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, August 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL,

CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

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Iron Commission Merchant,

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TIMBER AND OTHER RAILROAD SUPPLIES,

512 Walnut Street,

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RAILROAD CROSS TIES.

STAINED GLASS.
HENRY E. SHARP,

GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

147 & 149 E. 23d St., N. Y.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 35.] SATURDAY, AUGUST 27, 1870. [WHOLE No. 1,798 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 27, 1870.

Exhibition of the American Institute.

The Board of Managers of the American Institute announce that the Empire Skating Rink on Third-avenue, near Sixty-second street, having just been enlarged and improved, is now open for the reception of goods, and on Wednesday, Sept. 7, the Grand Exhibition will be formally opened to the public by an address at 12 M. It will continue open every secular day until Nov. 2, when the closing address will be delivered and awards to successful exhibitors announced.

The following is a list of the new officers chosen for the present year:

Horace Greeley, President.

Wm. Hall, Chas. P. Daly and Nathan C. Ely, Vice Presidents.

George Peyton, Recording Secretary; Samuel D. Tillman, Corresponding Secretary; Sylvester R. Comstock, Treasurer.

Board of Managers—Orestes Cleveland, Wm. H. Butler, J. G. Herriot, C. W. Hull, Wm. S. Carpenter, George Timpson, J. W. Stratton, James Knight, Thos. Rutter, Thos. Hicks, Samuel R. Wells, J. B. Lyman, J. T. Smith, Wm. Shriver, W. E. Pease, Thos. D. Stetson, Jas. R. Smith, Chas. E. Burd, E. S. Dickinson, Chas. H. Clayton, Henry J. Newton, A. M. Eagleson, Frank Everdell, Thos. Varker.

The managers expressly desire and urge exhibitors to hurry forward all goods not of a perishable character at once, thus securing good locations for exhibition and also avoiding the inevitable rush of articles which always occurs about the day of the public opening.

The building enlargements and improvements, including decorations, painting and refitting, have been quite extensive, involving an expense of about $12,000. A largely increased area of the space has been secured by leasing adjoining lots of ground, thereby enlarging the exposition and machinery departments to the extent of about 100,000 square feet. The painters are now at work, and the interior woodwork is all being painted white.

The Second-avenue entrance to the building has just been enlarged, and is now especially adapted to the reception of machinery. A new adjoining building, forty feet square, has just been completed, which is especially designed for steam power. New main lines of shafting, with stationary engines, provided with water and gas pipes, has been erected by the managers.

The Third-avenue main public entrance is being improved by enlargement, and a covered passage-way to the sidewalk, which is to be covered, painted and lined on either side with evergreens and flowers. Facilities for visitors reaching the Fair this fall have been considerably increased by the extension of the Madison-avenue railway line, which is now running cars from the Astor House to Yorkville.

A new Belgian pavement has been recently completed in East Sixty-fourth street from Fifth to Third avenues, making a fine carriage way from the west side to the east.

The managers have issued the following circular:

"The desire expressed by many to avail themselves of this occasion to exhibit their products will not excite surprise. American skill and invention are making such rapid strides in every branch of the useful arts, that no adequate conception can be formed of the actual advance unless specimens of improved machines and processes can be frequently submitted for examination and comparative tests. In the Old World the development of new plans for utilizing the forces and products of nature is so slow and uncertain that annual displays of skill and handicraft, under the auspices of a single Government, is not deemed essential. An international exposition once in a decade of years seems to satisfy the pride and curiosity of the European public; but in our own country the love of novelty, the passion for improvement, and the yearning for a better way, is so strong and general, that annual industrial exhibitions are demanded, and those who can afford to try new methods and processes, for their own benefit, are found to be the unfailing patrons of such displays. It must be admitted that country and State fairs and exhibitions by incorporated societies are very frequent, yet in most instances they do not excite unusual interest, except in their immediate neighborhood.

The American Institute may, therefore, be said to stand alone in its aim to be national in its character and influence. Its chief object is to call together, from all quarters of the Union, at stated periods, specimens of the best work, the greatest skill and the rarest ingenuity, and to test their comparative merits. The annual exhibition of the Institute, on account of its completeness, may be regarded as the best index of American progress.

It affords unusual facilities for the display of new inventions, and by its long continuance gives all classes of visitors ample time to satisfy themselves as to the actual value and merit of any article they may desire to use, thus affording to manufacturer and purchaser, to producer and consumer, a golden opportunity. To those who have failed to secure the highest award at former exhibitions, it holds out strong inducements to again present their work and inventions in such improved form as will enable them to bear off the palm, and their expectation in this regard will be naturally increased by the assurance that the managers use their best endeavors to select competent and impartial judges, whose decisions will not be overturned or invalidated by any personal bias or official interference.

A permanent classification of articles on exhibition has been arranged, and seven departments selected. They are as follows:

1. Department of Fine Arts and Education, including seven groups, consisting of paintings, engravings, photographs, sculpture, musical instruments, printing, &c.

2. Department of the Dwelling, including seven groups, consisting of apparatus for warming, cook-stoves, lamps, kitchen-ware, carpets, furniture, doors, window-sashes, &c.

3. Department of Dress and Handicraft, including seven groups, consisting of apparel for males and females, cloths, jewelry, writing-desks, &c.

4. Department of Chemistry and Mineralogy, including seven groups, consisting of soaps, acids, leather, paints, dye-stuffs, flour, meal, &c.

5. Department of Engines and Machinery, consisting of stationary engines, pumping machines, machinery for working of metals and wood,

6. Department of Intercommunication, consisting of locomotive engines, carriages, models of vessels, telegraphic apparatus, fire engines, &c.

7. Department of Agriculture and Horticulture, consisting of plants, flowers, fruits, butter, cheese, mowers, reapers and products of the soil used in the arts.

The grade of premiums and testimonials will be as follows:

First Premium—Large medal and diploma, which may set forth the reasons which govern the judges in rendering their decision.

Second Premium—A medal and diploma. An entrance fee of $3 will be charged upon all goods for competition.

Tables for exhibitors are furnished by the managers without extra charge. No Petroleum or patent medicines will be allowed a place in the exhibition. No goods can be sold and delivered within the Fair.

The Board of Managers have nearly perfected arrangements with all the prominent railway, steamboat and express companies to severally return freight free all articles exhibited, the freight on which shall have been paid to New York. Several of the leading features of the exposition, which will probably become popular, are entirely new inventions. Among others is a large church organ by Jardine, which is expected to work upon a new principle through the adoption of a pressure of twelve pounds. This musical instrument will be placed against the rear eastern wall, in an elevated position, about twenty feet from the floor.

One of the largest soda water fountains ever built will be erected in the middle of the main hall.

A newly-invented hotel elevating apparatus will also be on exhibition and in working condition, treating those who may desire it, to a ride to the top of the Rink.

The Committee of Fine Arts and Education, consists of Messrs. Newton, Stetson, and Clayton. On Engines and Machinery, Messrs. Shriver, Stratton and Dickinson. On Agriculture and Horticulture, Messrs. Carpenter, Lyman and Burd.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$173,323 12	$179,425 95
" freight	326,795 85	309 845 22
" mails	18,900 01	10,168 49
" express	5,000 01	6,250 00
" miscellaneous	545 31	833 50
	$524,564 30	$506,523 16
Expenditures, viz:		
Maintenance of way	$151,102 85	$178,426 61
" motive power	103,184 67	108,429 16
Cost of working road	103,733 49	108,308 31
" management	10,404 87	11,984 16
Miscellaneous	20,874 98	23,683 06
	$389,300 86	$425,831 30
Net balance	$135,263 44	$80,691 86
Balance, March 31, 1869		241,126 03
Interest received during the year		6,740 92
In hands of superintendent less than last year		2,187 74
Total		$330,746 55
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc		$59,764 73
Paid preferred stock dividends		48,584 00
Wood, oil and stock on hand more than last year		3,049 21
Engineer department more than last year		6,757 32
Paid Trustees of sinking fund		12,500 00
Paid sundry expenses		3,120 82
Bonds and cash on hand		197,020 97
Total, as above		$330,746 55

Compared with the previous year, the gross earnings show a decrease of $18,041 20; with an increase in expenses of $36,530 44—making a decrease in the net earnings of $54,571 64. The report says:

The amount of gross earnings is somewhat less than last year, resulting from the interruption of business caused by the unusually severe freshets of last fall.

We have added to the equipment this year, 1 first-class freight engine, 2 monitor-top passenger cars, 2 monitor-top smoking and baggage cars, and 10 gravel cars, and have built 8 box and 55 platform cars.

We have made full and ample repairs on both engines and cars, so that they are all in good order and conition for business.

We have built a passenger depot at Ashland, and a dwelling house and depot combined, at Warren summit.

We have laid 44,500 new sleepers and have also laid 1,400 tons of new 56-lb. iron, taken up, repaired and relaid 10,700 old rails, and have taken up 750 tons of light iron and disposed of the same to the Extension. This makes the road, so far as iron is concerned, in better condition than it ever has been. The above will explain, in part, while the balance of net earnings is less than the previous year.

There has been no change in our business with connecting roads, since our last report, and no definite agreements have been made. The two dividends for the year, on the preferred stock, have been declared and paid, and are charged in the accounts.

It was thought by some, that it would be advisable to pass the dividends, until the loss sustained by the freshets was made up. This, the directors considered, would be unfair to the preferred stockholders, as they had already been waiting about ten years, without receiving their interest.

We, therefore, have deemed it proper to pay them, and will continue to do so, regularly.

The usual payment of $12,500 has been made to the Sinking Fund, which, with its accumulation, amounts to $253,750.

The bonds of the road, known as Convertible Mortgage Bonds, amounting to $350,000, viz: $200,000 seven per cent. bonds and $150,000 six per cent. bonds become due on the 1st day of July next, and are to be provided for. The directors propose to extend the time of payment for five years, and to attach new sets of coupons, at the same rates of interest, for that time.

As this is now the first mortgage on the road, there can be no question as to the security, it being a first class one in every respect.

The holders of over one half the amount of bonds have signified their acceptance of the proposal.

The road sustained heavy damage and injury from the unusual and severe freshets in October last, there having been some seventy places or more where culverts were carried away, together with breaks in the road, some of which were of a frightful character, being from 175 to 200 feet in length, and from 40 to 60 feet in depth.

The most of the same has been rebuilt, repaired and filled up, so that the road is now in good running order.

The expenses of the damage have been very large, the amount of which, as yet, cannot be fully determined.

The extension of the White Mountains, N. H., Railroad was opened to the Wing road in Bethlehem and the line of the town of Whitefield on the 1st day of October last, but the severe freshet which came soon after carried away the bridge and abutments at Littleton, and damaged the road so that we were not able to rebuild and repair so as to be running, until about the 1st of January, since which time we have been running regularly to the Wing road.

The directors, in the fall and winter, made contracts to build the road from Whitefield line to the Ruggles highway in Dalton, and it is now about completed and the iron laid, and we intend to be running to Whitefield village by the 1st day of June.

They have also to report that they have made a contract with Messrs. Thompson and Lindsay to do the grading, etc., from the highway in Dalton to Israel's River in Lancaster, to be finished so that the cars can be running to Lancaster by the first day of January, the contractors assuming and taking the notes or bonds voted by the town of Lancaster in part payment.

There has been paid for the extension, to this time, about $165,000. This amount has been raised outside and is not included in the accounts, but is to be arranged hereafter.

When the extension is completed to Whitefield and Lancaster, the directors feel confident it will increase the receipts largely, and prove of great advantage, and think it for the interest of the road to continue it to Northumberland and to connect with the Grand Trunk Railway, and eventually arrange to build or to extend to Colebrook and the towns in the upper part of the State.

At the session of the Legislature in June last, a charter was obtained by this road to build a branch road from the Wing road station to Sawyer's bridge and the foot of Mount Washington.

The directors have had surveys made and find the route a feasible one, and think it for the interest of this corporation to build as far as Sawyer's bridge, provided the assistance that has been proposed by individuals be given.

The total number of passengers carried during the year was 130,899; equal to 7,853,940 carried one mile. Total number of tons of freight, 67,376; equal to 4,042,560 tons carried one mile.

TRIAL BALANCE, MARCH 31, 1870.

Construction		$2,850,000 00
Wood, oil, etc., on hand		22,821 18
Stock, etc., on hand for repairs		29,382 47
1870 bonds on hand (C. M.)		800 00
Trustees of sinking fund		164,000 00
Pemigewasset house		16,000 00
Joseph A. Dodge, Supt		24,837 17
Cash on hand for coupons unpaid		1,825 00
" " dividends unpaid		10,080 00
Sinking fund and mortgage bonds on hand		146,500 00
Cash		58,615 97
		$3,324,861 79
Stock, (old dividends, etc.)		$459,600 00
" preferred		800,000 00
" new		540,400 00
		$1,800,000 00
Bonds due in 1865	$130,000 00	
" " 1870	350,000 00	
" " 1889	570,000 00	
		1,050,000 00
Coupons due and unpaid		1,825 00
Dividends " "		1,448 89
" not yet payable		28,125 00
" due since May 20, 1867, and unpaid		10,080 00
Profit and loss		433,382 90
		$3,324,861 79

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD HARLOW.

Superintendent.—J. A. DODGE.

New York and Boston Air Line R. R.

At a recent meeting held in New Haven, to hear a report from the directors of the Air Line Railroad, as to the condition of the work along the line, Mr. Lyman, the president, made a statement of the amount of work done and money expended. On the western division, extending from

New Haven to Prospect street in Middletown (which is all completed and the cars running), there has been expended $993,869 19; on the Middletown division, extending from Prospect street to Portland, to a point fifteen hundred feet east of the river, and including the bridge, there had been expended in work and material $299,794 00; and on the eastern division, between Portland and Willimantic, there had been expended $1,221,504 85. This, together with $442,212 expended for the right of way, station grounds, equipment, engineering expenses, &c, makes the total amount expended up to this time $2,957,380 04. The amoont of money necessary to complete the middle division, including the bridge, is $237,020, and to complete the eastern division entire $874,511. Of the 27 miles of road east of Portland, 20 of it is graded and ready for laying the ties, and $75,000 worth of iron was on the the ground ready to be laid. It is expected that with an additional credit from New Haven for $500,000, the company will issue bonds for as much more, on the provision made in the charter, and thus be possessed of the means to complete the road within eight months.

North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1869 and 1870, compare as follows:

	1869.	1870.
From passengers	$196,187 95	$233,753 52
" freights	864,140 90	405,066 63
" mail	16,725 00	16,725 00
	$577,053 85	$655,545 15
Expenses, viz:		
Old	$68,972 99	$73,520 08
New	401,110 87	393,128 94
	$470,083 86	$466,649 02
Excess of earnings	$106,969 99	$188,896 13

In expenses, the word "old" means interest on old debts and unadjusted claims not entered on the books previously to this fiscal year. The word "new" means current expenses. Of the above "old" in the fiscal year 1868-'69, $41,145 29 is for interest, and $27,827 70 for other debts; and in 1869-'70, $46,932 86 is for interest, and $26,587 22 for other debts. Excluding the "old" entries, the net earnings for 1868-'69 would be $175,942 98; and for 1869-'70, $262,416 21.

Of the current expenditures for 1869-'70, ($393,128 94,) the following are regarded as extraordinary:

New railroad iron, chairs and spikes	$53,450 38
Buildings and bridges	15,163 21
Interest and discount	47,742 71
Incidentals	2,903 44
Rebuilding engines	5,373 70
Building cars	9,367 19
	$134,000 63

—leaving the net operating expenses for the year $259,128 31; and the net earnings over operating expenses, $396,416 84, an increase over the previous year of $80,596 08.

The general income accounts for the two years under review compare as follows:

Receipts:	1869.	1870.
Earnings, as above	$577,053 85	$655,545 15
Old iron sold	58,388 60	41,814 33
Other property sold	1,525 99	3,734 34
Rents	5,481 51	4,925 73
Shop account	2,623 85	1,257 26
Interest	7,262 67	6,096 90
Mileage of cars	4,843 64	6,469 92
Miscellaneous	987 31	358 86
Total receipts	$658,117 42	$720,202 49
Expenditures:		
Transportation	$119,067 46	$144,500 26
Motive power	25,928 02	32,817 63
Cars	39,612 52	52,232 41
Maintenance of road	94,040 07	106,057 25
Subsistence	17,716 95	6,214 76
Maintenance buildings	9,662 07	9,730 39
" bridges	8,269 43	5,529 72
Stock killed	1,583 25	2,294 53
Interest	71,390 12	47,742 71
Incidentals	7,289 49	4,741 96
New rails, chairs and spikes	72,655 34	53,450 38
Taxes	2,869 14	2,337 02
Total expenditures	$470,083 86	$466,649 02
Excess of receipts	$188,033 56	$253,553 47
Included in the expenses are "old" as follows	69,972 92	73,520 08
Excess of receipts over "new" or current exponses	$257,006 55	$327,073 55

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1870:

Assets on hand at commencement of year	$110,522 93
Real estate sold	1,211 00
Claims passed to profit and loss	5,772 33
Supplies on hand Sept. 1, 1869	28,905 85
Receipts	720,279 45
Increased liabilities	103,931 26
Total	$970,622 82
Ordinary and extraordinary exp	$466,649 02
Paid stock N. W. N. C. R. R. Co	20,000 00
Paid for real estate	113 00
Amount of dividend No. 10, declared Feb. 16, 1870, 3 per cent. on April 1, 1870, and 3 per ct. on July 1, 1870.	240,000 00
Cash and cash assets	216,846 99
Supplies on hand May 31, 1870	27,013 81
Total, as above	$970,622 82

Number of through passengers carried, 17,007; do., local do., 75,958—total, 92,963. Tons of through freight, 53,881; do., local do., 36,955—total, 90,836. Bales of cotton shipped, 44,553.

The financial condition of the company now and one year ago is thus compared in the report of the Treasurer:

The debt of the company reported and entered on the books of the company on the 31st May, 1869, was $677,859 04, to which add $73,520 08 of old debts, not reported and entered on the books of the company, but which have been paid during the year. We have the total debt of the company on the 31st May, 1869, of $751,378 12, to which add $240,000 for dividend No. 10, declared Feb. 16, 1870, we have the debt of the company for the year $991,379 12, of which amount there has been paid during the year $209,173 82, leaving the debt of the company as shown by the books of the Secretary on the 31st of May, 1870, to be $782,205 30, which debt may be decreased by assets on hand $243,860 80, and the probable reduction on negro bonds of $27,000, leaving actual balance to be paid $511,844 50.

The general exhibit of the business of the Company for the fiscal year, shows an increase of the debt of the Company of $103,931 26, the cause of which will be readily seen is by the dividend of $240,000, declared on the 16th February, 1870, and old debts of $73,520 08, not reported and entered on the books of the Company, and the difference in assets now and one year ago, all of which is necessary to show up in the fiscal year closing May 31st, 1870.

The total bonded debt of the Company under the Mortgage is $490,500, of which amount $120,000 is in five year bonds, $193,000 is in ten year bonds, and $177,500 is in twenty year bonds.

There yet remains unpaid of the Loan due March 1st, 1867, $64,500, which we are anxious to close out during thie year. The amount paid out during the past fiscal year for freight and other damages, exclusive of stock killed, has been $19,254 71, of this amount about $17,000 has been paid in settlement of suits against the Company for accidents to passengers, burning of cotton, &c., which suits were brought against the Company before the present administration came in. Some of the suits have been pending for years.

The future prospects of your road are cheering, its business is increasing year after year, and its present excellent condition can be maintained, with but comparatively little increase on the expenses of the past two years.

It is a matter of congratulation that your Road has been enabled to pay a cash dividend of $240,000 from its actual earnings during the year.

The financial condition of the company as of May 31, 1869 and 1870, is thus stated in the general ledger balances:

	1869.	1870.
Capital stock	$4,000,000 00	$4,000,000 00
Loan 8 per cent. due March 1, 1867	95 000 00	64,500 00
Interest due on same	1,880 00	1,620 00
Mort. loan 8 per ct. due Nov. 1, 1872.	153,000 00	120,000 00
Interest due on same	1,020 00	280 00
Mort. loan 8 per ct. due Nov. 1, 1877.	166,000 00	193,000 00
Interest due on same	1,640 00	440 00
Mort. loan 8 per ct. due Nov. 1, 1888.	146,000 00	177,500 00
Interest due on same	520 00	540 00
Dividend certificates fundable in 20 yrs' 8 per cent. mort. bonds	6,980 00	2,524 00
Dividend No. 9, balance payable in 20 years' 8 per cent. mort. bonds	8,250,00	8,120 00
Due on dividends	867 00	127,251 00
Temporary loans	18,530 00	1,200 00
Bills payable	5 170 06	7,700 71
Due other companies	8,669 47	4,268 56
Due agents		178 65
Due on individual accounts	12,068 17	17,618 65
Due on pay rolls	15,337 34	24,947 78
Due on negro bonds	41,927 00	85,521 00
Profit and loss	682,708 43	730,602 04
Total	$5,360,567 47	$5,612,807 34
Road, equipment and real estate	$4,949,844 54	$4,948,746 54
Sinking fund	204,000 00	204,000 00
Stock of Chatham R. R. Co	74,700 00	74,700 00
Stock of North Carolina R. R. Co	21,500 00	21,500 00
Stock of N. W. N. C. R. R. Co.		20,000 00
Due from station agents	16,879 96	13,298 70
Due from other companies	8,098 64	18,178 18
Due from individuals	16,015 29	21,739 07
Due from freight exchanges	1,670 81	1,819 10
Due from U. States	3,636 64	668 52
Due from P. O. Dept.	2,786 58	2,806 21
Bills receivable	6,405 40	4,861 50
Duef rom Southern Express Co	1,000 00	1,204 38
Cash	53,500 11	152,876 88
Supplies on hand		27,013 81
Total	$5,360,567 47	$5,612,807 34

President.—Wm. A. Smith.
Superintendent.—Albert Johnson.
Treasurer.—G. M. Lea.
Secretary.—F. A. Stagg.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Aug. 23d, 1870, and each bearing that date.

Reported weekly for the RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

106,558—Ventilating Window for Railroad Cars, Samuel Darling, Providence, R. I.

106,589—Machine for repairing Boiler Flues, Joseph Hughes, Bloomington, Ill.

106,615—Railway Car Seat, Joseph J. Pease, Stockbridge, Mass.

106,625—Preserving Wool, Alex. J. Sheldon, Buffalo, N. Y.

106,635—Railway Car Axle, Fredk. Sturneyk, St. Paul, Minn.

106,647—Method of preventing decay in the timbers of bridges, buildings, &c., Augustus Allen, Cass Co., Mich.

106,648—Steam Coupling for R. R. Cars, Samuel A. Appold, Baltimore, Md.

106,662—Steam Generator, Jno. M. Clark, New York, N. Y.

106,668—Nut Lock, David Cumming, Jr., Brooklyn, N. Y.

106,669—Slide Valve for Steam Engine, Francis Curtis, Newburyport, Mass.

106,727—Pumping Engine, Louis C. Rodier, Springfield, Mass.

106,737—Means for adjusting wheels to different gauges, Wm. B. Snow, New York, N. Y.

106,739—Railway Car Seat, W. Horace Soper, Baltimore, Md.

Mexican Railway.

The Tenth ordinary general meeting of this Company was held in London on the 28th of June. Mr. R. W. Crawford, M. P., in the chair. The Secretary having read the notice convening the meeting, the following report was taken as read:

REPORT OF THE DIRECTORS.

The annexed report of Mr. Samuel, the consulting engineer to the Company, will inform the Shareholders of the satisfactory condition of the upper section of the line, and of the progress which had been made at the date of the latest advices, with the prosecution of the works on the lower section between Paso del Macho and Fortin. It justifies the hope, that the present toilsome and costly methods of transit through the difficult pass, by which the commerce of Mexico has hitherto found its way, in the fair season of the year, between the capital and the State and its most important seaport, Vera Cruz, will be superseded before many months have passed away by the safe and speedy communication of a railway, open for traffic at all times and seasons of the year. The Shareholders are probably aware of the important inquiries which have been for some time carried on before commissioners sent to this country by the Government of Russia, and a deputation of gentlemen selected for the purpose by the Secretary of State for India, into the merits claimed by its promoters for the method of railway construction and working known as the Fairlie system. These investigations have been attended by representatives of this Company also, and the chief engineer, Mr. Buchanan, being now in this country, is carefully considering the advantages of the system, with the view of determining how far it may be desirable to apply it in the prosecution of the works remaining to be completed. The following statements show the results of the working of the opened sections of the railway for the year 1869:

Statement of the traffic receipts, expenses, &c., on the railway from Mexico to the Puebla junction at Apixaco (86 miles), from 1st January to 31st May, from Mexico to Santa Anna, from 1st June to 11th September, and from Mexico to Puebla (115 miles) from 12th September to 31st December, 1869:

1869.	Gross receipts. £	Working expenses. £	Net profit. £
January	7,809	4,930	2,879
February	7,018	4,737	2,281
March	8,157	4,842	3,315
April	7,643	5,001	2,642
May	7,699	4,868	2,837
June	6,965	5,765	1,200
July	8,413	6,867	1,545
August	8,215	5,957	2,257
September	8,980	6,046	2,934
October	10,610	6,793	3,817
November	11,415	6,703	4,712
December	12,776	7,304	5,471
Total	105,699	69,813	35,886

Statement of the traffic receipts, expenses, &c., on the railway from Vera Cruz to Paso del Macho (47 miles), from 1st January to 31st December, 1869:

1869.	Gross receipts. £	Working expenses. £	Net profit or loss. £
January	2,448	2,490	L 43
February	1,844	3,785	L 1,941
March	2,181	2,546	L 365
April	2,442	2,821	L 418
May	2,251	3,291	L 1,040
June	2,580	3,026	L 446
July	2,159	2,951	L 791
August	2,300	2,814	L 513
September	1,565	2,618	L 1,052
October	2,215	2,584	L 369
November	2,483	2,818	L 334
December	3,159	2,880	P 279
Total	27,830	34,664	Loss 7,034

The earnings on the upper section for four months of the present year given below are satisfactory, as compared with the earnings for the same period of last year; and with regard to the lower section, which was kept open at a loss in consequence of its defective condition during the greater part of the year 1869, it will be observed from the particulars of the earnings for the first three months of the present year, also given underneath, that this section is now being worked again with a small profit.

Statement of the traffic receipts, expenses, &c. on the railway from Mexico to Puebla, (115 miles), from 1st January to 30th April, 1870:

1870.	Gross receipts. £	Working expenses. £	Net profit. £
January	11,925	5,900	6,025
February	9,774	7,227	2,547
March	11,900	6,821	5,080
April	11,476	5,399	6,077
Total	45,075	25,346	18,729

Statement of the traffic receipts, expenses, &c., on the railway from Vera Cruz to Paso del Macho (47 miles), from 1st January to 31st March, 1870,

January	3,352	2 731	621
February	3,111	2,734	377
March	3,598	3,438	160
Total	10,060	8,903	1,157

The Shareholders may have noticed that a weekly statement of the earnings on the upper section for the present year has for some time past appeared in the public journals. The following tabular statements enter into details not given in these weekly returns, with reference to the total weight of merchandise, &c., and the numbers of 1st, 2nd and 3d class passenger conveyed on the Mexico and Puebla line, down to the date of the more recent returns:

Statement of merchandise traffic on the Mexico and Puebla line from the 2nd January to the 30th April, 1870.

	Tons.	£
General merchandise	7,882	13,954
Pulque	10,992	14,373
	18,874	27,327
Carriages, animals, specie, jewelry, &c		1,955
Total		£30,282

Statement of passenger traffic on the Mexico and Puebla line from the 2nd January to the 30th April, 1870.

Passengers—1st class	4,047
" 2nd "	49,952½
" 3d "	30,130½
" Military	4,202
Total passengers	88,332
Total receipts, including excess luggage	£13,664

Of the total weight of general merchandise carried on the upper section for the first seventeen weeks of the present year, it thus appears that considerably more than one-half consisted of the national beverage, Pulque, yielding the large sum of £14,372, or upwards of 50 per cent. of the total receipts from general merchandise. It has been observed that the popularity of the enterprise, both with the Government authorities and the general public of Mexico, has never been so great as it is at the present time. As travellers from Vera Cruz to Puebla and Mexico, in going along the ordinary road, can see from the diligence many of the largest and most difficult works of this section, in active operation, close to the road-side for a distance of about seven miles, —comprising such as the Paso del Macho and Chiquihuite bridges,—both the Government and the people of Mexico have before them evidence of the energy with which the Government is constructing this important part of the line. From the last advices received by the board from Mexico, bearing date the 10th of May, it would appear that these opportunities of knowing what the Company has done, and is doing, have produced a very favorable impression.

	15 per cent. Duties. £	12 per ct. Duties. £
The gross sums received from the Government of Mexico during the year 1869 were	122,801	68,915
And for the first three months of the present year	37,443	25,183

The closed accounts for the year ended 31st December, 1869, have not yet been received from Mexico, but being promised by the mail due at the end of this month, the board propose, in submitting this report, to adjourn the general meeting until the day appointed for the second special meeting required to complete the statutes, when the accounts will be laid before the Shareholders in the usual form. In their report of the 21st December, 1869, the Directors informed the Shareholders that the Government of Mexico had approved the Statutes of the Company, subject to the addition of certain new articles which appear in the notice of the extraordinary general meeting printed on the back of the present report. The Government has also required that the word "shall" shall be substituted for the word "may" in Article 66 of the Company's Articles of Association, and the Directors have no hesitation in presenting both this alteration and the additional Articles to the Shareholders for adoption, with a view to the establishment of the internal relations of the Company with the Government of Mexico on a permanently satisfactory basis. Copies of the Decree of the Mexican Government

of the 27th November, 1867, as modified by the Decree of the 11th November, 1868, can be obtained by the Shareholders upon application to the Secretary at the Company's offices.

The following is the report of Mr. James Samuel, the consulting engineer:

GENTLEMEN:—My last report on the state of the open sections of the Mexican railway, and on the portions of the line under construction, was dated 16th December, 1869, and I have now the honour of handing you a report of the progress made in construction since the 9th November, 1869, the date when the works were resumed; and also on the condition of the open sections from Vera Cruz to Paso del Macho, and from Mexico to Puebla.

Vera Cruz to Paso del Macho.—The sleepers on about 37 miles of this portion of the line have been entirely renewed, leaving about ten miles to be done. The rails have been straightened wherever required, and the timber trestle bridges have been repaired, and are now in sound condition; and Mr. Buchanan, the chief engineer in Mexico, reports that a marked improvement has been effected in the general state of the permanent way. The new sleepers are of "sapote," a native timber found in certain districts of the Tierra Caliente, and possessing great durability. When the renewal of the sleepers on this section is completed we may expect with confidence that a very considerable reduction in the maintenance of way, and also in the repairs of locomotives and rolling stock, will be effected, as the dilapidated condition of this line has hitherto been one of the principal causes of the excessive working expenditure in the locomotive and permanent way departments. The iron bridge over the river Jamapan at Soledad (now completed) is a strong and permanent structure, but immediate attention must be given to the removal of the present timber trestle work on either side of the approaches to the bridge, and the substitution of iron girders and earthwork in lieu thereof, as recommended in my report to the board dated the 22nd April last.

Mexico and Puebla.—By the last advices, I learn that the general condition of this portion of the line, 115 miles in length, is satisfactory, and the trains are running with great regularity; no extra expenditure in the maintenance of way or works during the rainy season is anticipated. The renewal of the timber sleepers still continues to form a heavy item in the current working expenses. The cast-iron pipes for the San Cosme Water Works, as required in terms of the concession, have been laid for a distance of about 1,400 feet, in substitution of the stone aqueduct in front of the station at Buena Vista, in the City of Mexico.

Paso del Macho and Fortin.—The construction of this section of the line, 24 miles in length, was resumed on the 9th November last, and has been carried on as rapidly as the financial resources of the Company have permitted. The iron bridge over the Barranco at Paso del Macho, with a central span of 135 feet, and two side spans of 58 feet each, and also two girder bridges—one of 47 feet and the other consisting of three spans of 40 feet each—are all completed. The masonry of the piers and abutments of the San Alejo bridge is completed, and ready for the iron work of the superstructure, which has doubtless arrived ere this time. This bridge consists of five spans of 66 feet each. *Chiquihuite Bridge.*—On the 11th May last all the masonry of this bridge, consisting of one span of 110 feet, and two side spans of 60 feet each had been completed, and the ironwork was in course of erection. At the same date the masonry of the bridge over the Atoyac river of three spans of 100 feet each, was in an advanced state; and Mr. Buchanan believes that, with the force then and since employed, it must now be ready for the superstructure. The culverts are completed as far as the Atoyac river, a distance of 6¼ miles from Paso del Macho; and of the two short tunnels, of 140 and 320 feet in length respectively, on the 11th May, the east heading of the first tunnel had been driven 10 feet, and the west heading 20 feet, and the east heading of the second tunnel had been driven 75 feet from the face, and the excavation carried down to formation level. The entire area of this tunnel has been taken out for a distance of 30 feet. *Earthworks.*—The earthworks for a distance of 5 miles from Paso del Macho to the first tunnel are completed, and for two miles farther they are in an advanced state. From Paso del Macho for 2 miles towards Chiquihuite the line is laid with cast iron sleepers, and has been properly lined up and surfaced. Several surveys have been carefully made, with the view of altering the course of the line, so as to secure a position for the Cordoba station nearer to that town than that originally proposed, in order to meet the wishes of the inhabitants; and a line has been selected by which this object will be accomplished without extra cost, and without involving sharper curves, but by increasing the gradient from 1 in 40 to 1 in 33. During the rainy season, which ends in September, it is not expected that rapid progress will be made in carrying out the earthworks, but the masonry and tunneling remaining to be done can be prosecuted with vigor.

Locomotives and Rolling Stock.—The following are the returns of the locomotives and rolling stock according to the reports furnished to me from the heads of these departments, dated 29th January, 1870, for the lower section, and 31st March, 1870, for the upper section: *Lower Section.*—11 locomotives and tenders in good condition, with the exception of one undergoing repair; 5 first-class carriages; 2 second-class carriages; 1 passenger break van; 47 covered goods wagons; 9 platform wagons; 24 ballast wagons. All the foregoing carriages and wagons are reported as in good condition. In addition to these, there were 81 French and 28 Belgium ballast wagons of the old original stock, which, being completely worn out, are now being broken up. *Upper Section.*—9 locomotives and tenders; 7 are in good working order: 1, an old American locomotive, requires thorough repair; and another is in the shop, having new tyres fitted on the tender wheels; 1 American "dummy" steam carriage: this is still running, but will shortly require a new boiler and other considerable repairs; 6 first-class carriages in good condition; 9 second class carriages; 14 third class carriages: ten of these are in good condition, one is being altered into a first-class carriage, and three are under repair; 2 passenger break vans in good condition; 38 covered wagons: all are in good condition except one, which has suffered from fire, and is under repair; 18 platform cars: three of these are without wheels at present, the rest are in good condition; 30 Pulque cars in good condition; 1 horsebox in good condition; 5 ballast wagons in ordinary condition.

Materials Shipped.—Bridge work, station, and telegraph materials, to the gross value of £10,670 6s. 8d., have been shipped during the past half-year, but as the contractors have not yet presented the invoices and bills of lading, I am at present unable to furnish the exact weights and quantities of each description of material.

DIRECTORS.—Robert Wigram Crawford, Esq., M. P., Chairman. William Barron, Esq.; George W. Campbell, Esq.; James H. Crawford, Esq.; Antonio Escandon, Esq.; Henry H. Gibbs, Esq.; Henry Goschen, Esq.; Joseph H. Gibbs, Esq.; J. Stewart Hodgson, Esq.; Louis Huth, Esq.; Thomas C. Sandars, Esq.

Caughnawa Ship Canal.

At a meeting of the stockholders in this company at Montreal, Canada, on the 18th inst., the following gentlemen were elected Directors for the ensuing year, viz:—Messrs. Benjamin P. Reed, D. N. Skillings, Benjamin P. Cheney, and Hon. Levi Underwood, United States; Hon. John Young, Messrs. John Pratt, Henry Hogan, Samuel W. Foster, and James R. Skead, Canada; and, at a subsequent meeting of the Directors, Hon. John Young was elected President, Hon. Levi Underwood, Vice President, and John Pratt, Treasurer.

Finances of the United States.

The following is a statement of the transactions of the United States Government from June 30, 1869, to June 30, 1870:

Net balance in Treasury June 30, 1869		$155,680,340 85
NET RECEIPTS.		
From customs	$194,538,374 44	
From internal revenue	184,899,756 49	
From sales of public lands	3,350,481 76	
From miscellaneous sources	23,466,864 94	
		411,255,477 63
		$566,935,818 48
From excess in conversion, &c., over the redemption of bonds, Treasury notes and fractional currency		1,270,213 87
Total net receipts for 1870		$568,206,032 35
NET EXPENDITURES.		
For civil and miscellaneous	$53,237,668 56	
For War Department	57,655,675 40	
For Navy Department	21,780,229 87	
For Indians and pensions	31,748,140 32	
For interest on public debt	27,702,338 03	
Total	$292,124,052 18	
For purchase of bonds for sinking fund	126,579,508 57	
		$418,703,560 75
Net balance in Treasury June 30, 1870		$149,502,471 60
The above statement shows am't of bonds purchased for sinking fund, par value		$109,050,000 00
Amount premium and accrued interest		17,629,508 57
		$126,579,508 57
Net balance in Treasury June 30, 1869	$165,680,340 85	
Net balance in Treasury June 30, 1870	149,502,471 60	
		6,177,869 25
		$120,401,689 32
Also deduct the receipts from excess in conversion, &c., of bonds, notes and currency		$1,270,213 87
Actual gain in 1870		$119,131,425 45

The above is a correct resume of the transactions of the Treasury for the fiscal year ending June 30, 1870, as appear from the official records of the Department.

WILLIAM A. RICHARDSON, Acting Sec'y.

Treasury Department, Aug. 20, 1870.

☞ The La Clede and Fort Scott railroad company has been organized to construct a railroad from Lebanon, Mo., a station on the South Pacific railroad, 187 miles from St. Louis, nearly due west through Buffalo, Bolivar, Stockton and Nevada City, Mo., to Fort Scott, Kan., a distance of 128 miles. A section from Fort Scott east to Nevada City, 19½ miles, and another from Lebanon 28 miles to Buffalo are in course of construction. The road will open a route from Fort Scott to St. Louis only 315 miles in length.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlantic and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ...50	25,879,923		
" " pref..50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,880,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Nognet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600		
Do. do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. 70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,668,300	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	13,925,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*..100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	July'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chl. & Indiana Cen.100	10,460,930		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	800,000		
Conn. & Passum'c Rivers 100	139,000		
Do. do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....200	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,200,646		
Delaware*..... 50	894,200	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley..... 100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,841	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia....100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec' 69 7
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. Pt.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	160,000	J. & J.	July'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do pref.100	5,253,880		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... .100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70 3
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725		June'69 3
Memphis and Ohio	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 6
Millville and Glassboro' ...100	405,020	F. & A.	Feb.'70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,.6o	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N	May '70 5
Nashville & Chattanoogs..100	2,056,544		
Naugatuck.....100	1,438,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	896,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400		
Norfolk & Peterab'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000		May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July '70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama..... 100	7,000,000	J. AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref.... 2,400,000		J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nor'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,663,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	552,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred. 100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	870,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,929,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	443,700		
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	11,700,000		
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'70 0
Vicksburg and Meridian...100	857,405		
Virginia Central 100	2,353,675		
Virginia and Tennessee...100	5,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren..... 100	1,547,650		
Worcester and Nashua .. 75	1 522,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	5,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,632	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,750,484
1865	280,503	275,283	299,063	258,480	322,278	365,270	335,985	409,251	401,280	367,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	380,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	391 701	4,568,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,967	501,259	463,109	403,691	348,995	4,682,506
1870	293,978	323,825	344,366	334,663	395,044	411,989	421,485	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126 798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	291,134	1,959,267
1864	158,735	175,482	243,150	185,013	198.679	243.178	224.980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,398,614
1868	308,587	297,464	276,431	301,962	316,709	378,436	341,885	568,380	558,387	591,209	424,585	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,932	523,541	455,607	632,652	736,555	584,156	479 236	393,408	5,684 109
1870	401,275	449,655	503,393	443,300	507,909	529,512	462,400	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473.186	551,122	435.945	407,688	2,811,544
1864	273,876	317,539	390,355	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,536
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,688	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	658,945	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,209,4[illegible]0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,256	1,448,942	1,541,057	1,211,530	879,900	11,552,757
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,935	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,554,471
1869	892,092	830,286	1,142,166	1,112 190	1,208,444	1,258,284	1,167,156	1,032,514	1,321,139	1,414,231	1,144,029	867,830	13.622.567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	1,080,946	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,436	193,959	203,606	218,347	271,425	287,451	293,296	262,706	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	249,046	270,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236.637	181,084	191.648	206,246	209 282	261.079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,609	480,573	617,682	578,403	747,469	739,786	641,089	643,887	518,088	7,151,208
1866	603,053	505.266	505,465	411,605	569,250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,540,741
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	888,967	931,580	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	686,677	8,823,482
1870	654,587	663,391	614,374	597,571	645,253	759,215	645,768	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,151	96,358	103,373	98,043	106,921	104,586	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,743
1868	92,433	81,599	98,482	106,461	95,416	95,924	108.413	126,556	121,519	125,065	119 160	121,408	1,294,096
1869	98,517	91,666	103,558	109,326	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304.445	338,454	330,651	267,126	315,258	278.891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301.613	418.576	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277.234	412,715	413.970	418,024	384,684	338,858	384.401	429 177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313.130	434.318	488,388	530,871	429.785	380,034	4,663,[illegible]06
1868	362,021	338,335	378,735	452.429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,603	4,981,158
1869—*Including Lake Shore	1,006,595*	880,693*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,726*	1,279 602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151.902	175,696	186,039	174,092	172,189	216.624	295.956	322.369	307,474	258.634	2,650,702
1863	242,073	245,858	236,432	258.496	236,453	206,221	193.328	215,449	308.168	375.488	339,794	306.186	3,168,066
1864	252,435	278.848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279.137	344.228	337.341	401,456	365,663	329.105	413.501	476.661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343.737	365,196	335,083	324,986	359.646	429.161	493,640	414.694	308,669	4,260,115
1867	304,095	283,661	375.210	362.783	333,952	284,977	313,021	398.993	464.778	506.296	412,934	380,373	4.371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456.973	511.820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	393,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	408,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,663,606
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	408 880	6 517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]96,65[illegible]	[illegible]25[illegible] 660
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	207,541	246,109	326,236	277.424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,720	282,939	240.135	234.633	322,521	365,871	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	296.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	260.219	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,992	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032.149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	866,979	957,194	1,121,205	1,351,570	1,419,232	1,196,955	702 685	10 033 028
1866	738,061	725,967	779,198	861.604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436.990	10 637.124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586 779	9.256.284
1868	427,437	518,174	651.019	817,750	761,226	744,188	814.472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,067
1869	479,236	525,490	755,483	904,834	499,463	630,689	1,232,903	1,454,026	1,294,621	1,235,266	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192.138	170,485	168,699	162.532	166,015	222.953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149.342	174.153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143.987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,880	202,238	205,750	189,351	160,085	2 008,265
1870	152,593	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,460	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,992	348,632	322,756	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,332	837,383	716,629	6,709,183
1870	528,629	500,139	589,238	706,608	746,450	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	108½
" " " ..... coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,760,750	6	May & Nov.	1882	111½
" " " (5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,130,100	6	" "	1884	110
" " " (5-20s).....coupon		6	" "	1884	111
Loan of June 30, 1864 (5-20s)...registered	108,415,950	6	" "	1884	110
" " " (5-20s).....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)...registered	189,923,050	6	" "	1885	110½
" " " (5-20s).....coupon		6	" "	1885	111
" " 2d series (5-20s)...registered	282,511,200	6	Jan. & July.	1886	109½
" " " (5-20s).....coupon		6	" "	1886	109½
" " 3d series (5-20s)...registered	350,464,350	6	" "	1887	109½
" " " (5-20s).....coupon		6	" "	1887	109½
" " 4th series (5-20s)...registered	39,765,350	6	" "	1888	108½
" " " (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105½
" " " (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95–'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,420 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	47,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	246,222	var	.....	Due.	....
Treasury Notes (7-30s).....	643,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,126,860	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,226	*nil.*	.....	Dem.	....
Fractional Currency	39,757,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
" — " " (extended).....	2,414,900	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	100½
" — " Oct.'61.(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	85½
" — " " (" ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" —" " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" — " " —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	69
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	73
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	95½
" — " " (Funding).....	494,800	6	Various.	'86–'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	" "	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89–'90	....
" — " " converted.....	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	97
" — " " 1838–'39.....	525,008	6	" "	'89–'99	95½
" — " " 1838–'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102½
" —South. Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " " dollar	1,166,500	5	" "	'90–'94	98½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " " "	117,000	5	"	1872	....
" — " " "	125,000	5	April & Oct.	1873	....
" — " " "	244,000	5	Various.	1874	103
" — " " "	163,000	6	June & Dec.	'70–'72	111½
" — " " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861....	200,000	6	Jan. & July.	1871	112½
" — " " "	650,000	6	" "	'72–'73	111½
" — " " "	720,000	6	" "	'74–'75	110½
" — " " "	1,430,000	6	" "	1876	110
" — " " " 1862....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98½
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	98½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	219,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'78–'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	462,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	90½
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	100
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	107
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69–'91	52
" — " (new).....	3,059,045	6	" "	'92–'98	31
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	100
" — " (").....	4,095,300	6	" "	1881	100½
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		6	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	102
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
" — " " "	7,909,600	6	" "	1877	108
" — " " "	9,273,050	6	" "	1882	111
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
" —Funding Bonds	1,282,971	6	" "	'70–'90	73
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	60
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	64
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	63
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	26½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £360,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,666,940	6	June & Dec.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	108
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	88
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,880	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	89½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1876	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92⅝
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103⅛
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	9½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	97⅛
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1880	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1895	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1868	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	93
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	380,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	95½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	97
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	77
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1s Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7.	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52.000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L. Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	7,564,000	7	April & Oct.	N.Y.&Boston	'87–'89	72
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	75½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,360	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	89½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	9[illegible]
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgag	293,200	7	"	New York.	1850	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154.000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494.000	6	June & Dec.	New York.	1872	88½
2d Mortgage	23.500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990.000	6	" "	" "	1884	66½
Income Bonds	138.500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	102½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	82
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767.222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500.967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	75½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465.500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302.750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	7½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Locomotive Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac	New York.	2,146,579	*				4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	—	—	—	—	—	Alabama and Chattanooga	New York.										70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶	New York.	7,185,162	*				2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley	Pennsylvania.	7,918,532	*				2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin	Maine.	800,000						425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot	New Hampshire.	506,000					246.018	150,000			—	(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point	Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381		86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West.	N.Y. Penn.& O.					30,000,000	29,999,000				505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶	Georgia.	5,786,183	*			3,940,489	2,000,000				285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶	N. Carolina.	2,178,960	*			1,785,225	200,000	102,991	81,558		95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.	Me., N.H.& Vt.	7,654,197	*			2,494,900	3,483,992				150.5				1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris	N. Y.	217.345	*			194,250	20,000				15 5	20,032	498,333	44,213	30,128	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶	Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,287,862	8,751,750	734,[illegible]	20,3[illegible]1,676		379.6	6,640,721			8,724,916	2,968,809	8	100	133
Sept. 30, 1869	80.0	—	....	—	—	—	—	—	Washington Branch ¶	Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000		357,661		30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch	W. Virginia.										103.5	691,644			536,033	158,572	—	100	4
Dec. 31, 1869	28.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*	Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611		40.0	119,434			513,355		—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware	New Jersey.	3,946,852	*			935,800	2,244,500	902,636			79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland	Vermont.	1,125,000				332,000	700,000				59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire	Massachusetts.	500,000	100,000			600,000			600,000		—					42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning	New York.	582,346				250,000					—	(Leased | to Fall Brook Coal | Co.)			7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany	Mass. & N. York.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774		289.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg	Mass	1,073,622	274,636		34,607	872,600	648,000	104.954	31,651		42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal	N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099		124.3	.....	7,510,140	4,187,466	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	45	84	27	528	Bos., Hart. and Erie ¶	M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12.600	25,000,000	21,200,000	7,349,164			97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell	Mass.	2,469,955	183,245	67,229	526,457	2,195,000	975,000	104,674	593,468		61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine	Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420		148 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence	Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615		63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.	Penn. & N. Y.	2,869,500				2,286,000	583,500				—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	83	Buff., Corry and Pittsb	N. Y. & Penn.	1,446,988	*			428,717	700,000				87.2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie	N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000				88.0	989,627			1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron	Canada.	8,000,780									—	(Leased & oper. by | Grand Trunk of Ca.)					—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie	New York.	3,396,088	*			950,000	2,389,000				—	(Leased	and operated by Erie.)				7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington	Penn. & N. Y.	526,127	*			428,472					1.60	28,606	664,730		49.175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota	Iowa.	3,000,000	500,000			2,500,000	1,500,000				—	(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*	Iowa.	12,190,000	*			1,633,000	9,957,000				279.0				921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	125	193	40	1,090	Camden and Amboy	New Jersey.	12,361,557	*			5,000,000	9,751,335				92.3				4,229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic	New Jersey.	2,093,157				1,120,805	990,000				60.2				320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.	New Jersey.	712,362				362,425	335,000				—	(Leased | & oper. by | Camd & Amboy.)	42,447		3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod	Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214		65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville	New Jersey.	809,380				447,000	200,000	202,205			—	(Leased | and oper. by | West Jersey.)			6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville	Penn.	738.854	*			426,000					34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa	Penn.	3,826,500	*			3,359,500	445,350				67.5	307,310			625,132	178,342	—	50	28
Sept. 30, 1869	24.6	—	....	—	—	—	—	—	Cayuga and Susquehanna	New York.	589,110				589,110					—	(Leased	to Dela., L. and W.)				9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota	Iowa.	3,402,000				1,701,000	1,701,000				—	(Leased | and oper. by | Illinois Central.)			—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*	Iowa.	15,000,000				8,000,000	7,620,000				—	(Leased | and oper. | by Chic. and N.W.)	475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia	Georgia.	4,703,877	*			4,668,800	786,000				284.0	974,915			2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey	New Jersey.	10,871,242	*	docks, &c		15,000,000	3,400,000				74.0				4,010,122	1,367,958	—	100	101½
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio	Ohio.	5,505,935	*			3,000,000	2,500,000				137.0	553.750	9,985,213	16,515,195	970,899	49.521	3½	100	24½
Dec. 31, 1869	742.0	—	74.2	—	147	144	25	1,561	Central Pacific	California.	97,094,922	*			40,097,230	58,905,777				742.0	2.8.9.227					—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.	Kansas.	4,200,000	*			1,000,000	3,200,000				100.0		(No returns.)		5,670,822	2,677,249	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug.	N.C.S.C.& Ga.	4,722,075		2.4,738	200.067	2,558,178	1,204,117	725,856	666,732		194.6				403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung	New York.	400,000				380,000					—	(Leased | to Erie & | N.Centrl.)	30,000		6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington	S. Carolina	600.000	*			291,222	225,000				40.0				42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio	Va. & W. Va.	11,955,948	*				3,288,692				—		(No returns published.)				—	100	....
Nov. 30, 1868	53.6	—	13.0	—	24	18	7	364	Cheshire	New Hampshire.	2,367,041	322.236	157,000	269.089	2,065,925	791,500		109,496		53.6	495,525	4,733,511	15 801,755	713.5.6	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	*			871,900	500,000	437,500			—	(Leased	to Phila. and Read.)		101,714	2.331	—	50	64
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton	Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421		441.0	2,543,397			4,681,563	2,094,970	10	100	113
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy	Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013		442.0	3,185,080	45,470,104	146,499,422	6,812,809	3,145,287	10	100	156
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville	Ind.	2,500,000	*			1,500,000	1,000,000				73.0		(No returns.)				—	100	....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000				3,916,000	810,000				—	(Leased | and oper. by | Chic. and N.W.)	660,337		10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n.	Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655		1,156.0				13,941,343	4,881,189	10	100	81½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.	Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244		526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick						500,000	500,000				—						—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	15	483	Cincinnati, Hamilton and Dayton	Ohio.	3,974.405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925		60.1	498,270			1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana	Ohio & Ind.	1,894,477				500,000	1,500,000				27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee	Ky.	1,000,000	*			1,000,000					—	(Leased and	oper. by	Kentucky	Central.)		—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction	O. & Ind.	5,805,062				3,027,450	2,033,000	776,398			98.0	251,442	2,553,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800.000				400,000	400,000				—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.	Ohio & Ind.	826,733	120,452	.....	82,810	392,600	625,000	22,395			42.0				105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland	Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212		191.0	559,259			795,469	145,405	—	100	26
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville	Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....		132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46.085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	91½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,169	.....	209.5	2,226,474	.....	.....	1,945,598	748,960	—	50	...
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,266	*	25,007	3,045	514,766	25.000	113,598	29,006	.....	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,615	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	50	...
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased to Phila. and Read.)			301,290	242,940	8	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	...
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	284	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,316	2,628,000	1,081,580	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,209,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.8	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	...
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick .....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94.046	288	—	50	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	(In progress 66 miles.)	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In hands of receiver.)	.....	.....	.....	100	...
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	625,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	.....	.....	.....	.....	100	...
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88.070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila.& Reading.)			128.580	loss.	—	50	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544.950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	.....	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	135½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned by Concord.)			.....	.....	.....	100	...
Dec. 31, 1868	190.8	80.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,763	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	—	100	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	58
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,536	.....	130.6	313 674	.....	.....	514.376	64,343	—	100	...
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	351,871	11,197,348	5,153,489	752	800,084	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	...
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper. by Erie 5 mos.)			11,263	461	—	100	...
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	80½
Oct. 31, 1869	24.5	58.8	82.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased to Phila.& Reading.)			305,282	305,282	8	50	102
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	...
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	3,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1868	151.0	22.0	10.0	—	53	53	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.6	322,136	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500 000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	...
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744.520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	50	...
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	...
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	114½
Nov. 30, 1868	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	...
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	51
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,000	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296 0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,663,897	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	...
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	...
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	.....	100	...
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	166.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	132
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	446	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	888,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	143
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In course of construction)			.....	.....	—	100	...
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60,000	0	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,600	*	294,611	67 653	4,000,000	433,000	147,045	732,835	.....	.....	.....	.....	533.859	25,323	—	100	...
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1868	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La					(In progress.)															
Dec. 31, 1868	233.3	147.5	....	—	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*	*	—	—	7,500,000	10,000,000	[250,000	—	422.8	.....	.....	.....	.....	1,296,961	301,779	—	100	....
Oct. 31, 1868	55.6	12.1	28.8	—	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	.....	.....	3,150,000	3,588,439	133,476	—	67.7	460,143	.....	.....	.....	1,132,731	463,114	5½	50	82
Dec. 31, 1868	94.3	2.5	17.6	—	—	15	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	—	98.8	.....	.....	4,738,284	13,598,080	561,370	128,943	—	100	....
Oct. 31, 1868	138.0	—	123.0	—	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	.....	5,000,000	7,005,500	592,582	—	332.4	1,469,366	.....	.....	.....	2,928 463	977,748	6	50	89
Mar. 31, 1868	69.0	13.0	....	—	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	.....	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	.....	625,318	219,285	8	100	110
Sept 30, 1869	21.3	—	4.5	—	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	.....	.....	.....	1,100,000	400,000	.....	—	35.3	46,773	.....	.....	.....	325,369	65,764	8	100	....
Nov. 30, 1869	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	—	66.4	413,172	7,312,851	11,065,863	.....	741,607	171,957	8	100	104½
Jun. 30, 1868	113.0	32.0	14.0	—	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			—	145.0	279,621	.....	3,345,141	.....	253,994	.....	.....	.....	.....
Mar. 30, 1869	118.4	4.0	18.0	—	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	.....	4,417 500	958,100	83,148	—	122.0	496,536	5,029,543	29,565,222	.....	898,981	301,742	6	100	89½
Dec. 31, 1868	340.0	—	....	—	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	.....	23,354,125	4,964,000	.....	—	340.0	.....	30,256,534	.....	.....	2,964,041	663,427	—	100	33½
Oct. 31, 1869	96.0	3.5	21.5	—	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....	.....	4,259,450	3,170,000	.....	—	98.5	406,010	.....	.....	.....	2,414,427	978,925	10	50	89½
Nov. 31, 1869	130.5	12.2	43.9	—	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	666,816	202.500	187,310	4,943,420	2,971,000	61,000	294,109	—	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	—	291.7	431,570	9,465,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	—	9.0	.....	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	—	.....	.....	.....	.....	Oswego and Rome	New York.	925,999	*	.....	.....	300,000	610,000	.....	.....	—	—	(Leased	to R. W. &	Ogdensb.)	.....	125,564	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	.....	.....	490,400	591,000	.....	.....	—	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 29, 1868	283.0	—	....	—	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	38,598	3,340,024	7,550,375	.....	1,560,756	—	286.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	—	47.6	.....	.....	.....	.....	.....	.....	24	100	32½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	—	(Leased	to Erie.)	.....	.....	.....	53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	—	—	(Leased	to Erie)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	—	(Leased	to Erie.)	.....	.....	.....	26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,660	160,000	.....	.....	—	—	(Leased	to Camden	and Amboy.)	.....	.....	.....	—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....	33,493,112	23,862,092	2,054,452	.....	—	643.0	9,574,632	.....	.....	17,250,812	4,757,785	10	50	117½
Oct. 31, 1869	47.0	15.9	53.0	—	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	—	47.0	.....	.....	.....	.....	.....	.....	10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	—	(Leased	to Chic. R. I. and Pacific.)	.....	.....	.....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	164,299	.....	—	82.3	.....	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1869	46.0	—	4.5	—	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....	218,000	800,000	221,686	.....	—	46.0	124,224	.....	.....	.....	196,672	9,272	—	50	....
Oct. 31, 1869	287.6	2.0	86.6	—	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	—	289.6	2,273,856	.....	.....	.....	3,262,705	loss.	—	50	53½
Oct. 31, 1869	17.0	3.0	25.0	—	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....	1,595,750	55,900	.....	.....	—	24.3	376,303	.....	.....	.....	697,620	287,492	10	50	162
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	—	480.4	5,159,301	40,525,071	488,858,367	11,275,241	5,002,408	10	50	95⅝
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	389,675	.....	1,259,100	.....	.....	80,555	—	26.5	.....	.....	.....	.....	1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	—	99.7	962,579	.....	.....	.....	2,565,302	876,094	8	50	106
Oct. 31, 1869	193.0	8.0	24.0	—	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va.	13,551,398	2,327,941	196,000	.....	5,423,200	10,036,690	421,184	.....	—	201.0	1,849,510	.....	.....	.....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	1,795,253	1,891,000	294,917	.....	—	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	—	480.6	5,253,584	.....	.....	.....	8,131,581	2,891,199	9½	100	85½
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,481	11,247	.....	.....	450,000	.....	.....	.....	—	—	.....	.....	.....	.....	.....	27,450	6	100	....
Sept. 30, 1868	23.0	—	....	—	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)		.....	.....	.....	.....	—	23.0	34,971	.....	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	—	109.0	373,501	7,127,219	.....	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,380,184	*	445,282	100,925	1,500,000	—	399,709	6,680	—	51.3	258,977	.....	.....	.....	518,592	130,420	6	100	112
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	—	(Leased	to Concord.)	.....	.....	.....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	—	(Leased	to Eastern.)	.....	.....	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	—	14.5	50,896	.....	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	—	21	24	8	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	—	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	—	.....	.....	.....	.....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	—	92.3	.....	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31, 1860	40.0	8.0	4.1	—	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	—	54.0	155,070	.....	.....	.....	207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	—	181.0	637,821	16,468,686	30,164,875	1,594,062	504,247	7	100	98
Sept. 30, 1868	140.5	1.5	11.3	—	—	24	18	6	281	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	—	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,289	22,589	—	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	.....	.....	.....	.....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—	—	.....	(Not in operation.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	—	22.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	—	12.0	.....	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	—	35	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	—	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120
Dec. 31, 1868	119.0	—	....	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	—	166.3	694,409	4 069,421	11,712,202	993,239	.....	.....	—	100	29½
Dec. 31, 1868	175.0	—	....	—	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	—	—	.....	(About $50,000 a month.)	.....	.....	.....	.....	—	100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	—	132.0	.....	(Leased to Ind. & St.	Louis.)	.....	517,941	.....	—	100	30½
Dec. 31, 1868	195.0	15.0	15.0	—	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	—	120.6	.....	.....	.....	.....	612,000	171,000	—	100	46
Dec. 31, 1868	151.0	—	....	—	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	—	(Leased	to Chi. &	Alton.)	.....	240,000	.....	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	—	.....	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.9	—	....	—	—	96	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	.....	(Under construction.)	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	—	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	—	80.0	.....	.....	.....	.....	209.534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	—	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	—	86.0	142,341	1,791,700	.....	.....	232,950	100,415	—	100	....
Nov. 30, 186	16.0	—	....	—	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	—	(Leased	to West Jersey.)	.....	.....	.....	16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,890	243,305	226,900	353	91	—	—	.....	.....	.....	.....	.....	17,500	1½	100	....
Dec. 31, 1868	116.3	—	10.0	—	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,238	*	.....	.....	900,235	2,150,000	50,000	.....	—	116.3	240,299	.....	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,209,150	97,000	106,120	.....	—	54.0	155,070	.....	.....	.....	172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	.....	.....	.....	576,050	.....	.....	.....	—	—	(Leased	to Phila. and Reading.)	.....	.....	.....	.....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	200,000	.....	.....	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	798,830	.....	.....	—	119.5	.....	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	—	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	—	160.0	.....	.....	.....	.....	218,441	.....	—	100	....
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	—	(Leased by Northern Central.)	.....	.....	.....	.....	.....	6	50	....
Dec. 31, 1868	43.0	—	2.1	—	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	—	25.0	.....	265,000	155,000	32,280	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	—	20.0	(Operated by Jeff. Mad. and			Louisville.)			—	100	....
May 31, 1868	50.0	—	2.5	—	—	10	15	5	35	Shore Line	Connecticut.	991,200	*	.....	.....	636,200	55,000	.....	.....	—	50.0	167,376	.....	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,009	.....	.....	—	75.0	.....	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	—	109.0	373,510	7,127,219	.....	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	—	(Leased	to Central of New Jersey.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	—	43	22	18	360	South Carolina ¶	South Carolina.	7,667,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	—	243.0	756,431	.....	.....	.....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	—	South and North Alabama	Ala.	.....	*	.....	.....	900,000	.....	.....	.....	—	—	.....	(In progress.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,000	—	11.5	49,204	1,222,256	60,911	67,982	9,513	—	100	....
Sept. 30, 1869	57.0	0.7	3.0	—	—	11	21	6	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....	497,750	850,000	.....	.....	—	63.0	150,560	5,597,646	2.0 4,921	221 8 5	66,552	10	100	....
Sept. 30, 1868	123.0	0.5	12.0	—	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,000	1,708,900	475,160	9,401	—	132.5	255,714	1,944,588	8,066,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31 1868	30.0	—	....	23.5	9	4	2	119		Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	250,000	.....	—	100	....
ec. 31, 1868	91.0	—	....	236.0	....	.....	.....	.....	.....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	91.0	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,613	—	208,792	227,684	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ‡.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	18.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	—	(Will form a part of the Rondout and Oswego Line.)						—						—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25.006	45,818	250 700	.....	21,161	33,414	11.1	64,100	2,262,375	850,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ‡.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	78.0	—	25.0	—	28	21	10	689	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	78.0	459,274	.....	.....	1,180,886	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	26	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	.....	.....	6,700,000	10,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,018,207	1,123,588	—	100	51½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,783	*	3,601,740	108,077	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Nov. 30, 1868	20.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ‡.....Massachusetts	.....	—	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			32,000		7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	900.0	—	....	....	176	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	27
Dec. 31, 1868	406.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	36,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,600,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	107
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts..Mass. & Vt.	8,258,600	207,343	75,862	70,082	5,000,000	5,600,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	613,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	61
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ‡ .....Virginia.	5,540 788	541,814	175,540	205,698	357,408	1,997,666	882,533	392,872	140.0	.....	.....	.....	488,407	122,867	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ‡ .....Virginia.	7,570 627	*	33,759	147,308	3,358.679	1,919,550	372,297	618,143	205.4	300,405	4,836.004	5,225.008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059.050	*	.....	.....	3,506.300	2,452,552	461,649	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511.400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	—	(In hands of receiver.)		99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	—	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423.917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	136.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000.000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ‡ .....North Carolina.	1,025.016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ‡.....Maryland.	1,850.000	.....	.....	.....	1,942,000	.....	.....	.....	48.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025.016	.....	.....	.....	99,000	85,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179.441	—	78.814	—	1.022.450	1,800,000	304.413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6.627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	69.7	—	8.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,206,750	1,400,000	.....	.....	116.9	439,405	.....	.....	758,786	149,149	—	50	81
Dec. 31, 1868	32.0	—	121.0	—	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	—	(Under construction.)		.....	.....	.....	.....	—	.....	12,497,271	2,626,929	587,378	252,544	10	100	130
Dec. 31, 1868	28.0	—	....	68.0	1	—	—	4	Whitehall and Plattsburg ‡...New York.	.....	—	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.4	—	—	—	—	White Mountains.....New Hampshire.	200.000	—	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334.480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,650,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	9.5	—	21	15	11	267	Wilmington and Weldon ‡...N. Carolina.	3,061.431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233.000	—	.....	.....	218,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama ‡...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488.277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
									Wrightsville, York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	1,983.563	2,089,400	—	—	13.6	—	—	—	445,050	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229.594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433.350	—	—	—	1,633.350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,761	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	8,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	121½
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999.969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375.891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	67½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,558	61,090	102.0	—	—	—	460,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,687	.....	109.2	—	—	—	1,189,086	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	—	2,002,746	2,632.310	196,252	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000.000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100.000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,401	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City..... .....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	354,039	83,267	—	100	100	....
Nov. 30,'69	2.50	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.00	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	590,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Phi.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	10½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,384	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.& B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	60	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	582,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,063	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	256,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	108,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,587	10.0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)....Pa.	126.001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,818	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,636	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	28
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,730	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 21, '69	2.40	13	4	Williamsport .....Pa.	32,692	16,800	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J & J	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	620,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J & J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.&J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	118
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,836	....	....	112½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	79½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,5[illegible]8	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 50 @	35 50
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		29 — @	30 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		80 — @	85 —
Bar, Common		75 — @	80 —
Scroll		97 50 @	130 —
Ovals and Half-round		100 — @	125 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		85 — @	120 —
Hoop		105 — @	150 —
Nail Rod	per lb.	— 7 @	7½
Sheet, Russia, as to No.'s	(gold)	11½ @	11½
Sheet, Single D. and T. Common		— 5 @	6
Rails, English	(gold) per ton.	59 — @	60 —
Rails, American, at Works in Penna.	c'y.	70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15 @	18
English Spring (2d and 1st quality)		— 7 @	10
English Blister (2d and 1st quality)		— 10 @	17
English Machinery		— 11½ @	14
English German (2d and 1st quality)		— 13 @	15
American Blister "Black Diamond"		— — @	12
American, Cast, Tool, do.		— — @	18
American, Spring, do.		— 9 @	11
American Machinery do.		— — @	12
American German do.		— 9 @	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @	— —
Clinch		5 75 @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	28
Copper		— 35 @	36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37 @	37½
Straits	(gold).	— 36 @	37½
English	(gold).	— 32½ @	32½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	8 75 @	9 —	10 75 @	11 —
I. C. Coke	7 50 @	8 —	9 25 @	9 75
Coke Terne	6 — @	6 25	7 25 @	7 50
Charcoal Terne	7 75 @	8 —	9 50 @	9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @	12½
Crude, 40 @ 47 gravity (in shipping order)		— 16 @	16½
Refined, prime L. S. to W. (110 @115 test)		— — @	26½
Refined, Standard White (in ship'g order)		— — @	27
Refined, prime White (in shipping order)		— — @	— —
Refined, S. W. (in jobbing lots)		— 27 @	28
Refined, S. W. (in tin)		— 30 @	31½
Naptha, Refined, (65 @ 73 gravity)		— 9 @	10
Residuum	per bbl.	4 — @	4 25

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Canton Co.	61	61	....	....	....	....
Central Pacific 6s	87½	87½	88	87½	....	....
Central of N. Jersey	101½	101½	....	101½	....	101½
Chicago & Alton	112	113	113½	....	113½	113
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	111	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	81½	81½	82	....	81½
" pref.	85½	85	85½	85½	85½	85½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	113½	113½	113	....	....	113
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	96
Clev., Col., C. and Ind.	79	....	....	....	....	....
Clev. and Pittsburg	104½	105	106	106	105	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	75½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	17½	....	....	17½
" 1 M.	82½	82½	....	....	....	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	121½
Del. Lack. & Western	105½	105½	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	....	22½	22½	22½	22½	
" pref.	48	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	97
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1890	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81	....	....	....	....	....
Hannibal & St. Joseph	....	108	107½	107½	....	....
" pref.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	136	135	....	....	135½	135½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	90½	91½	92½	92½	92½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	92½	....	93	....	....
Mariposa Mining Co.	....	....	....	5½	....	....
" pref.	....	9½	....	9½	9	8½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	60½	59½	59½	60½	....	....
" pref.	77	76	76½	....	....	76
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	103	....	....	....	....	....
" 7 3-10s con.	....	90½	....	....	....	....
Missouri 6s	....	90½	....	....	....	90½
" H. & St. J. ins.	....	....	....	....	....	....
Morris and Essex	89	88½	88½	....	....	88½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	93½	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94½	93½	93½	94½	94½	94
" certificates	90½	88½	89½	90½	90½	89
N. York and Harlem	131½	132	132½	132½	132½	132
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	53½	52½	53	....	....	52
" new	33½	....	....	....	....	31
Ohio and Miss.	33½	....	33½	33½	32½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	38½	37½	38½	38½	38½	38½
Panama	....	....	....	....	....	82
Phila. and Reading	95½	95½	95½	....	....	95½
Pitts., Ft. W. & Chi. gtd.	94½	94	95	....	....	94½
" 1 M.	....	....	....	....	....	101½
" 2 M.	....	....	....	....	....	....
" 3 M.	93½	....	....	....	....	....
Quicksilver Mining Co.	5½	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	98	....	....	....	....
" 2 M. pref.	82	....	....	....	....	....
" Income bds	75	....	....	....	....	....
Tennessee 6s	62½	62½	....	63	....	63½
" new	60½	60½	60½	61	61	60½
Tol., Wab. & Western	51½	51½	....	52½	....	51½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	91½	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81½	82½	82½	....	82½	82
Virginia 6s, ex-coupon	63	....	....	....	....	....
" new	63½	....	64	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	108¼	....	....	....	....	....
U. S. 5s, 1874, coup	108	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅝	108½	....	108½	108¼	108⅞
U. S. 5s, 10-40s, reg	105½	....	....	....	....	105⅝
U. S. 6s, 1881, reg	114½	....	....	....	....	114½
U. S. 6s, 1881, coup	114½	114½	....	114¾	114¼	114½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112⅝	112¾	112⅝	....	112¼	111⅝
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111½	....	111	111	111¼	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¾	....	....	....	....	111¼
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	110½	110½	110	110	110	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	110½
U. S. 6s, 5-20s, c. 1867	110⅝	110¼	110⅛	110	110	110⅛
U. S. 6s, 5-20s, reg. '68	....	110½	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅜	....	....	110½	110⅛	....
U. S. 6s, Pac.R.R.issue	....	....	....	112	112	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	37	....	....
Camden and Amboy	115½	115½	....	116½	114¼	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	93¼	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96	....	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34	....	....	33⅞	....	....
.. 6s, 1884	....	84	....	....	....	....
.. Gold L	....	....	88¼	....	89	....
.. R. R. L	....	89½	....	....	....	....
Lehigh Valley R. R.	57⅜	57⅞	57½	57⅞	57⅜	57⅛
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	100½	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	42	42
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	83
North Pennsylvania	40¼	....	....	41	....	....
.. 6s, 1880	....	....	....	....	96	96
.. 7s	....	....	....	....	....	95
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	44⅛
Pennsylvania R. R.	58⅛	58⅛	58¼	58⅛	58⅛	58⅛
.. 1st M	....	....	102¼	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	103	....	....	103½
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	103	....	....	....	....	....
Philadelphia City, 6s	....	....	101½	....	....	101½
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	81
Phila. & Reading	48	47⅞	48	48	48	47⅞
.. 7s, 1893	....	....	....	....	....	104¼
Philadelphia and Erie	27	26⅝	....	26¼	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	88	....	....
Schuylkill Navigation	....	....	8½	....	....	....
.. pref	17	....	....	....	....	17
.. 6s, 1882	72	....	72	....	....	72
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	20½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	95½	....	....	95	95
.. 1886	94½	....	....	....	....	....
.. 1890	95¼	95½	95	....	95½	95
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880. 94	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	92½	....	92
.. 2d M	74½	....	....	....	....	....
Northern Central	....	....	....	....	44	....
.. bonds, 1885	....	....	93	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	148	....	148	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	148¾	....	148¾	148¾	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	3⅝	....	....	3⅜
.. 7s, new	26⅜	....	....	....	26¼	26⅝
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	133	....	....	....	133½
Eastern	....	121	....	....	....	121
Fitchburg	....	133	....	....	....	132½
Manchester & Lawrence	....	....	....	....	....	....
Michigan Central	118⅜	118⅜	118¾	119	119	119⅜
Northern, N. H	110	....	....	....	....	110
Ogdens. & Lake Champ	89½	....	....	....	89¼	89½
.. pref	....	....	....	....	....	....
Old Colony & Newport	96½	....	96⅜	96⅜	96⅜	96⅞
Ph., Wil. & Baltimore	53	....	53⅝	....	53	53
Portl'd, Saco & Ports	....	113	....	....	....	112
Union Pacific	26⅛	....	....	....	....	27
" 6s	....	....	....	81¼	81¼	....
" Land Grant 7s	72½	72	72	....	....	....
" Income 10s	....	....	76½	....	75½	....
Vermont & Canada	107	....	107	....	....	....
Vermont & Mass	....	....	61½	61	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls .. 5¼	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	18½	....

London Stock Exchange.

	—Closing Prices.— Aug. 12.	August 5
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	50 — 55	50 — 55
Do. do., 2d mort., 1881	45 — 50	45 — 50
Do. Penn., 1st mort., 1877	50 — 55	50 — 55
Do. do., 2d mort., 1882	45 — 50	45 — 50
Do. Consol. 7 per cent. mort. 1890	20 — 22	18 — 20
Detroit and Milwaukee 1st mort. 7s	65 — 67	63 — 67
Do. 2d mort. 8 p. c	63 — 67	63 — 67
Erie shares 100 dol. all paid	17 — 18	14 — 15
Do. sterig. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	— —	88 — 92
Do. 100 dol. shares, all paid	102 —104	96 — 98
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	95 —100	— —
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	86 — 88	84 — 88
Do. $50 shares	40 — 43	40 — 43
Philadelphia and Erie 1st mort. 1881	90 — 94	90 — 94
Do. with option to be paid in Phila.	90 — 94	90 — 94

American Railroad Journal.

Saturday, August 27, 1870.

Stock Exchange and Money Market.

The offerings of Money on call have been fully equal to the wants of responsible borrowers since our last, and rates have been quoted steady at from 4@6 per cent.; while mercantile credits have been in less favor at from 7@9 per cent. per annum, for the range of prime to good paper. The west has been drawing currency from this point for grain moving purposes, in a moderate amount. The city banks, in their last weekly exhibit, showed a further falling off of over 9½ millions in their deposits, nearly 3⅜ millions in their specie reserve, and 1⅝ million in their legal tender average; while they reported a reduction of nearly 2⅞ millions in loan and discount item; and a small decrease in their circulation. Their legal tender average is now under 50½ millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 205½ millions, as against nearly 234½ millions on the 16th of July. Their specie average is down to about 20¾ millions, against 41⅛ millions four weeks since. The U. S. Sub Treasury lost about ¼ million of its currency balance; while it added about the same amount to its coin reserve.

The specie reserve of the city banks according to the latest return is $20,738,347, against $21,594,510 same time last year. The city bank deposits are now $205,531,318, against $192,024,540 week ending Aug. 20 1869. The legal tender reserve amounts to $50,353,286, against $53,070,831 same time last year. The circulation now stands at $32,839,567, against $24,028,104 same time last year. The loans are now $275,772,982, against $262,741,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $68,032,568 a day, against a daily average of $73,682,274 the preceding week. The current weeks' exchanges average about 83¼ millions a day. The city banks, last week, reported a loss of $3,370,956 of specie, and $9,543,176 of deposits, and $1,622,976 of legal tender notes. They reduced their loans, $2,874,637; and their circulation, $69,599.

The city bank exchanges on Wednesday were about 66½ millions.

The coin reserves of the Treasury Department on Monday were over $102,395,920 including $33,813,500 on deposit on private account; currency balances, $37,897,596.

National Bank notes to the amount of $257,495 were issued last week by the Treasury Department, making the total issue to 1,092 banks thus far, amount to $327,576,824, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $28,185,295 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,390,529. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,270,300; and for the public deposits, $16,366,500—making a total of $358,636,800. The Treasury Department last week redeemed and destroyed $495,600 of worn and mutilated fractional currency, and issued $779,406 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 20, were $3,946,502 in coin, (including $3,491,000 from customs duties,) and $4,475,698 in currency; payments, $3,711,192 in coin, (including $347,767 of coin interest,) and $4,724,876 in currency; balance at the close of the week, included $68,193,156, of coin, against $67,957,943 the preceding Saturday, and $12,155,274 of currency, against $12,404,451 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $378,518 in coin, (including $309,208 from customs,) and $542,251 in currency; payment $46,325 of coin (including $27,083 of coin interest), and $251,861, of currency. On Tuesday, receipts, $696,378 in coin (including $669,778 from customs), and $272,747 in currency; payments, $54,747 in coin (including $41,074 of coin interest) and $202,588 of currency. The balance at the close of business on Tuesday included $12,515,823 of currency, and $69,167,468 of coin against a balance a week previous of $13,490,557 currency, and $68,296,421 coin.

The U. S. Sub-Treasurer issued in July $9,522,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $3,104,616 of coin certificates, received for customs.

Government revenues have been yielding rather less satisfactorily in the line of excise, though quite liberally in that of customs, since our last. The excises, during the week yielded $3,076,295; customs at the port of New York, $3,392,616, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $8,276,600 in currency. The income of the Government, from excises, since July 1, 1870, has been $34,285,989.

Gold has been moderately active, since our last, ranging from 114¾@117⅝. The closing quotation on Wednesday was 117½. The war reports have been regarded as more in favor of a protracted struggle between France and Prussia, and the speculative demand for Gold has consequently been more confident. There has been less of an export drain, the last week's shipments having been down to $2,274,664, against about three millions the preceding week, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 117 20 to 117 41. The aggregate of the bids was $2,050,000. The shipments thus far this year have been about 43½ millions, against 24¼ millions same time in 1869; 63¼ millions same time in 1868; 39¼ millions same time in 1867; 52 millions same time in 1866; and 19¼ millions same time in 1865. On Wednesday of the current week, the specie exports amounted to $509,360. The exchanges at the Gold Exchange Bank, which were 48 millions on Thursday of last week, advanced to 101 millions on Monday of this week, and were 67 millions on Tuesday. On Wednesday they were again under 66¾ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $70,119,620.

The customs demand for Gold last week, averaged $581,833 a day; thus far, this week, it has averaged $489,993 a day, or equal to a weekly aggregate of $2,939,958. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $117,105; and since Jan. 1, 1870, $7,522,482, against $9,824,531 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $86,798,740 against $85,576,567, same time in 1869.

The customs revenue of the port on Wednesday was $984,000; and the coin interest disbursements were $43,000.

The customs revenue at the port of San Francisco, from Jan. 1 to August 12th, was $4,910,000, against $4,603,000 same time last year.

The exports of specie, from this port, last week, were $2,274,664 against $492,981 same week last year; and since Jan. 1870, $42,990,445, against $24,220,964 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $347,767; and since Jan. 1, 1870. $62,192,466 against $64,137,314 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to Aug. 12th, were $22,516,000, against $24,614,000 same time last year.

Under its official programme for August, Government will make the following closing sale of Gold for the month; Wednesday, August 31, $1,000,000.

Foreign Exchange has shown less activity, but with moderate offerings, rates have been fairly supported. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞; sight bills on London 110½@110¾. The offerings of produce bills have been up to a moderate average. The week's exports of domestic produce have been to the currency value of $3,095,961, and since January 1, 1870, $117,132,280, against $122-767,777 same time in 1869.

Government securities have been generally in fair request and having been offered with less freedom, have been quoted firm in price, though toward the close less buoyancy was apparent in values. On Thursday, Government bought in two millions of Five Twenties at about the open market rates, thus closing the purchases for the month of August.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114¼@114⅜; U. S. Five-twenties of 1862, 112@112⅛; U. S. Five-twenties of 1864 at 110⅞@111⅛; U. S. Five-twenties of 1865 at 111@111¼; U.S. Five-twenties of 1865 consolidated, 110@110⅛; U. S. Five-twenties of 1867, 110@110⅛; U. S. Five-twenties of 1868, 110⅛@110⅜; U. S. Ten-forties at 108¾@109; U. S. Six per cent. currency bonds, 111½@112.

The currency balance in the Treasury, according to Washington despatches of Wednesday, amounted to $36,511,123. The coin balances was $101,852,073, of which $31,872,500 were in gold certificates.

State bonds have been moderately active, and generally stronger in price.

Railway bonds have been in fair investment demand including Central Pacific Sixes, which closed on Wednesday strong at 88@88¼; with a limited offering of the bonds reported at our quotations. During the first half of the current year, the Central Pacific Railroad earnings averaged over half a million dollars per month; and in the July, the opening month of the second half of the year, they were up $727,800, or equal to a yearly aggregate of nearly 8¾ millions; while the annual interest obligations of the road are given at less than 1⅝ millions. Since the revulsion immediately following the outbreak of hostilities between France and Prussia, the augmented investment inquiry for the bonds has carried up the price full five per cent., influenced in part by the handsome income reports of the road, thus far in the current year. The Union Pacific Sixes closed on Wednesday at 82@82¼. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in fair demand for investment purposes at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately dealt in by speculative operators opening somewhat panicky, under a false report of the serious illness of Commodore Vanderbilt, which was published in the morning journals of Friday the 19th inst., but rallying promptly, and closing with a fair degree of steadiness.

Foreign goods have been in quite moderate request as a rule at about previous figures, in most instances. The dry goods entries at this port, last week, were $2,658,051, making with the general merchandise imports, a total of $5,377,794.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 10.	Aug. 17.	Aug. 24.
Consols	90¾	91¼	91½
U.S. 5-20's of 1862	86¼	87¼	88
U. S. 5-20s, 1865	85	86¾	87½
" 1867	84	85¾	86½
" 10-40s	81½	83	83
Erie	16½	17¾	17¼
Ill. Central	106	110	111½
At. and Gt. West	20	22½	23

General business has been on a comparatively moderate scale, in the line of domestic produce, Cotton, Petroleum, and Naval Stores have been in rather better demand and firmer. Breadstuffs and Provisions have been depressed and generally cheaper. Middling upland cotton closed on Wednesday at 19⅞ cts. per lb. The stock of cotton now here is given at about 24,500 bales. The receipts at the port this week, have averaged about 2,275 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,842,360 bales, against 2,042,050 bales in 1868-'9; exports, same time 2,194,350 bales, against 1,438,025 bales same time in 1868-'9; stock on hand at latest dates, 85,700 bales, against 16,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 10,672 pkgs., against 15,815 pkgs., same time in 1869. From Boston, 4,638 pkgs. in 1870, against 6,032 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 8@17c. per lb.; week's receipts, 6 556. Milch cows continue very quiet at $40@$100 each, receipts, 104. Veal calves have been in fair request at from 7@12c. per lb.; receipts, 2,790. Sheep have been more sought after at from 3@6½c.; lambs at 6½@10c. per lb.; all live weight receipts, 31,178. Dressed Hogs have been in request at 12¼@12⅝c. per lb.; receipts, 13,512.

The ocean freight market has been rather quiet, and quoted lower and irregular as to rates. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d.@1s. 9d. by steamer per bbl.; grain at 5d. by sail, and 5@5½d. by steamer per bushel; cotton at 3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 445.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 23d, and since the beginning of the year:

	1869.	1870.
For the week	$5 581,238	$3,095,961
Previously reported	117,186,539	114,036,319
Since Jan. 1	$122,767,777	$117,132,280

The imports for the week ending Aug. 20, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2 411,544	$2 658 051
Gen. merchandise	3,392,604	2,719,748
Total for the week	$5,804,148	$5,377,794
Previously reported	194,406,006	184,625,950
Since January 1	$200,210,154	$190,003,744

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23⅜; do., Fund Act, 1866, 40; Connecticut 6s, War Loan, 100; Kentucky 6s, 99; South Carolina 6s, new, April and Oct., 77½; do., Jan. and July, 73; Alabama 8s, 98; Georgia 7s, 91½; Louisiana 6s, 73; Galena and Chicago 2d mort., 92; Toledo, Wabash and Western consol. bonds, 81; Buffalo, New York and Erie 1st mort., 88; Ohio and Mississippi consol. bonds, 88; Hannibal and St. Joseph 8s, con., 109; Cleveland, Painesville and Ashtabula R. R., 1st mort., 92⅜; St. Louis and Iron Mt. R. R., 45; do., 1st mort., 86; North Missouri 1st mort., 85; New York, Providence and Boston R. R., 90; New Jersey R. R., 114½; Western Union Telegraph, 84¾; do., 7s, 92; Adams Exp. Co., 65; Am. Mer. Union Exp., 40; Wells-Fargo Exp., 12¾; U. S. Exp., 41; Brooklyn 6s, W. L., 92½.

Philadelphia.—Allegheny City 4s, 63½; Oil Creek and Allegheny River R. R., 44¾; Pennsylvania and New York Canal 7s, 92¼; Warren and Franklin 2d mort., 95; do., 7s, 84; Wilmington and Reading 7s, 94; Pennsylvania R. R. Gen. mort., coup., 95; do., reg., 98¾; Union Passenger R. R., 43; McClintock oil, ¾. The latest quotations are: City 6s, 101½@102; do. free of tax, 101⅛@101⅜; State 6s, conpon, 101@—; do., 6s, W. L., 103@103; do., 1st series, 103⅞@104¼; do., 2d series, 107@108½; do., 3d series, 111@111½; Reading, 47⅝@47¾; do., 7s, 1893, 104¼@105; do., mort. 6s, 1880, 96@96; Camden and Amboy, 114⅞@115; do., mort. 6s, 1889, 95@95½; do., 1883, 92@94; do., 1889, 90@91; Penn. R.R., 58⅝@58¾; do., 1st mort., 102@102½; do., 2d mort., 102@102½; Little Schuylkill R.R., 41@42; Morris Canal, 25@30; do., pref., 65@69; do., 6s, 82@84; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8¼@8⅜; do., pref., 16⅞@17; do. 6s, 1882, 71@73; Elmira and Williamsport pref., 40@45; do., 7s, 1878, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 33¾@34; do., 6s, 1884, 83½@84; do., R. R. Loan, 89@89½; do., Gold Loan, 88¼@88⅛; North Pennsylvania, 41@41; do., 6s, 95⅛@96½; do., 7s, 94¾@95¼; do., Chattle 10s, 111@—; Philadelphia and Erie, 27@27¼; do., 6s, 93@94; Minehill, 50½@51; Catawissa, 10@15; do. pref., 37@37¼; Lehigh Valley, 57¾@57⅞; do. 6s, 96⅛@—; do., 6s, reg., 99@99¾; Fifth and Sixth streets, (horse,) 35@38; Second and Third, 46@46; Thirteenth and Fifteenth, 20½@20¾; Spruce and Pine, 23@24; Green and Coates, 38½@38½; Chestnut and Walnut, 43@45½; Hestonville, 13¼@14½; Union, 43@44½.

Boston.—Western R. R. 6s, 1875, 102¾; Vermont Central and Vermont and Canada 8s, 1875, 108; Cincinnati, Sandusky and Cleveland, 25½; do., 7s, 1890, 80¾; Mansfield and Framingham 1st mort., 7s, 95; Indianapolis, Cincinnati and Lafayette R. R., 17; do., 7s, 72; Stanstead, Shefford and Chambly 7s, 83; Vermont Central 1st mort., 85; Chicago and Southwestern 7s, gold, guar., 97; Connecticut and Passumpsic Rivers R. R. pref., 86⅛; Norwich and Worcester R. R., 104½; Summit Branch R. R., 87½; Rutland R. R., 29¾; do., pref., 79; do. 7s, new, 80; Housatonic pref., 99⅞; Boston Water Power Co., 14⅞; Cary Imp., 7¾; Massachusetts 6s, 1880, gold, 98¼; do. 1891, gold, 98⅞; do. 1894, gold, 98½; do. 1883, gold, 99; do. endorsed, 97½; do. 6s, 1873, gold, 111¼; do. 1874, 110¾; do. 1875, 110; Maine 6s, 1889, 98¼; Bath 6s, 1898, 91; Portland 6s, 1887, 95¼; Chicago 7s, 1880@1895, 98⅛; Charlestown 6s, 1889@1890, 98½; Cambridge 6s, 1890, 94¾; Cincinnati 7-30s, 1898, 103¼ Cook Co., Ills., 7s, 1885, 97½; St. Louis County 7s, 1885, 95½; St. Louis City 7s, 1888, 88; Boston 5s, 1874, gold, 98½; do. 1877, gold, 99; do. 6s, 1880, currency, 100; Lynn 5s, 1882, 85⅝; Worcester 5s, 1876, 87½; Pontiac Mining Co., 18c.; Hecla, 80; Allouez, 87½; Hancock, 11⅛; Minnesota, 50c.; Hanover, 28c.

Baltimore.—Maryland 6s, 1870, 97; Virginia 6s, old, reg., 51½; do., 1866, 62; Orange and Alexandria 4th mort., 8s, 77; Western Maryland R. R. bonds, endorsed by Washington Co., 82; Central Ohio R. R. 1st mort., 84¾; Parkersburg R. R. 4; Memphis City 6s, 56. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 128@133; do., 6s, 1875 93½@94; do., 1880, 93@94; do., 1885, 94@95¼; Northern Central, 43¾@44; do., 6s, 1885, 92@93; do. 1900, 90@90½; do. 6s, 1900, gold, 94@95½; Parkersburg Branch, 4@—; N. W. Va. 1st mort., 93@—; do. 2d mort., 92½@95; do., 3d mort. 1885, 88@91; Marietta and Cincinnati 7s, 1892, 91½@92; do., 2d mort., 74½@75; Central Ohio, 24@26; do., 1st mort., 84¾@85; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do., 6s, pref., 63@65; do., 6s, guar., by Washington Co., 81¾@83; Richmond and Danville bonds, 78¼ 78½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 75@78; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 76½@77; Orange, Alexandria and Manassas 7s, 76@79; Virginia and Tennessee 8s, 81@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73½@74½; Baltimore 6s, 1875, 95@95½; do., 1884, 93½@94; do.,1886, 94½@—; do., 1890, 95@95¼; do., 1893, 93@94¼; do., 5s, 1838-'70, 72@80; Memphis City 6s, 55⅞@56; Maryland Defense Loan, 1883, 103@—; City Passenger R. R. 20@22; George's Creek Coal, 60@70; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

Pratt's Patent Compensating Fish Joint.

The Chief Engineer of the Central Railroad of New Jersey in his report for the year ending December 31, 1868, says: "There are 44.6 miles of single track now laid with 'PRATT'S PATENT FISH JOINT,' five miles of which, have been in use now more than one year. From present indications it is believed that the economy of this Joint will be very soon apparent in the decreased cost of repairs of rails and rolling stock."

Again, in his Report for the year ending December 31, 1869, the Chief Engineer says: "About 92 miles of single Track are now laid with the 'FISH JOINT.' The south, or heavy track is very nearly all laid with it. These Joints are giving very general satisfaction. There can be no further doubt of the economy of using them."

A full description of these "Joints" will be found in an advertisement on another page. They are made by Messrs. VERREE & MITCHELL, 939 North Delaware Avenue, Philadelphia, Pa.

Central Pacific Railroad.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, No. 5 Nassau st., NEW YORK, Aug. 20, 1870.

THE CENTRAL PACIFIC R. R. 6 per cent. GOLD BONDS, having 26 years to run, are to-day selling at 87¾ flat. *At the rate of* 88.10 *for the principal —equal to* 89.06, *as the purchaser gets the benefit of the back interest from July* 1*—they yield* 7 *per cent. in gold; interest and principal payable in gold coin, in New York City.*

They are secured by a First Mortgage on property worth four times their total issue; a road having a princely revenue—nearly $3,000,000 for the first six months of this year, and $727,800 for July, being an increase of $800,000 over the large revenues of the same period last year, while the annual interest payments are $1,600,000. They are as good and as safe as Government Bonds. Holders of the latter would do well to capitalize the difference while the Centrals are so low—occasioned by the return of these Bonds from Germany, on account of the terrible war now raging in Europe. The amounts now coming are small, and are being steadily absorbed by heavy capitalists here.

THE U. S. CURRENCY SIXES—principal and interest payable in lawful money—with an average of 26 years to run, at 113 flat, pay only 5 per cent. currency.

TEN-FORTIES, with 34 years to run, (it is not probable this issue will be called in till maturity, as a portion of the Bonds authorized by the Funding Bill bear 5 per cent.), at 104½, about the present price less coupon due Sept. 1, pay 4¾ per cent. gold.

SIXES of 1881, having 11 years to run, at the current rate, 114.50, pay only 4½ per cent. gold.

FIVE-TWENTIES, assuming that they will not be called in for 5 years, at 109 pay but 4 per cent. gold, per annum.

This opportunity to realize so handsome an addition to their capital, and at the same time a large increase in the average annual interest yield, by an exchange into Central Pacific Bonds, may not occur again. We expect, as the demand for them is large, that they cannot be had at the present price for any length of time.

FISK & HATCH.

N. B.—We allow Interest on Deposits, make Collections, and do a general Banking business.

Connecticut Western Railroad.

The work on this road is now being energetically carried forward. The western terminus of the road is at the State line near Lakeville. Thence it passes through the towns of Salisbury, Canaan, Norfolk, Winsted, New Hartford and Collinsville. From Collinsville there are two lines, one to Springfield and the other to Hartford. At its western terminus—the State line—it meets the Dutchess and Columbia Railroad, which, passing through Pine Plains and other towns, joins the Hartford and Erie about twenty-two or twenty-three miles from Fishkill. The railroad, by the terms of the contract, is to be completed this fall; but the opening of it is not looked for before some time next season.

☞ Up to July 1, 1870, there had been expended on the section of the Canada Central Railway, between Ottawa and Carleton Place the sum of $286,558 51.

The Importance of Nitro-Glycerine to Railroad and Mining Companies,

A scientific calculation of the volume of gasses, developed by the combustion of Nitro-Glycerine and the combustion of good Gunpowder, proves that Nitro-Glycerine possesses thirteen times its power when volumes are compared, and eight times its power for equal weight. Gunpowder gives 800 volumes of gas; Nitro-Glycerine 10,400 volumes, therefore where eight pounds of Gun powder are wanted, one pound of Nitro Glycerine will be sufficient to produce the same effect. The explosive power being so much greater than that of Gunpowder, the explosion is more sudden, consequently a great economy in labor results, the saving by the use of Nitro Glycerine being where wages are high, from fifty to seventy-five per cent.

Notwithstanding the immense advantages this agent has over Gunpowder, it has not hitherto been so generally adopted in the United States for blasting purposes as it deserves, the principal obstacles to its general introduction having been its expense, and still more the dangers of its transportation, its frequent handling rendering it liable to explode.

Railroad Contractors and Mining Operators will therefore be glad to learn, that an invention has been patented for a portable apparatus for the manufacture of Nitro Glycerine on the spot wherever it may be required for use in quantities of from one to one thousand pounds, at a price not exceeding $1.50 per pound, full particulars of which can be obtained at the office of the Portable Nitro Glycerine Company, 7 Broadway, Basement.

Journal of Railroad Law.

RAILROAD COMPANIES—DEATH BY INJURY—WHAT IS NEGLIGENCE.

The facts of the late case of Nicholson *vs.* The Erie Railway Company (41 N. Y., 525,) are fully and clearly stated in the following opinion by

SMITH, J.—The right of action in this case must rest upon the grounds upon which it was put by the Circuit Judge in his charge to the jury; that is, upon the ground of an omission on its part properly to secure the cars left in the yard of the Buffalo iron works. The charge directs the jury that it was the duty of the defendant to set the brakes or otherwise fasten the cars, when they were left by it in the said yard of the Buffalo iron works.

No act of omission or of affirmative misfeasance, fault or wrong is proved or pretended, although a recovery might have been upon the allegation of the complaint, upon this branch of the law of negligence.

Negligence consists in the commission of some lawful act in a careless manner, or in the omission to perform some legal duty, to the injury of another. It is essential to a recovery in the latter case, to establish that the defendant owed at that time some specific, clear, legal duty to the plaintiff or the party injured.

The first inquiry, therefore, which arises in the examination of this case is, what were the relative legal rights of Nicholson, the deceased, and the defendant in respect to the *locus in quo*.

The deceased was struck and killed on the defendant's premises. This branch track, whatever may have been the rights in respect thereto, between the defendant and the Buffalo Iron Works Company, must be deemed, for the purpose of this suit, the property of the defendant. It was a track constructed to be used as a railroad track by the defendants with their engines and cars, to accommodate their freight business in connection with, and for the benefit of their iron works. The cars, which caused the injury, were on the track, where the defendants had a clear legal right to place and keep them. They were placed there for a lawful purpose, and in the proper discharge of their usual and ordinary business.

They had the same unqualified right which every owner of property has to do with his own as he pleases, and keep it and use it where and as he pleases, on his own ground, up to the point when such use becomes a nuisance.

Nicholson, the deceased, on the contrary, was not on his own ground. He was where he had no legal right to be. At most, he had a mere license to cross the defendant's track, a license implied from use, and from the fact that such use had not been expressly forbidden. But such license created no legal right, and imposed no duty upon the defendant, except the general duty which every man owes to others, to do them no intentional wrong or injury.

No relation existed between the defendant and Nicholson to create any particular duty, such as exists between a master or servant or employer or his employee. The complaint alleges that the said James Nicholson was traveling upon a public highway and lawfully crossing the defendant's track. If the fact had been so, the defendant and Nicholson would have stood upon common ground, and could have had equal rights in such highway, and the defendant would have owed to him a clear legal duty; but the case seems to me to be without the first element to create a legal duty on the part of the defendants to set and secure their cars in respect to the rights of said Nicholson. He was not in their employ. He was not in the employ of their iron company. He had no lawful business at the time on their track; no legal right to use or cross it; and would have been simply excused from liability as a trespasser on the naked ground of a license, implied from previous use without objection.

The case is within the principal, I think, asserted in Hounsell *vs.* Smyth (97 Eng. Com. Law, 731).

In that case, the question arose upon demurrer. The complaint alleged that the defendant had a certain quarry which had long been open and worked for getting out stone and which was situated upon certain waste land, which was considered open to the public; and that all persons having occasion to come upon or over said waste land had been used and accustomed to go upon, along and across the same without interruption or hinderance from and with the license and permission of the owners thereof; that said quarry was between two highways; and that the defendant left the same unfenced and took no care to guard it, and that plaintiff having occasion to pass over said waste land in a dark night, fell into said quarry and was injured.

The Court sustained the demurrer, holding that the defendant owed no duty to the plaintiff. In respect to that part of the complaint, where it was alleged that all persons having occasion to cross or pass over the said waste land, have been used and accustomed to go upon, along, and across the same without interruption or hindrance from, and with the license and permission of the owners of such waste land, the learned Judge said: "No right is alleged. It is merely stated, that the owners allowed all persons who chose to do so, for recreation or for business, to go upon the waste without complaint; that they were not churlish enough to interfere with any person who went there. One who thus uses the waste has no right to complain of any excavation he finds there. He must take the permission with its concomitant conditions, and it may be perils."

That is precisely this case. All who pleased were permitted to cross the open common waste ground, adjacent to the defendant's track, and the track itself, without hindrance; but it was at their own risk and peril. The defendant undertook or assumed no duty in respect to such persons. As was said in the above cited case, "all that can be said is, that the plaintiff had a tacit permission to cross the track."

The same principal is assented in Southcote *vs.* Stanley (1 Hurlst. and Norm., 247); and in Bolch *vs.* Smith (7 id., 732).

The case of Driscoll *vs.* Newark and Rosendale Cement Co. (37 N. Y., 638), is not in conflict with these cases. In that case the defendant performed a lawful act in a careless manner; and the case belongs to the class, where an action for negligence lies for misfeasance in the commission of an act lawful in itself. The defendant fired a blast in a mine, without taking the proper precautions to warn persons who might be in danger from the explosion.

The charge of the learned Judge at the Circuit on this point, and his refusal to charge as requested on the same point, were therefore erroneous, and the exceptions to such charge, separately, well taken. As this point is decisive of the case, I have not deemed it expedient to discuss the other questions presented in the points. The judgment should therefore be reversed, and a new trial granted with costs to abide the event.

Judgment reversed.

For the Railroad Journal.

Railroad Bridges.

The subject of safety to life and limb on our railroads is beginning to attract the general attention it has long merited, and which we regret to add has been generally overlooked in some important particulars by our Railroad Companies and their active managers. This, it is due to companies and managers to say, is more owing to the want of suitable inventions and to the incapacity of the contractors and the builders they employ than to any indifference on their part to the comfort, convenience and safety of their patrons—a fact fully proven by the immense expenditures annually incurred by the railroad management of America in providing palaces for the transportation of passengers, and the general approval of iron bridges instead of the insecure wooden structures heretofore relied upon universally. It is not indifference, therefore, to the welfare of their patrons, nor selfishness on their part—because they build the best cars that are offered them, and expend upon the same an almost wasteful amount of ornamentation; and they are generally condemning wooden railroad bridges and gradually adopting the more rational device, a "wrought iron" bridge, which cannot burn down, and if properly constructed cannot break down or give way under any pressure the most exacting management can impose upon

them, which will be fully shown in the course of this article. If railroad companies then are anxious to provide safety and, as a consequence, comfort for their patrons, the best and safest cars and the strongest and most permanent bridges should be adopted by them. The only points involved in successful bridge-building are—

1st. That the whole may be made strong enough without employing an unnecessary weight of iron;

2d. That no part should be made relatively weak by making other parts unduly strong;

3d. That the workmanship and the material used should be of the best quality; and,

4th, That the planner and constructor should be a man of sound judgment and of long and varied experience.

An unnecessary quantity of iron is both pernicious and objectionable; 1st, it loads the structure with *dead* weight and 2d it increases its cost.

Sufficient strength, therefore, is what is wanted, without an excess of weight. And just here it is well to remark that the turning point, where excess of strength and consequently excessive and damaging weight is reached, is difficult to determine.

A bridge should be so constructed that its strength will be equally distributed over the entire structure, in order best to accommodate itself to passing loads and varying temperatures.

The tensile strain upon wrought iron in bridges should not exceed 10,000 lbs. per sectional area of a square inch. nor the compressive strain exceed 8,000 lbs.; while the bridge should be equal to a rolling load of 4,000 lbs. to the lineal foot—the train moving, without interruption, at a speed equal to 50 miles per hour. Many engineers, we are aware, think these strains too high; and most bridge builders, we are also aware, think an iron bridge sufficiently strong that is capable of bearing a rolling load of 2,500 lbs. to lineal foot—the strain pulling up and moving slowly over the same. But the most eminent engineers in this country and in Europe have agreed, after much calculation and study, that a railroad bridge cannot be taxed by the heaviest locomotive and the most heavily laden train beyond 3,360 lbs. per lineal foot. This shows that all railway bridges may, at any time, be thus taxed; hence we argue that if 3,360 lbs. per lineal foot is the maximum train that railroad bridges can be subjected to, a railroad bridge capable of supporting a strain of 4,000 lbs. per lineal foot is a perfect bridge, and cannot be broken or forced to give way.

Welds should always be avoided where strength is needed, because it is well known that a weld is never more than one-fifth of the strength of a solid section of iron—hence a *railway track suspended*, which is nothing else than a railway bridge, should never be upon vertical bars depending upon welds or screw bolts.

The cheapest bridge to build, as a general rule, is the bridge that best combines strength, safety and durability, because, among other reasons, it is the most cheaply maintained.

In asking for estimates, railroad companies should require bidders to give the weight of iron they contemplate using, per lineal foot—for by this alone can companies appreciate the prices named; and without this is strictly required companies will continue to be imposed upon.

New Schedule of Freights by the Trunk Lines.

The Erie, New York Central, Hudson River and Pennsylvania Railroad Companies have adopted a new and uniform rate of freight between this City and the West. The following are the new rates of first-class freight to leading points in the West:

New York to—	New Rates.	Old Rates.
Cleveland.....Per 100.lb.	$—63	$—32
Columbus, Ohio.....	—77	—40
Cincinnati.....	—90	—45
Indianapolis.....	—92	—47
Evansville.....	1 10	—57
Louisville, Ky.....	1 12	—60
St. Louis, Mo.....	1 25	—67
Quincy, Ill.....	1 25	—67
St. Joseph, Mo.....	1 72	1 14
Chicago, Ill.....	1 00	—50

The following are the rates by steam, via the Lakes:

To—	New Rates.	Old Rates.
Detroit, Cleveland and Toledo..	$—63	$—30
Chicago and Milwaukee.....	—73	—35

The Erie and New York Central management are said to have also agreed to not extend their transportation contracts and privileges with the United States and American Express Companies, and that these Railroad corporations will soon establish express departments themselves over their own several rail lines. The following are the rates from leading points in the West to New York:

To New York from—	
Cincinnati.....Per ton of 2000 lb.	$ 9 —
Indianapolis.....	9 —
Louisville.....	9 40
Chicago.....	8 —
St. Louis.....	9 80

☞ Rapid progress is being made in laying track on the Grand Rapids and Indiana railroad between Sturgis and Grand Rapids. Parties are at work, from Grand Rapids south and from Kalamazoo north. On the 13th instant, 17 miles of track had been laid north of Kalamazoo. Fourteen miles were to be laid from Kalamazoo south. It is expected that the iron will all be laid by September 1, or soon after, though several weeks will be required to ballast the track up, ready for general business.

☞ The *Railroad Gazette* says the Quincy, Missouri and Pacific railroad company are now ready to let the contracts for grading, bridging and tieing the road from a point opposite Brownville, Nebraska, to Rockport, the country seat of Atchison county, Mo.; also for grading, bridging and tieing from two miles west of the Fabius, to Edina, on the new route just established. The contract is already let for grading, etc., from West Quincy to the Fabius and two miles beyond.

☞ Mr. A. K. Davis, contractor for 20 miles of the Sabula, Ackley and Dakota railroad from Sabula westward, has sublet his contract as follows: E. H. Cantwell & Co., three miles; Messrs. McCawley & Co., two miles; Messrs. Glidden & Matthews. one mile; Messrs. Rogers & Kane, three miles; Mr. Swan, two miles; and Messrs. Irvin & Bartlett, nine miles.

☞ Articles of consolidation of the new Decatur and East St. Louis railroad with the Toledo, Wabash and Western railway, were filed in Springfield on the 9th inst. On that day through trains commenced running between Decatur and St. Louis.

An Act to Create a Port of Delivery at Du Luth, Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Du Luth, in the State of Minnesota, shall be and is hereby constituted a port of delivery within the collection district of Superior, and there shall be appointed a surveyor of customs to reside at said port, who shall perform the duties and receive the compensation and emoluments prescribed in the act of Congress approved March two, eighteen hundred and thirty-one, being "An act allowing the duties on foreign merchandise imported into Pittsburg, Wheeling, Cincinnati, Louisville, Saint Louis, Nashville and Natchez to be secured and paid at those places.

Approved July 11, 1870.

☞ The track of the St. Joseph and Denver railroad has been laid to a point seventy miles west of St. Joseph, and the grading is completed thirty miles beyond. It is expected the road will be finished to Marysville, 111 miles from St. Joseph, within sixty days. The contract for grading, masonry and bridging has been let for a distance of forty miles beyond Marysville, and will go forward without interruption. This will leave less than a hundred miles to complete the connection with the Union Pacific at Fort Kearney.

☞ The contract for grading 16 miles of the Omaha and Northwestern railroad north of the ten miles now in operation was let at a meeting of directors on the 13th inst. It is to be completed by the middle of November. This section is close to the Mississippi and terminates at Blair, there crossing the Sioux City and Pacific road. The final survey has been made to Niobrara *via* Logan Creek. General Low is the contractor for building the road.

☞ The Northern Pacific Railroad Co., has determined to build four large docks at Duluth for the use of its contractors and operators. The docks will cost at least $200,000. A Duluth paper says the officials of that road are already prospecting for sites for magnificent freight and passenger depots, which it is expected will soon be erected.

☞ A preliminary survey of the proposed line of the Iowa Southwestern railroad was recently commenced at Clinton, Iowa. It is intended to locate it down the river to Camanche and thence southwestward through Tipton and Iowa City into northwestern Missouri.

☞ The contract for constructing the Springfield and Northwestern railroad from Springfield to Beardstown has been let, and work is to be commenced immediately.

☞ Acting Secretary Richardson has directed that the September interest on the ten-forty bonds be payable on the 29th instant, without rebate. The amount to be paid is $4,864,000.

☞ A company of New York bankers have applied to the Comptroller of the Currency for permission to establish a gold bank in New York city under the provisions of the law passed by the last session of Congress.

☞ The Rockford, Rock Island and St. Louis Railroad was completed south from Monmouth Tuesday night. There is now an unbroken connection between Monmouth and St. Louis. Regular trains have commenced running.

Kansas Pacific Railway.

The Kansas Pacific Railway will be open for regular business Sept. 1. The completion of this new route to the Pacific will be celebrated by an excursion to Denver, leaving St. Louis, Tuesday, Aug. 30th. The party will number about 100, and be composed of the chief officers of the connecting railroads, proprietors and chief editors of some of the leading journals of the country, and members of the Congressional Committee on Pacific Railroads. The train will consist of Pullman's finest cars, three commissary cars, and everything will be done to insure the comfort and convenience of the guests. The trip will occupy from ten to twelve days, and will embrace a buffalo hunt at or near Fort Hayes, Kansas, a visit to Cheyenne, and three days sojourn in the mountains west of Denver.

Safety Nitro-Glycerine.

TRANSPORTATION NOT NECESSARY.

The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many accidents.

☞ No possible danger attending its Manufacture.

Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.

Call on or address

The Portable Nitro Glycerine Company

7 Broadway, (Basement) New York City.

To Contractors.

NOTICE is hereby given that Tenders will be received until Thursday, the first day of September, at noon, for the construction of the Main Line of Railway of the "North Shore Railroad and St. Maurice Navigation and Land Company." The Line will run between Quebec and Montreal, on the North Shore of the River St. Lawrence.

After the 10th of the present month the profile of the Railroad and the specifications and terms of contract may be examined at the office of the Company, Union Buildings, Place d'Armes, in the City of Quebec, between the hours of two and four o'clock in the afternoon.

By order of the Directors,

JOS. CAUCHON,
President of the Board of Directors.

August, 5, 1870.

Notice to Contractors.

SEALED TENDERS, addressed to the undersigned, and marked "Tenders for Grenville Canal Works," will be received at this Office until the evening of Wednesday, the 31st August instant, for the enlargement of about five miles of the Grenville Canal, and the construction of Three Locks.

The work may be let either as a whole, or divided into three different sections, each embracing one lock.

Plans and specifications can be seen at this Office, or at the Lachine Canal Office, and at Grenville, on and after Thursday, the 19th inst., where printed forms of tender and other information can also be obtained.

The signatures of two solvent and responsible persons, willing to become sureties for the due fulfilment of the contract, must be attached to each tender.

This Department does not, however, bind itself to accept the lowest, or any tender.

(By order.)

F. BRAUN,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 10th Aug., 1870.

THE NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

And 17 Burling Slip, NEW-YORK,

Would call special attention to their

MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

Address, P. O. BOX, 480,
6133 Wilmington, Del.

RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
49tf **New York.**

THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimoushi, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

THE CELEBRATED

Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PARticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

UNITED STATES

Iron & Steel Bridge Co.

Wrought Iron Plate Beams,

FOR BUILDINGS.

WROUGHT IRON DOCK GATES

And Lock Gates for Canals,

No. 40 and 42 Broadway,

NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

AGENCY OF THE

Bank of British North America,

17 NASSAU STREET.

Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

Demand Drafts on Scotland and Ireland, also on Canada, British Columbia and San Francisco. Bills collected, and other Banking Business transacted.

JOHN PATON, ARCH. McKINLAY, } Agents.

JOHN J. ROBERTS,

Manufacturers' Agent for

ENGLISH AND AMERICAN

IRON AND STEEL RAILS,

Delivered in New York & other markets in the U. S.

Railroad Supplies of all descriptions.

STREET RAILS & CARS

On the most favorable terms.

Old Rails, Metals, &c., Bought & Sold.

218 PEARL STREET,

Opposite Platt St., NEW YORK CITY.

STEEL STAMPS, NAME PUNCHES,

Letters & Figures, Brands for Burning, &c.,

For Railroads, Machinists, Engineers, &c.

Work Warranted A. 1.

ROBERT ROGERS, Stamp Cutter,

26 Spruce Street, S. E. Corner William, *New York.*

Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

15 R. R. Avenue, Newark, N. J.,

Opposite Market st. Depot.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

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(7) SEVEN PER CENT.

City of New York Stock,

Twenty Years to Run,

Exchanged for U. S. Government 6s,

G. K. SISTARE,

24 NASSAU STREET,

NEW YORK.

CHARLES COLLINS,

MANUFACTURER OF

High & Low Pressure

STEAM BOILERS,

Of every description,

TANKS, OIL STILLS, ETC.,

60 John St., Brooklyn, near Bridge St.

Particular attention to Jobbing.

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY,
Commissioners of the Department of Docks.

VOSE, DINSMORE & CO.,

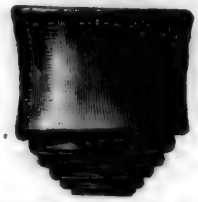
National Spring Works,

1 Barclay St., New York.

15 La Salle-St., Chicago,

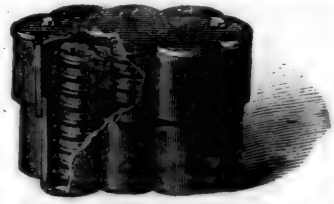
MANUFACTURERS OF

RAILWAY CAR SPRINGS



The Original Standard Volute Buffer Spring.

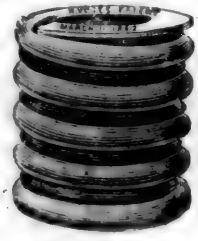
Patented.—All others are Infringements



Small Rubber Centre Groupe Spiral



Large Rubber Centre Spiral.



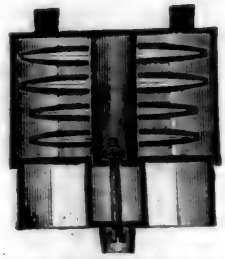
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

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WILLIAM BUTCHER STEEL WORKS,

OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

OFFICES: 407 Walnut St., Philadelphia.
59 John Street, New York.
18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES,

Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

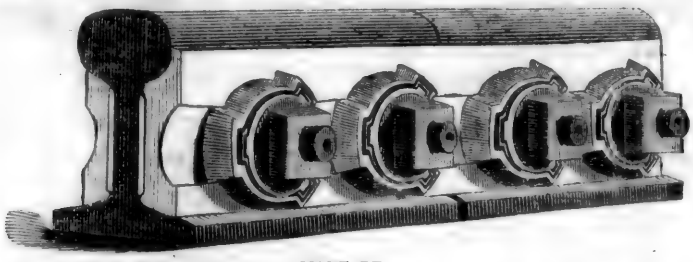
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,

GEN'L SALES AGENT,

P. O. BOX 3066, NEW YORK.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

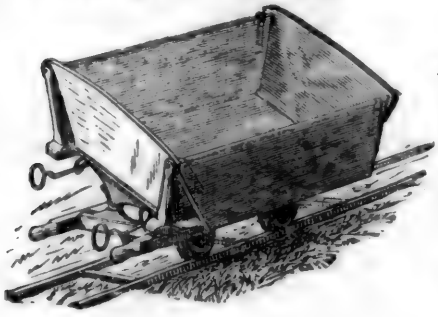
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



CONTRACTORS,

For Excavating and Moving Materials of all kinds; Manufacturers of

Portable Cars, Tracks,

&c., for

RAILROAD CONTRACTORS & RAILROAD COMPANIES,

OFFICE 42 BROADWAY, N. Y.

Illustrated Circulars sent Free on Application.

STATE RIGHTS FOR SALE.

PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Sept. 5, OCEAN QUEEN, CAPT MAURY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer JAPAN, will leave San Francisco Oct. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, Sept. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, Sept. 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL,

CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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Iron Commission Merchant,

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TIMBER AND OTHER RAILROAD SUPPLIES,

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RAILROAD CROSS TIES.

STAINED GLASS.
HENRY E. SHARP,

GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

147 & 149 E. 23d St., N. Y.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST.** giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 36.] SATURDAY, SEPTEMBER 3, 1870. [WHOLE No. 1,794 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 3, 1870.

Chicago, Danville and Vincennes Railroad.

We are glad to inform our readers of the continued progress of this legitimate and very promising enterprise. It now runs to Momence, 53 miles from Chicago, on the Kankakee River; over which stream a substantial bridge 900 feet long, resting on stone piers, has just been completed. Beyond Momence, the grading is done to St. Ann's, 10 miles; and it will be ready for the iron to Watseka (crossing of Tol., Peoria and W. R.) in 30 days; and to Milford, 11 miles further, in 60 days. Shipments of iron for this extension are now being made from both New York and Pittsburg.

The road is building for *service* in the hands of its owners, and not for speculative sale. It will be one of the most substantial and best finished roads, not only in the West, but in this country. Cuts, embankments and drainage have received very special attention; the bed is most carefully prepared, and a heavy rail is laid on ties 3,000 to the mile. Particular attention has been given to the grades,—in anticipation, especially, of a heavy coal traffic; and the maximum has been fixed at 20 feet to the mile.

It will open to Chicago an old-settled variously productive country, whose fertility and beauty one would seek long to match even in the Valley of the Missouri.

Mining Engines.

Messrs. M. BAIRD & Co., of the "Baldwin Locomotive Works," Philadelphia, have built during the present year a number of small locomotives for use in mines, hauling away cinder, &c. The engines referred to are miniature locomotives, adapted to narrow gauges of 2½, 3, or 3½ feet. The Thomas Iron Works, Hokendauqua, the Lehigh Crane Iron Works, Catasaqua, and the Glendor Iron Works, Easton, are each now working two of these machines for hauling away cinder from their furnaces. At the former establishment the two engines do the work which formerly required thirty mules. The economy of their use is therefore manifest. For out of door work, the little engines are built with outside cylinders, 9 inches in diameter and 12 inches stroke; the driving wheels are 30 inches in diameter. For mining purposes the cylinders are placed inside, the extreme width is reduced to about 5 feet and the extreme height to 5 feet 4 inches. When running in the heading of a mine it is intended that coke shall be used as a fuel so that little or no smoke or gas will be produced. These engines in complete working order, with tank of water on boiler and a man on the footboard, will weigh only from six to eight gross tons.

Railroads in Russia.

The Government of Russia is turning its vast advantages and power to the increase of railroad communication between various parts of the Empire to an extent which is remarkable. In 1838 the first railroad was laid down in Russia, from St. Petersburg to Tsarskai Selo, a distance of forty-five miles. Nothing was done after that until 1845, when thirteen miles were laid upon a railroad from St. Petersburg to Moscow. It was not completed to its full extent of four hundred miles until 1851. The Crimean war found Russia with very miserable means of communication between different parts of the Empire, and after that contest was over, the Government awakened to the fact that railroads were matters of military necessity. Up to the end of 1859 there were but six hundred and thirty-one miles of railroad in the whole of the Russian Possessions, but after that time these works began to increase. Private companies were encouraged to establish them, and the Government did not hesitate to lay them down between such points as were considered important for strategic purposes. On January 1, 1870, there were 4,981 miles of railroad in Russia, and by the end of the present year it is believed that nearly three thousand more will be added. Two thousand two hundred and twenty miles are under contract in addition, and will probably be finished by January, 1872—so that, at that time there will be quite ten thousand miles of Russian railway in operation.

These roads are laid down with a wise discrimination, resulting from a thorough study of the geographical characteristics of the Russian Empire, and opening from St. Petersburg and Moscow the means of penetration into remote districts to Finland, to the Black Sea, to Poland, the Caspian Sea, to Astracan and toward the Crimea. These railways stretch their arms to the Baltic toward China, the Sea of Azof to the rivers Don and Algar. There are branches even into Siberia. The exile who was once carried by long, fatiguing and dangerous journey, in which there was much suffering, may be now whisked by the locomotive and find himself in his new home after somewhat of a comfortable journey. The greater portion of the railroad enterprises in Russia have been accomplished within eight years, and the activity which has followed a long season of inaction and apathy upon these subjects is truly remarkable. With the same energy and power five years will only be necessary to make Russia in her means of accommodation to travelers, the first railway nation in Europe.

Port Jefferson Branch Railroad.

It is said that the long-contemplated extension of the Long Island railroad from Northport to Port Jefferson has been assured—$100,000 having been subscribed by the people along the line, and the Long Island railroad company having agreed to guarantee the payment of $100,000 of the bonds of the company. It is believed by the friends of the enterprise that the road can be built for this amount. The only matter which delays the commencement of the undertaking is the final completion of the lease to the Long Island Railroad. Mr. Charlick demands that the road shall guarantee a certain amount per mile for each and every mile a train is run, in which event, he says, he will run as many trains as they wish. The importance of this connection cannot be over-estimated. At present ship-building is thriving in Port Jefferson harbor, probably the only place in which this branch is prosperous in the country.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,659,308 61	$1,718,323 38
" freight	4,758,864 29	4,514,629 24
" miscellaneous	394,636 28	388,820 50
	$6,812,809 18	$6,621,773 12
Expenses, viz:		
Repairs of track	$709,743 97	$864,371 88
" bridges	37,048 58	74,595 72
" buildings	118,317 76	75,077 90
" fences	24 001 89	10,177 23
" docks	8,445 26	2,150 93
" locomotives	407 112 15	427,440 51
" cars	445,498 80	458,100 85
" boats	.....	7,972 77
Loss and damage	38 656 45	44,435 79
Fuel consumed	316,070 27	363,528 82
Stationery	37,348 98	44,218 85
Oil and waste	74,011 39	77,417 20
Foreign agencies	29 279 07	34,399 05
Train service	214,236 45	258,430 74
Engine "	296,552 00	337,248 88
Station "	333,072 83	375 332 69
Water "	57,277 27	38,543 90
Operating & maintaining Burlingt'n bridge	5,452 43	9,310 54
Ferriage at New Boston and Quincy	22,157 18	12,111 66
General expenses	217,028 96	234,689 95
	$3,890,111 19	$3,754,555 86
Earnings less exp	$3,422,697 99	$2,867.217 76
Add balance April 30, 1869		500,252 23
		$3,367,469 99
From which deduct—		
Rent of tracks	$14,114 00	
Interest on bonds	344,892 09	
Interest and exchange	12,296 33	
Interest on Peoria and Hannibal R.R. bonds.	47,040 00	
Interest on American Central R. R. bonds	67,060 00	
Interest on Keokuk and St. Paul R. R. bonds.	37,260 00	
Taxes, State & county	190,275 22	
Transfer office expense.	1,000 00	
National taxes, manufactures & earnings	44,937 81	
Dividend August, 1869.	691,290 00	
" Feb., 1870	829,500 00	
National tax on dividends	80,041 57	
101 C., B. & Q. 8 per ct. bonds purchased for sinking fund	111,100 00	
		2,470,807 02
Leaving balance to credit of income account April 30, 1870		$896,662 97

The gross earnings of the railroad for the year have been $6,621,773 12; and the operating expenses for the same period, including taxes, rent of tracks, and cost of transfers, have been $4,017,178 72—leaving applicable to interest and dividends the sum of $2,604,594 40. The amount paid for dividends, and taxes on the same, during the year has been $1,600,831 57; for interest on bonds, $496,252 09; bonds purchased for sinking fund, $111,100—leaving a balance of $396,410 74; to which add balance from previous year of $500,252 23, making the total amount to credit of income account at the close of the year $896,662 97, exclusive of amount paid into the sinking fund, which at this time is $1,147,861 13. The President in his report says:

It will be seen that, while the earnings have been less in amount, the expenses have been considerably larger, being, during the past year, inclusive of taxes, 60.27 per cent. of gross earnings, while last year they were 53,58.

This increase in the proportion of the operating expenses has been partly owing to the diminished revenue, while the expenses could not be reduced in proportion; and partly, because there have been additional roads brought into use where the business, not being fully developed, and comparatively light, the ratio of expenses upon them has been greater in proportion to the business than elsewhere. The reduction of prices, for both passenger and freight business, has also, in some measure, effected the ratio of the expenses, as compared with the gross earnings.

There was in operation, including branches belonging to the Company, at the date of last year's report, 477½ miles of road. To this has been added, during the year, 125¾ miles.

The property of the Company now consists of

The Main Stem or Trunk to Galesburg of	165 miles.
The Continuation to Quincy	100 "
" " " Burlington	42 "
The branch from Buda directly south to Rushville	106¼ "
From Galesburg to Peoria	53 "
" Burlington to Keokuk	42¼ "
" Burlington to Carthage	30 "
" Galva to New Boston	50¼ "
" Aurora to Turner Junction, old line	13 "
	603¼ "

Of these, the continuation to Quincy, and that to Burlington connect with main trunk lines across Missouri and Iowa, the one to Kansas, and there connecting with its system of roads, and the other with Omaha and the Union Pacific, and may themselves appropriately be called trunk, or main lines. The average length of road in operation the past, as compared with the year before, has been 532 against 409¼, or 122¾ miles greater.

The gross earnings, therefore, have fallen off more than the statement in figures would indicate, because the extent of territory drained by the road has been greater than at any time before. The chief causes of this diminished revenue has been the loss of the corn crop last year almost entirely, and, to a considerable extent, also the two years before. Corn is the great staple of the State. A failure in its yield affects the business of the railroad in many indirect ways, as well as directly. It diminishes the number of cattle and hogs exported, and the quantity of lumber and merchandise imported into the country. The great amount of the falling off in this crop will be best seen by comparing the business of the road in its transportation for several successive years. The amount carried to Chicago over the road in 1867 was 460,081,097 pounds; in 1868 it was 284,981,687; it 1869 it was 270,536,621; in the past year it has been 201,632,717, much less than half the amount of 1867; and 85,000,000 less than in 1868; and about 70,000,000 less than it was last year, or, in other words, about 3,500 car-loads less than last year, and upwards of 12,000 car-loads less than in 1867. Corn is mainly transported during the next year after its production, and furnishes business for the whole of the year. The large business of the year 1867 was from the yield of 1866. The crop of 1867, which furnished our business for 1868, and also that of 1868, were greatly injured by the frosts. The excessive rains of last year almost entirely destroyed the yield of the year. The business of this spring and the past winter have, therefore, been very light in this article, and will continue so during this season. Since the first opening of the road, it is believed that there has been no year in which the production of this great staple has been so small.

The business in cattle and hogs has been more nearly up to that of the past years, though the number of hogs transported has been 40,000 less than last year. That this part of our business has been so well maintained, however, has been owing to the extensions of territory tributary to our road, not only in Illinois, but in Iowa and Kansas. Being of more condensed value, they can be taken from greater distances. All local business has, of course, been effected by the loss of the great staple, which also, in itself, is the largest item of purely local traffic. The extension of the roads in Kansas, Iowa and Missouri has enlarged the markets for lumber, the quantities of which transported from Chicago have steadily increased, which, also, may be said of the through business in general. The revenue from it, however, has by no means been in comparison with the increase in the amount of the business. There are three rival roads from Chicago to western Iowa and Nebraska, and three, also, to Kansas across Illinois and Missouri. All business done between Chicago and those great sections of country, is carried on with great competition, and with consequent reduction of prices, and with comparatively small profits.

It will be seen, therefore, that the local traffic of the road has fallen off for the reasons above stated, while the long and less valuable business has considerably increased—the aggregate of both being not greatly less than that of the year before—yet the aggregate profits have been largely diminished. With the usual average crops, it is believed we might reasonably have expected our large annual increase of business, and with the enlarged area for local traffic which the road now commands through its branches, there seems to be no reason to apprehend that the annual increase may not correspond with the increased extent of country reached by it.

The passenger business of the Company has been largely in excess of that of 1868—9, the prior year. The revenues from it have been in excess only $59,014.77, the fares having been considerably reduced below the average of the former year. The whole net earnings for the year, from both freight and passenger business, above all operating expenses and interest, and the amount paid for bonds for Sinking Fund and cancelled, has been about fifteen per cent. on the average capital of the year.

It is known to all Stockholders, that since the war, and with the ease with which capital has been, and still is, obtained for the construction of Railroads, and especially with the stimulus of county and township aid, generally given as a bonus, several new roads have been projected in the sections adjacent to and occupied by the road of this Company. Indeed, there is now no considerable section of country unoccupied by a railroad which will consent to remain without one. It has been, and still is, a question of great importance whether we should aid such as might be made tributaries, and control and make them friendly allies, or withhold the aid requisite to accomplish this, and allow these new enterprises to seek other connections and become the allies of rival roads for business. Not so far as would have been judicious and wise, but so far as at the time when the opportunity arose it was deemed expedient to do so, we have adopted the policy of rendering the needed assistance, and acquired the roads aided as allies and friends, or as the property of the Company. In one or two cases, it has erred in withholding aid. In the several cases where it has been given, though for a time it has involved large expenditures, it is fully believed that the Company will receive much direct benefit, while, at the same time, it has warded off much of impending future difficulty and injury to its business. Indeed, to two of the roads where such aid was given, and which were the occasion of the largest expenditure and embarrassment, it has been greatly indebted for its subsequent success and prosperity. All these enterprises to which it has for three years past been giving aid, are now completed, and though one or two of them, at the close of the fiscal year, can hardly be said to have been open for business, still they all begin to show good results.

The Lewiston Branch, from Yates City to Lewiston, long since fully paid for itself in the business which it brought to the road of this Company. That portion of the road formerly styled the American Central, between Galva, and our main

trunk, and New Boston, on the Mississippi, was next opened, a distance of fifty miles, about eight months since. It has since added to the revenues of this Company $184,009.68, with a disastrous year, as it may be styled, for business. That from Burlington to Keokuk has been open about six months, and has added to our gross revenues $69,966.26. The Peoria and Hannibal, which is the extension of the Lewiston Branch to Rushville, about thirty miles, and which has been open about the same time, has produced $79,876.

The Dixon, Peoria and Hannibal, so called, which is about forty-four miles long, is properly an extension of the Lewiston and Rushville Branch, northward, till it strikes the main trunk at Buda, is not quite ready for use, but is doing considerable business. This branch from Buda to Rushville constitutes a direct line running south from Buda one hundred miles, all the business of which will pass over the main line to Chicago, about one hundred and twenty miles, and will, for a local traffic, be quite as important as the same distance on the main line, and constitutes the shortest possible line from the country through which it runs to Chicago. The Carthage and Burlington Road, though its main line has been some time laid, yet was received by this Company without side-tracks or stations, and not in a condition for business. It can, therefore, hardly be said to have been opened up to the close of the fiscal year. These things have now been to a great degree remedied, and we may reasonably expect a fair contribution from that road in the future. Its traffic will pass two hundred and forty miles over our main line to Chicago. It is quite possible that the expectations which have been formed of business from some of the auxiliary roads may not be fully realized, but from the experience thus far of their business, and the repidity with which it increases upon those which have been longest in use, it is the full conviction of the Board that all the money expended upon them has not only been safely expended, but in nearly all of the cases it has been a necessity as well as a profitable investment. They are all substantially complete, without need of any further considerable expenditure.

There has been laid, during the year, of side and double track, thirteen and a half miles, and for the distance of eighty-two miles, between Chicago and Mendota, considerably more than one-half is double track. The whole track of the lines between Chicago, Quincy and Burlington, and most of the branches, are in excellent order, generally fully ballasted, and all the appointments of the road are in better condition than at any former period.

There are about six miles of steel rail in our tracks. When we first began the use of this rail as an experiment, there were found a number of rails so brittle that quite a number broke, and in one or two instances a rail was known to have broken into three pieces by the passage of a train. In the Annual Report of that year it was stated that the experiment had not answered the expectations formed from it. Since the first year, however, no breakings have occurred, and it has become apparent that steel rails are a success. At some points on the road, where the wear of the rail is very great, the steel is apparently as perfect as when it was placed in the track, while fifteen iron rails, exposed to the same wear have been worn out and removed. Since the first breakages, when the rails were first placed in the track, this is the uniform result of our experience thus far. It has been enough to prove that economy will require the replacing of the iron with the steel rail, as fast as may be practicable.

Our traffic with both the Hannibal and the Burlington and Missouri is steadily increasing. The latter has been but recently opened, and its business is not developed, but there is no doubt but that it will become a very valuable auxiliary to our business. Our interchange of business with it the past year has been worth to us, in gross earnings, $481,197.17. The traffic with the Hannibal and St. Jo. has been worth to us, in gross earnings, in the same time, $1,087,018.97.

The rapid development of Kansas and Nebraska, which States are now being intersected by railroads in every direction, the striking improvement in Missouri, and the opening of all Western Iowa by railways, and the settlement and progress of the Territories further west, indicate, not only a continued, but a still more rapid increase of business on the roads west of the Mississippi than has been the case in the past. The completion of the Kansas Pacific to Denver, now certain at an early day, as well as a connection with the Union Pacific, will give a strong impetus to business over the whole line of road from Chicago to Kansas City, as well as to Omaha. With bridges over the great rivers in that direction, and an unbroken and easy connection between all the roads, and free from the annoyance and great expense of transfer by ferries on such a river as the Missouri, the route by Quincy will, however, have great advantages in the contest for the command of business.

In the report of last year, a very full statement was given of the expenditures which had then been made, not only upon the branch roads mentioned, upon the Burlington bridge and the grounds west of the Mississippi, at that point, but also in the improvements and double track along our lines. These expenditures were not then at an end, as they now substantially are.

There has been issued and sold to Stockholders at par, during the year, to meet all these extraordinary expenditures:

Stock to the amount of	$ 2,764,400
The Capital Stock of the Company now stands at	16,590,210
The debt of the Company for which bonds and scrip are outstanding, is	4,649,750
There remains uncalled for, also, under the decree of the Court foreclosing the mortgage on the Northern Cross-road, now the road from Galesburg to Quincy	270,000

This money was due to bondholders, and has not been called for, and by order of the Court remains in the treasury of the Company, subject to the order of the Court.

In addition to this are the indirect liabilities of the Company, being the amount of bonds issued by the various Companies whose lines, or parts of whose lines, this Company has aided to construct as above stated, and which have generally, by lease or otherwise, become substantially the property of this Company, and all of which portions of road so built are tributary roads directly furnishing business to our main trunk road to Chicago.

These bonds are secured by mortgages made by the Companies upon the portion of the roads leased to our Company, and are liable to be redeemed from the net earnings of the business added by those roads to the general business of our road.

These bonds are eight per cent. bonds, and issued at different times, and amount in the gross, upon all the branch roads, to $3,800,000.

The business, or net profits to this Company from the business furnished to it by those roads, will, it is believed, in six or eight years, absorb those bonds entirely, leaving the lateral roads the property of this Company at only the cost of the money which it has advanced to aid in their completion.

The habit, which has become general in the country, of aiding in the construction of railroads by county or town subscription to stock, or in the way of donation, has stimulated the construction of railways to a great extent. It has become a system of speculation by parties who are engaged in the business, and is leading to the building of many roads which will in themselves be unprofitable, while with the amount supplied by the public as a bonus or as stock, the contracting speculators may make money from the construction.

These roads thus built will, in many instances, yield but little revenue, while also, in many cases, they will affect the values of existing railway property. At no time in the history of railways in this country, it is believed, has there been so great an excitement upon this subject, or so universal disposition to invest money in enterprises of this nature. It would be extraordinary if a revulsion did not follow.

The territory through which our lines run is not exempt from this fever, and, to some extent, the revenues of the Company will, in the future, be doubtless affected by it.

On looking over the whole ground, however, the Board sees no good reason to suppose that the property of the Company will not, in the future, continue as valuable as in the past.

The company have 153 locomotives, 70 passenger, 35 baggage, mail and express, 1 pay, 2,159 freight and stock, 700 platform and coal, 69 drovers', and conductors' 40 gravel, 3 tool, 1 pile driving, 158 rubble, 181 hand and 2 wrecking cars.

Number of miles run by locomotives on passenger trains, 1,025,555; on freight trains, 1,506,606; on miscellaneous trains, 1,139,134—total, 3,671,295. Average cost per mile for repairs, 11.11; for oil and waste, 0.84; for fuel, 9.37—average cost per mile run, 21.32. Miles run to pint of oil, 15.74; to cord of wood, 53.12; to ton of coal, 48.47. Average cost per mile for engineers, firemen and wipers, 7.83 Wood is rated at $6 per cord; coal at $4 per ton.

The number of passengers carried during the year was 1,268,493; of these 71,474 were through, and 1,197,019 way. Of the through passengers, 43,052 went west, and 28,422 east. Of the way passengers, 626,299 went west, and 570,720 east. Total carried west, 669,351; do. east, 599,142. Total mileage of passengers, 52,555,532; average do.. 44.43. Earnings per passenger per mile, 3.27 cents.

The whole tonnage moved over the entire line during the year, exclusive of Illinois Central business, was 1,052,754 tons; of which 436,178 tons were moved westward, 339,651 eastward and 276,925 to local points. Number of tons hauled one mile, 147,409,207. Average earnings per ton per mile, 2.77 cents. Illinois Central tonnage moved, 481,985; do. moved one mile, 40,486,740.

GENERAL ACCOUNT, APRIL 30, 1870.

Capital stock		$16,590,210 00
Funded debt, ($4,649,750) viz:		
Trust mortgage convertible sinking fund 8 per cent. bonds		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent. bonds		1,876,000 00
Trust mortgage 7 per cent. bonds.		400,000 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the Main, interest at 4½ per cent. to July 1, 1875 and at 4 per cent. from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 13 semi-annual installments of $21,750 each, payable July and January at Frankfort on-the-Main, issued on account of N. C. R. R.		282,750 00
Amount due under decree of Court foreclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court		270,000 00
Unclaimed dividends..	$1,958 00	
Unpaid accounts and pay rolls	120,228 57	
Due agents and connecting roads	117,675 40	
Bills payable	500,000 00	
		739,861 97
Sinking fund		1,147,861 13
Balance to credit of income ac't..		896,662 97
		$24,294,346 07

Construction		$16 429,340 07
Equipment		4,246,222 85
Due on Northern Cross Railroad		270,000 00
American Central Railway Construction account paid by this company	$406.203 99	
Extension Lewistown Branch Railroad, do.	287,028 93	
Keokuk and St. Paul Railroad, do	251,060 40	
Carthage and Burlington Railroad, do	64,511 01	
Burlington & Missouri R. R R. stock bonds.	496,966 27	
Burl'gt'n depot grounds and accretions	298,584 17	
1372 shares Pullman Palace Car Co. stock	113,100 00	
		1,867,459 77
Material on hand		485,824 52
Wharf and ferry boats		28,565 89
Chicago teams for transferring freight		5,812 50
Accounts and bills receivable	$597,785 75	
Post office department	10,369 41	
Due from agents and connecting roads	165,947 96	
		774,103 12
Deposits in New York and Boston and in the Treasury		187,517 85
		$24,294,346 07

The directors chosen at the annual meeting June 29, 1870, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncy S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

German and French Railroads.

A DESCRIPTION OF RAILROADS AND STATIONS IN FRANCE AND PRUSSIA—DISTANCES FROM PRINCIPAL POINTS.

The following are the stations and distances on the principal German and French railroads which intersect the seat of the present war. The Rheinish Railroad runs in a northwesterly direction along the left bank of the Rhine from Bingerbrueck at the mouth of the Nahe river to Cologne, having a length of 95 miles. The following are the principal stations on the railway and their distances from the starting point: Bingerbrueck, Bacharach, 8 miles; Oberwesel, 12½ miles; St. Goar, 16½ miles; Bopard, 26 miles; Cappellen, 35 miles; Coblentz, 38½ miles; Neuwied, 46½ miles; Andernach, 49 miles; Brohl, 53½ miles; Nd. Bressig, 56 miles; Sinzig, 59½ miles; Remagen, 61¾ miles; Rolandseck, 66 miles; Mehlem, 68¾ miles; Godesberg, 70 miles, Bonn, 74½ miles; Boisdorf, 78 miles; Sechtem, 82¾ miles; Bruehl, 85 miles; Cologne, 95 miles.

From Neunkirchen, in Rhenish Prussia, east, the railroad stations and distances are: Kaiserslantern, in Rhenish Bavaria, 29 miles; Neustadt, 48½ miles; Ludwigshafen, 67 miles; Worms, 81 miles. The railroad from Germersheim to Spires, in Rhenish Bavaria, near the Rhine, is 7 miles in length. From Frankfort-on-the Main, south, along the Main Necar Railroad, the stations and distances are as follows: Darmstadt, 15¾ miles; Zwingenberg, 26½ miles; Auerbach, 28 miles; Bensheim, 30 miles; Heppenheim, 38 miles; Weinheim, 39¼ miles; Friedrichsfeld, 48 miles; Manheim, in Baden, 53½ miles. From Kehl, in Baden, on the Rhine, opposite Strasbourg, the railroad stations to the east, with their distances, are: Kork, 2½ miles; Legelshurst, 4 miles; Appenweier (junction) 7 miles.

From Manheim, in Baden, south along the Baden Railroad, running nearly parallel with the Rhine, the principal stations and their distances are: Heidelberg, 11½ miles; Laugenbrucken, 26¾ miles; Bruchsal, 32½ miles; Carlsruhe, 46 miles; Ettlingen, 50½ miles; Muggensturm, 56 miles; Rastadt, 61 miles; Oos, 66½ miles; Buehl, 69 miles; Achern, 79 miles; Renchen, 83 miles; Appenweier (junction), 86½ miles; Offenburg, 92 miles; Friburg, 131 miles; Basle, Switzerland, 170 miles. From Stuttgart, in Wurtemburg, northwest, the stations and distances are: Ludwigsburg, 9¼ miles; Bietigheim, 15 miles; Muehlecker, 29 miles, Maulbronn, 33¾ miles; Bretten, 39½ miles; Bruehsal, in Baden, 40 miles. From Paris, northeast, the stations and their distances are; Rheims, 99¼ miles; Charleville, 153½ miles; thence southeast, Sedan, 163 miles; Montmedy, 201½ miles; Longuyon, 214½ miles; Thionville, France, 241½ miles.

From Paris, east, the stations and their distances are: Nancy, 220 miles; thence north, to Metz, 244¾ miles; thence east, to St. Avold, 275½ miles; Forbach, 287¼ miles. From Paris, east again, the stations and distances are: Luneville, 240 miles; Avricourt, 255 miles; Saarbourg, 468¾ miles; Saverne, 285 miles; Strasbourg, 312½ miles. From Strasbourg, across the Rhine, to Kehl, the distance is 12½ miles.

The First Locomotive in America.

Not many of the present inhabitants of Rondout are aware that the first locomotive engines in America were brought here in 1829, on the sloop Eliza, then sailed by Charles McEntee. There were two of them sent from England in the ship Geo. Canning, by Horatio Allen, then a young civil engineer in the Delaware and Hudson Canal Company's service, who had been sent to England in 1827 to purchase four locomotives, to be used on the company's railroad connecting the mines at Carbondale with the canal at Honesdale. Some months later, two more engines arrived from England in the ship Elisha Hicks, Mr. Allen coming with them. They were put in two canal boats, towed up here by the old Congress, and sent to Honesdale, where one was put on the track. Mr. Allen ran it for a short distance across a tressle bridge and up the road, and then backed it down. None of the locomotives were used after that, as they were declared too heavy for the road, although weighing only four tons each. The two that arrived first never were sent up the canal, but stood for years in a shed near where Bullen & Everson's store now stands, and were finally broken up and sold to James W. Baldwin—for old iron, we believe.

Mr. Allen has the honor of being the man who ran the first locomotive in America. He is now one of the engineers on the East River Bridge. Thurlow Weed says the first locomotive run in America was on the Albany and Schenectady Railroad; but he is mistaken, for the company's road was built about three years before work was commenced on the Albany and Schenectady—John B. Jervis being chief engineer of both works, going to take charge of one after completing the other.—*Rondout Courier.*

Carlton Branch Railway.

The Directors of the Carlton Branch Railway Company have closed with Mr. E. R. Burpee for the construction of their road. The terms and conditions differ materially from those contained in the order first submitted. The price however is substantially the same. According to the first proposal, Mr. Burpee was to receive $125,000 for the road and breakwater, in the following manner: $40,000 from the issue of Carlton bebentures under the Statute, $10,000 Government bonus, $55,000 of the Company's stock, and $20,000 bonds. The terms agreed upon, differ from this in regard only to the character of the compensation. The stock pryment is reduced to an amount which will deprive the contractor of the power of swamping the Corporation and the Company's stock; the reduction of stock payment is made up by an increase of mortgage bonds on the road, and, in the event of Carlton constructing the Breakwater herself, an allowance of something like $22,000 in cash, bonds and stock will be made. The work on the road is to commence within a few days. The Directors of Western Extension Railway Company have decided to give the guarantee of 8 per cent, on $40 000, provided consolidation of management be agreed upon.—*St. John News.*

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, and Rolling Stock, Mining &c., for the week ending Aug. 30th, 1870, and each bearing that date.

Reported weekly for the RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

106,760—Truss Bridge, John S. Adams, Elgin, Ills.

106,762—Lubricating Box, Charles Andrews, Providence, R. I.

106,761—Fire Proof R. R. Cars, Geo. C. Bestor, Peoria, Ills.

106,767—Steam Engine, Henry L. Butler and Thomas A. Christie, Pittsburg, Pa.

106,786—R. R. Car Duster and Ventilator, John P. Curry, New York, N. Y.

106,801—Maximum and Minimum Water Gauge, George J. Firmin, North Brixton, England.

106,804—Rotary Steam Engine or Pump, George S. Folliansbee, Philadelphia, Pa., assignor to himself and John Rosencrantz, same place.

106,807—Car Coupling, James H. Froman, Plattsburg, Mo.

106,820—Low Water Indicator, Geo. M. Hopkins and John A. Straight, Albion, N. P. (antedated Aug. 26, 1870.)

106,821—Low Water and High Pressure Indicator, same parties as above.

106,847—Safety Car Brake, Anthony S. Martin, Washington, D. C.

106,849—Combined Lock Nut and Splice Bar, Robt. L. McGowan, New Brighton, assignor to himself, Charles A. Woods, Pittsburg, Pa., John Fletcher, Ravenna, O., and Thos. Johnson, Allegheny, Pa.

106,855—Bridge, Thos. W. H. Moseley, Boston, Mass.

106,860—Oscillating Steam Engine, August Nittinger, Jr., Philadelphia.

106,886—Cornish Engine, John Storer, Peekskill, N. Y., ante-dated Aug 18, 1870.

106,887—Stock Car, Zadok Street, Salem, Ohio.

106,888—Stock Car, Zadok Street, Salem, Ohio.

106,899—Steam Engine Pump, Geo. Westinghouse, Jr., Pittsburg, Pa.

106,936—Car Coupling, Chas. M. Hoag, Nassau, N. Y.

106,940—R. R. Car Ventilator, Wm. H. Hunt, Bolton, Conn.

106,953—R. R. Car Seat, John M. O'Neill, Clinton, Iowa.

106,971—Burner for Locomotive Head Lights, Aaron C. Vaughan, Philadelphia, Pa., assignor to James M. Sellers and A. K. McClure, same place.

☞ The Montgomery and West Point Railroad has been purchased by the Western or Montgomery and Selma line.

Commerce of St. Paul, Minn.

The annual report of the Chamber of Commerce of St. Paul, just issued, shows the progress which that city is making in commerce and industry. During the year 1869 there was on the sale of liquors a decrease of 2½ per cent.; machinery, an increase of 14 per cent.; nails, an increase of 40 per cent.; castings, an increase of 50 per cent.; agricultural implements, an increase of 50 per cent.; reapers and mowers, an increase of 50 per cent.; household goods, an increase of 127 per cent.; pig iron, an increase of 156 per cent.; hardware, an increase of 222 per cent.; sewing machines, an increase of 450 per cent. Five hundred and nine buildings erected at an expense of $1,395,727 also attests the progress of St. Paul; as does the importation from other States of 24,373 packages of agricultural implements, the growth of the country in its vicinity. The assessed personal property is set down at $2,364,747, the real estate $59,773.87, and the incomes reported a total of $1,003,372. The revenue report on the 1st of May, 1869, was as follows:

Sales of wholesale dealers doing a business of $50,000 and over	$ 4,563,722
Sales of wholesale dealers doing a business under $50,000	3,250,000
This year's increase estimated from sales already reported	1,000,000
Manufacturers doing a business of $5000 and over, not including tobacco, liquors and segars	340,674
Manufacturers doing a business under $5000, not including tobacco, liquors and segars	690,000
This year's increase of manufacturers estimated from sales already reported	61,700
Sales of tobacco, liquors and segars to May 1, 1870, estimated from sales already reported	302,817
Sales of manufactures (not reported) to May 1, 1870	300,000
Sales of lumber and flour (not reported) to May 1, 1870	400,000
Brokers' sales to May 1, 1870	400,000
Produce brokers' and butchers' sales to May 1, 1870	300,000
	$11,608,913

The population earning and making as above, is estimated at about 24,000. That these figures represent growth will be readily perceptible when we quote that in 1856 the assessed personal property was only $583,220, while in 1869 it was nearly $3,000,000.

☞ The Cape Breton *News* says the work on the International Coal and Railway Company's railway, between Sydney Harbor and Bridgeport, is being vigorously pushed forward to ensure coal shipments. The track is partly laid. The railway from South Bar to the mines at Low Point will soon be completed.

☞ The following gentlemen have been elected directors of the Portsmouth and Dover railroad: John H. Bailey, Daniel Marcy, George L. Treadwell and Frank Jones of Portsmouth, and Amos D. Purington, Joshua G. Hall and Oliver Wyatt of Dover.

☞ The Shore Line Railway has been leased by the New York and New Haven and the Hartford and New Haven Railroads for 29 years at $100,000 a year.

Wooden Railway.

As the first of a new kind of railway improvement introduced into the country, considerable interest is attached to the Gosford road from Quebec to St. John. The contractor, Mr. Hurlburt, has made considerable progress with the work, and on Wednesday last a party of Quebec gentlemen, including the President and directors of the company, made a first trip over it to a point beyond the village of Jacques Cartier, fifteen miles from the city. About half an hour's drive from the town brought the party to the track, where a locomotive was in readiness to carry them over the line. The *Chronicle*, in its report of the trip, says:

The problem of wooden railways for colonization purposes may now be said to be solved, and as a proof it is only necessary to say that we passed over the road yesterday at a rate of from twenty to thirty miles an hour, a speed which is seldom passed on any of the iron roads in this Province. The cars conveying the party yesterday were simply rudimentary vehicles, known as platform carriages, but sufficient evidence was given that the line when completed will be as easy and smooth for traveling purposes as upon the old established iron or steel rails. The road is built upon a 4ft. 8½in. gauge, being the ordinary width of the modern English and American railways. Each rail is 14 feet long, 7 inches in depth, and 14 inches in width—sawn and prepared at a temporary mill recently erected by the contractor on the line for the purpose. Each rail rests on several sleepers to which they are fastened by wedges—by a process so simple that the rail, when required, can be removed or reversed by any ordinary mechanic. The locomotive is from the Rhode Island Ironworks, and is most assuredly a splendid piece of mechanical ingenuity, while it is supposed to weigh 21 tons loaded, without the tender. The bridge which spans the Jacques Cartier, and of which so much has been said, is evidently a solid structure judging from the heavily laden trains which pass over it daily. The first span of this bridge is 97 feet, and the second 79 feet—the total length, with the trestle work on the opposite side, being 1,450 feet. It is supposed from the calculations of the engineer to be able to bear a weight of 700 tons. The trestle work on the opposite side is also of very substantial make. At first view, passengers might feel alarmed at crossing this trestle work, or viaduct; but, to avoid the possibility of accident, the engineer has laid an additional rail, which materially increases the safety of the traveling. The trains also here move at a very slow speed. We may add that the height of this structure is about 60 feet from the ground; but to those accustomed to travel over the Crumlin (Mon.) viaduct, bridging a chasm of a mile in length and about 250 feet in height, the Jacques Cartier viaduct will not be alarming either to the view or the nerves.

Commerce of Cincinnati.

According to the annual report of the Board of Trade of Cincinnati for 1869, just issued, that city has a capital of $45,225,586 invested in manufacturing establishments, employing 59,354 hands, and turning out products to the value of $119,140,089. The manufacturing industry is classified, the chief classes being as follows: Iron, $18,623,559; wood, $11,135,335; food, $17,508,892; clothing, $12,471,507; liquors, $15,609,698. A comparative table of the statistics of the manufactures of the different cities of the United States places Cincinnati fourth on the list, only New York, Boston and Philadelphia surpassing her. Her imports for 1869 were valued at $283,927,902, and her exports $163,084,358, against $280,068,948 imports and $144,262,138 exports the previous year. In making up these statistics, however, that city is accustomed to count produce in transit, from which little or no profit is derived. There were enrolled at that port, during 1869, 57 steamboats, 14 towboats, 4 propellers, 3 ferries, 109 canal boats, 92 barges, making a total of 279 vessels of 51,563.40 tons, valued at $1,447,919. There were licensed 126 steam vessels of 43,455.39 tons capacity. The total value of the river commerce of the towns and cities on the Ohio River is set down at $715,000,000, of which amount Cincinnati is set down for $169,506,000, Louisville for $115,000,000, Pittsburg for $150,000,000, Wheeling and Smithland for $30,000,000, Paducah for $40,000,000, Cairo for $20,000,000, and Wabash River and New Albany for $15,000,000 each.

Memphis and Little Rock Railroad.

We learn from the Arkansas *Gazette* that a contract has just been awarded by this company to Capt. Pat. H. Wheat, of Devalls Bluff, and Mr. Chas. McCreanor for the completion of the White River bridge. It is to be finished, ready for the iron on the 1st of November. The road has just been completed to Brinkley, and there now remains but a gap of fifteen miles to complete. The larger part of even that work is done, and the president Mr. Brinkley, asserts positively that trains will run over the entire road on the 18th December next.

Pierce City and Fort Smith Railroad.

The first meeting of the stockholders of this road was held at Pierce City, Arkansas, on the 15th of July. Articles of organization were drawn and three hundred shares subscribed. The chair announced that nominations for officers, to serve the ensuing year were in order, and the following gentlemen were unanimously elected: Hon. John S. Phelps, president; A. J. Stewart, of Keittsville, W. H. Fallis, L. L. L. Allen, E. P. Linzee, A. Woolsey, of Pierce City, directors; J. B. Perkins, treasurer; A. L. White, secretary.

☞ Hon. John Cessna has been elected president of the Bedford (Pa.)and Bridgeport Railroad Company. The directors are: Wm. M. Lyon, Henry Loughlin, John Graff, L. T. Watson, G. W. Gump, Wm. M. Hall, Isaac Mengel, David Wolf, J. W. Lingenfelter, J. R. Durborrow, J. G. Hartley, D. M. Black. The people of Bedford are thoroughly awake to the importance of this enterprise.

☞ The *Monticellonian*, published in Monticello, Drew Co., Ark., learns from a private letter that an installment of iron has landed at Eunice for the above road. It is also creditably informed that a large number of hands are really at work on the road. Further, that the locomotive, construction cars and more iron is daily expected to land at the above point.

☞ Capt. George W. Hughes, chief, and Capt. H. C. West and Mr. Johnson, assistant engineers, have commenced the survey of the southern division of the Cairo and Fulton Railroad from a point on the river, to Little Rock, and the line and level will be rapidly run to the Texas border.

☞ The North Attleborough Branch Railroad is under way, and will be completed by the first of November. The Boston and Providence corporation, to whom it was leased, will supply the equipments when finished and run the road,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ..100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 2
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire* 100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,000	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 5½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camd. n & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa. 50	1,160,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy.. 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68@2
" Street	----------	J. & J.	Jan.'6 @2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J AJ&O	Aug'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,360,646	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '70
Del., Lackaw & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	----------	July '70 3
East Tenn. and Georgia...100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'69 4
Do. pref.....100	8,539,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.100	1,143,446	----------	----------
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. do pref.100	6,258,830	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central 100	25 278,710	F. & A.	Aug. '70 6
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A J&O	Jul. '70 2
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A N.	Aug.'68 5
Louisv., Cin. and Lex..... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Feb. '70 2
Lowell and Lawrence 100	200 000	A. & O.	Apl. '70
Lowell Horse 100	55,830	J. & J.	Jan. '70 2
Macon and Western.....100	2,000,000	J. & J.	July'70 3
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J & J.	July '70 4
Michigan Central 100	11,197,348	J. & J.	July '70 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	923.375	J. & J.	Jan. '70
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref.100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,.6	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,764,400	----------	----------
Montgomery & W. Point..100	1,644,10	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----------	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,300	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,428,000	F. & A.	Feb.'70 4
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug. '70 6
New London Northern.....100	895,000	----------	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	----------	Aug. '69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 4
Ninth Avenue	797,400	----------	----------
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'70 5
Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	----------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 050	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*..... 50	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City.....	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	460,000	J. @ J.	July '70 3
Portland and Kennebec....100	$82,300	J. & J.	Jan. '70 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	----------
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Peterab g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred..... 100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,841	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	July'70 2
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	686,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3,9 9,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	----------	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref100	1,000,000	M. & N.	May'70 2½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 2½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,508,300	----------	----------
Western Union 100	2,707,698	----------	----------
West Jersey 100	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 4
Wilm. and Weldon.....100	1,463,776	----------	----------
Winchester and Potomac....	----------	J. & J.	July '70 3
Warren 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 4 5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,638,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 2
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 2
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '59 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	600,000	J. & D.	D. '69 3½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal.....	800,000	----------	Jan. '70 4
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	June'70 3
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	61,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	582,657	511,854	609,788	579,642	535,386	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178.786	206,090	234,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.269	322.638	360,223	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330.169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345.556	391,685	553,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	431,455	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244.121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,698	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	483 435	4,797,464
1869	333,319	308,208	398,740	388,356	449,982	523,541	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,276	449,655	500,393	443,300	507,900	529,512	462,400	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	475,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	896,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,164,520	1,080,946	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,960	208,696	218,347	271,425	287.451	293,296	262,798	230,061	2.918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	245,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	269,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	558,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,922
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	645,258	759,215	645,768	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,464	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,664	338,858	384,401	429.177	496,655	429,546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	458,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	268,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	306,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346.781	408.445	410,802	405 510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,782	333,952	284,977	313,021	398,993	464,778	506,296	412.934	330.373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	403,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,358	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	338,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,717,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	500,065	7,450 669
1870	396,171	382,823	377,000	443,132	730,700	755,787	636,434	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,268	149,184	139.000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	239,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	328,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 .35 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	257,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	295.027	264,896	2,915,543
1870	196,787	218,234	253,065	270,934	245,266	249,987	260,219	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,168	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,655,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,062
1869	479,236	525,490	755,438	904,834	499,463	630,650	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	182,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,073	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	464,209	450,203	429,898	328,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,389	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	756,467	857,332	837,868	716,839	8,708,183
1870	628,599	600,189	689,286	706,603	746,450	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	108½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,738,100	6	" "	1881	114½
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,760,750	6	May & Nov.	1882	111
.. .. .. (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,130,100	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	108,415,950	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	180,923,050	6	" "	1885	111½
.. .. .. (5-20s).....coupon		6	" "	1885	110½
.. .. 2d series (5-20s)...registered	282,511,200	6	Jan. & July.	1886	109½
.. .. .. (5-20s).....coupon		6	" "	1886	110
.. .. 3d series (5-20s)...registered	350,464,350	6	" "	1887	110½
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	39,765,350	6	" "	1888	108½
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
.. .. .. (10-40s)....coupon		5	" "	1904	106
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868.	45,420 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	Dem.	....
Loans of 1842, 1847 and 1848.....	47,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	246,222	var	.....	Due.	....
Treasury Notes (7-30s).....	643,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,126,860	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,226	*nil.*	.....	Dem.	....
Fractional Currency	39,757,684	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	113
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Interna. Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	955,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	643,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	73½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	95½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	101½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1868.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1866	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	97
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	109,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	6	" "	'90-'94	98½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1873	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	108
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'78	111½
.. —	720,000	6	" "	'74-'76	110½
.. —	1,430,000	6	" "	1876	110½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1890	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'78-'88	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	6	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'80-'91	58
.. — .. (new).....	3,059,045	6	" "	'92-'98	32
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	100½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	6	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	108
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	5	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	78
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2-9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	69,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1890	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York*	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,662,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	88½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	*402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	90
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	89½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1876	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	97
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						....
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	79½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	98
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2 1 Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	83
Columbus and Indiana Central:						
2 1 Mortgage	821,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	880,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	90½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,098,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,950,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,987	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	93½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	102
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91
1st Mort. (Iowa and Minn. Div.)	5,786,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1878	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1870	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1880	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July.	New York.	1871	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	95
Extension Bonds	250,000	6	May & Nov.	" "	1880	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1972	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1910	....
2d Mortgage for $300,000	145,000	7	" "	" "	1886	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1866	4,000,000	7	April & Oct.	" "	1886	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	" "	18—	94½
North Shore, L. I.:						
1st Mortgage	119,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
6d Mortgage, Sinking Fund	1,222,000	6	April & Oct.	"	1900	88
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1875	98½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div.	860,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	88
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	77
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. }	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	108
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (63 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage preferred (Series E)	1,700,000	7	" "	" "	1894	75
2d Mortgage Income certain.						
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,[illegible]65,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,[illegible]00	7	Jan. & July.	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $6,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'83–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1883	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1878	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (L.Erie, W.& St.L.,167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	38
2d Mort. (Wab. & West. 167 m.)	1,509,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'96–'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87–'89	70½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72–'74	74½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	39½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	298,200	7	"	New York.	1869	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	88½
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1898	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1883	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'60–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	82
Western Pennsylvania:						
1st Mortgage, guaranteed	1,500,000	6	April & Oct.	Philadelphia.	1880	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1889	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1896	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	25,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1879	76½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	71
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York.	2,146,579	*			4,183,000	915,000	1,205,942	—	26.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,363	—	100	....
Jan 31, 1870	132.0	—	23.0	46.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	25.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,275	*	47,943	89,913	1,232,200	47,000	12,811	46,881	86.7	.....	.....	.....	362,666	119,162	5	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	506.7	3,844,136	42,652,418	319,717,100	5,098,367	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.6	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,18.	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,692	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,603	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me..N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345		.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,218	30,128	4,891	4	100	133
Sept. 30, 1869	379.6	8.0	29.0	—	315	149	156	5,155	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,467	16,190,943	711,871	16,267,862	8,751,750	734,2..	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	0	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. .....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,471	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	563	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,656	.....	79.0	298,123	.....	.....	848,685	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	382,000	700,000	.....	.....	59.0	(Operated	by Bondholders.	—No re.	urns.)	.....	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	103,000	.....	.....	600,000	.....	.....	600,000	.....	.....	.....	.....	.....	42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	312.9	—	159	174	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,39.	95,678,232	158,579,177	6,796,056	2,918,129	0	100	148
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	152	Boston, Clinton and Fitchburg .....Mass	1,073,622	274,65.	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,206,639	1,998,561	218,787	85,024	—	100	62⅝
Mar. 31, 1869	93.5	30.5	9.2	—	17	18	14	500	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	181,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	155,263	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	625	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,406	628,603	21,378,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3½
Nov. 30, 1869	28.8	1.9	45.0	—	29	35	17	535	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,884	247,195	0	100	124
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	22	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,001	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	0	100	136
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,745	1,280,361	403,651	0	100	140
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Leased	to Erie.)				—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	35	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,009	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,208	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTrun	k of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	426	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated	by Erie.)	.....	.....	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,600	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minneso.a. Iowa.	3,000,000	50,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No re.	urns 110 miles recently	compl	eted.)	.....	—	100	....
Dec. 31, 1869	279.0	—	27.9	4.0	33	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,487	527,027	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	93	40	3,000	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,358	.....	.....	92.3	.....	.....	.....	4 229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	58	Camden and Atlantic.....New Jersey.	2,098,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co...New Jersey.	712,262	.....	.....	.....	332,925	335,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,498	122,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,280	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by	West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	66.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,828,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	2,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1869	271.6	2..	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	20	606	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	18	2,597	Central of New Jersey.....New Jersey.	10,871,242	.....	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,968	—	100	101½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	607	Central Ohio.....Ohio.	5,595,955	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	2,985,213	16,515,190	970,890	49,521	3½	100	24½
Dec. 31, 1869	742.0	—	74.2	—	144	144	25	1,561	Central Pacific.....California.	97,094,922	*	.....	.....	40,097,280	38,905,777	.....	.....	742.0	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.	6	5	2	122	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.0	—	13.2	—	18	10	5	156	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000				280,000				—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	(No return | be publish | ed.)	42,760	18,648	—	100	....
Sept 30, 1869	297.0	—	27.9	200.0	28	13	15	217	Chesapeake and Ohio.....Va. & W. Va.	11,915,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,250	157,005	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,506	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31 1869	280.0	—	82.7	—	103	52	21	2 038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570 472	3,856,000	1,116,697	51,421	441.3	2,543,397	.....	.....	4,681,563	2,004 970	10	100	117½
Apr 30, 1869	870.0	60.0	200.0	—	735	49	35	2,949	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 210	1,959,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec 31, 1869	78.0	—	3.7	80.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	....
May 31, 1869	51.3	1 1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810 000	.....	.....	—	(Leased	and oper. by	Chic. a	nd N.W.)	660,337	10	00	....
May 31, 1869	803.1	—	166.8	—	256	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13.941,343	4,881,189	10	100	119½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,078	627,595	806,788	5,231,980	2,708,049	10	100	82½
May 31, 1869	.....	.....	.....	26.0	.....	.....	.....	.....	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	113½
Mar. 31, 1869	60.1	—	60.9	—	33	31	15	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974 405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	800,000	1,500,000	.....	.....	27.2	158,550	2,500,000	5,550,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentuc	ky Central.)	.....	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805 062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,462	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,466	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	22
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132 1	252,505	2 641,280	5,444,455	346,181	40,046	—	100	....

Dec. 31,	1869	340.5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929,384	7	100	70½
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,346	397,981	.....	.....	2,056,750	1,652,100	.....	.....	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,983,670	908,306	8	50	....
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,235,517	.....	.....	6,250,000	3,149,000	.....	.....	—	(	Leased to	Lake Sho	re.)	.....	7	100	105
Jun. 28,	1869	588.0	12.5	67.0	—	235	76	28	1,690	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,360	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,606,620	41,664,192	3,529,411	262,452	—	100	98
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,084,200	—	.....	.....	1,786,200	248,000	.....	.....	—	(Leased	& operate	d by Little	Miami.)	.....	6½	100	17½
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,598,097	14,984,458	806,150	153,165	10	50	....
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	608,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	....
Mar. 31,	1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	.....	.....	350,000	—	—	—	—	(Leased	and operated	by Cor	cord.)	25,000	7	100	....
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,161	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	120
Nov. 30,	1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	3 18,147	58.4	306,976	8,923,930	6,780,348	649,196	302,840	10	100	87
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	50	133½
Mar. 31,	1869	14.6	—	1.1	—	...	...	...	....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	Leased	by Northern	N. H.)	.....	.....	—	100	....
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,115	—	50	....
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	....
Dec. 31,	1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	110
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	....
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30,	1869	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30,	1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	.....	.....	309,276	715,000	.....	.....	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31,	1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	.....	.....	891,206	892,750	.....	.....	—	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	....
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,100,000	3,3 8,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,545	40	50	....
Dec. 31,	1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	850,241	366,392	—	100	102½
Dec. 31,	1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,407,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 31,	1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	480,000	—	.....	.....	480,000	.....	.....	.....	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31,	1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,682,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	....
Dec. 31,	1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	100
Sept 30,	1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	—	(I	n progres	s.)	.....	.....	—	100	....
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	—	(Leased	to Boston,	Hart.& Fis	hkill.)	.....	—	100	....
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	.....	89,800	175,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Nov. 30,	1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,784,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,315	57,357,609	8,896,106	1,676,238	529,914	3	100	....
Dec. 31,	1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	121
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Reading	.)	.....	6	50	....
Oct. 31,	1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	.....	.....	1,309,200	495,900	.....	.....	—	(Leased	to Phila.	& Reading	.)	.....	7	50	....
Jun. 30,	1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶	Tenn. & G.	3,419,480	*	73,630	277,966	653,950	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	84
Jun. 30,	1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶	Tenn.	3,496,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,904	168,981	—	100	....
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	.....	—	.....	.....	.....	.....	.....	(Oper. by	132.0	.....	.....	.....	.....	.....	—	100	....
Sept 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	64.0	(Leased	to Northern	Central.)	25,000	25,000	5	100	....
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	132.0	.....	.....	.....	562,934	loss.	5	100	....
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,168	817,820,190	16,721,500	2 179,395	—	100	57
Oct. 31,	1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	388,028	—	50	22½
Dec. 31,	1869	58.0	—	5.0	52.0	5	5	1	93	European and North American ¶	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	—	58,493	.....	.....	129,726	56,195	—	100	....
Jun. 30,	1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	186,967	4,332,71.	3,667,494	182,795	56,646	—	100	....
Aug. 30,	1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,410,284	261,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	....
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	—	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30,	1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	396,465	.....	29,687	6,815	—	100	....
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	180,000	—	.....	.....	90,000	.....	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Nov. 30,	1869	51.0	42.0	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	10,941,140	1,290,504	341,880	8	100	132½
Dec. 31,	1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	.....	—	(Oper. by	Belvidere	Delaware	are.)	.....	—	100	....
Dec. 31,	1869	77.0	—	....	112.5	14	15	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,976	1.149,692	1,099,100	1,867,500	441,208	124,864	90.0	208,113	.....	.....	466,737	282,707	—	100	....
Dec. 31,	1869	164.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	164.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Feb. 31,	1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not	in complet	e operatio	n.)	.....	—	100	....
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	.....	230,845	.....	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	....
Mar. 31,	1870	171.0	61.0	16.1	—	45	25	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31,	1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	.....	—	.....	.....	.....	.....	.....	.....	49.0	[In prog	ress and n	o part in c	omplete o	pera'n.]	—	100	....
Dec. 31,	1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.	.....	—	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	884.0	523.0	....	—	328	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,631.0	5,479,787	1,424,254	1,083,144	7,014,800	1,800,572	—	100	....
July 31,	1868	229.0	105.5	....	—	99	125	39	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,810	1,781,667	3½	100	....
Sept. 30	1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,031,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.2	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31,	1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	.....	—	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	108½
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,069	—	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30,	1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,632	548,219	14	100	173½
Jan. 31,	1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,087,939	2,055,000	.....	.....	122.4	373,163	851,826	182,894	766,351	122,688	—	100	....
Dec. 31,	1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,106,558	*	285,095	123,332	2 000,000	291,000	121,023	101,902	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30,	1868	130.0	—	6.5	—	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31,	1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	.....	—	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	.....	.....	10,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31,	1869	44.0	14.0	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,536	1,691,280	25,278,710	8,018,170	10,901,500	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136½
Dec. 31,	1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	—	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	169.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	34
Dec. 31,	1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	—	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30,	1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	.....	.....	132.411	35,000	26,399	.....	13.0	23,000	31,778	68,878	64,610	8,944	—	100	....
Oct. 31,	1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31,	1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	615,465	1,895,000	143,1'6	131,303	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31,	1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,900,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31,	1868	87.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alton.)	.....	152,927	7	100	90½
Dec 31,	1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	800,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
Dec. 31,	1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	.....	—	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31,	1868	18.0	—	53.0	—	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31,	1868	31.0	—	118	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31,	1869	60.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3,220,000	550,000	.....	.....	1,225,000	2,200,000	125,000	.....	60.0	676,046	.....	.....	(66,832	150,459	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. &c.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,985	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	109	92½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,866	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	136	80	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,946,598	748,960	—	50	....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	—	—	—	—	—	—	—	—	12.8	—	—	—	—	—	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,266	*	25,007	3,045	514,766	25.000	113,593	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	—	—	3,572,400	1,589,000	—	—	—	(Operated by L. M. and Col. & Xenia.)				8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	961,515	—	—	—	—	—	—	190.2	—	29,979,605	—	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	916,658	.....	2,646,100	795,500	.....	.....	—	(Leased to Phila. and Read.)			301,290	242,940	8	50	82
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	—	—	—	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,081,510	155,517	175.0	315,161	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,289,140	407,711	1,996,818	561.2	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	—	—	—	—	—	—	6	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased to Summit Branch.)			.....	.....	6	100	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick .....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	63,996	6,996	10	50	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	94,046	288	—	100	....
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In progress 66 miles.)	484,374	150,219	11	100	135
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138,055	.....	.....	.....	.....	(In hands of receiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,086,015	250,000	217,907	.....	.....	(Leased to Phila.& Reading.)			128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	278	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,000	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	46,599	—	26.0	.....	.....	.....	142,796	102,550	10	100	135½
Mar. 31, 1868	19.0	—	....	—	....	....	....	....	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned by Concord.)			—	—	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	—	—	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	380,286	344,906	328.0	751,942	.....	.....	1,174,914	344,806	—	100	38
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,037,069	—	—	—	—	2,275,356	310,329	—	—	(Oper. by L.& N. 4½ mos.)			79,422	Loss.	—	100	
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313 574	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,676	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,680	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,106	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	—	—	108,502	212,300	38,886	—	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	—	—	—	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,872	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	61
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	—	—	1,200,000	320,000	—	—	43.0	.....	.....	.....	102,119	—	—	100	101
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	—	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,666	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	—	—	—	4,823,500	8,500,500	1,076,375	—	89.0	—	—	—	1,539,009	382,410	7	100	88½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1868	151.0	22.0	10.0	—	61	13	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	—	—	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	29	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,168	230,264	182.5	322,186	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	—	—	1,157,736	3,464,050	—	—	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,998	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,384,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	—	6.0	(Owned & oper. by Phil.,W. and B.)			13,294	—	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	5,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	118½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	—	—	—	—	—	—	—	—	62.0	—	—	—	—	—	—	—	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	206.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608 697	*	.....	.....	51,831,300	11,898,426	.....	.....	692.2	5 908,030	206,185,089	474,419,783	15,586,616	6,631,131	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,968,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,506	*	.....	.....	7,000,000	5,065,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,800	959,745	8	100	132
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7.2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,178	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	500,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to New York Central.)			60,000	60,000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	18	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	....
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	113.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																		
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	—	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,296,961	301,779	—	100					
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,98.	991,064		3,150,000	3,588,439	138,476		67.7	460,143			1,132,731	463,114	5s	50	82				
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100							
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,124			5,000,000	7,006,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	88				
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,240	625,318	219,285	8	100	110				
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,389	65,764	8	100					
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,066,863	741,607	171,957	8	100	105				
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)				145.0	279,621			3,345,141	253,994							
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,968			4,417 500	938,100	83,148		122.0	496,536	5,029,542	29,565,222	868,981	301,742	6	100	89½				
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	34½				
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,282	45,000		4,259,450	3,170,000			98.6	406,010			2,014,427	978,925	10	50	89				
Nov. 31, 1869	130.6	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,429	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½				
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,146	82,187	2,104,067	3,940,187	976,444		291.7	431,570	9,455,121	8,903,342	287,728	279,957	—	100	72				
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	—	Orange and Newark	New Jersey.	618,549	63,889		18,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100					
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased to R. W. & Ogdensb.)			125,564	62,782	—	100					
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100					
Feb. 29, 1868	283.0	—	....	—	52	45	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,585			3,086,592	1,064,338	—	100					
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	5,000,000	*			7,000,000	1,192,000			47.6						24	100	82½				
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100					
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	*			5,000,000	500,000				(Leased to Erie)						100					
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				(Leased to Erie.)				26,500	5	100					
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	*			339,650	160,000				(Leased to Camden and Amboy.)						100					
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	117½				
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225				
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased to Ohio. R. I. and Pacific.)				125,000	8	100					
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100					
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,322,200	67,926	184,299		82.3				212,892	93,883	—	100					
Oct. 31, 1868	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	9,272	—	50					
Oct. 31, 1869	287.6	2.0	36.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,200	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	53½				
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,308			697,620	287,492	10	50	162				
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,863,367	11,275,241	5,002,408	10	50	96½				
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	118				
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	106				
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	631,833	—	50					
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,258	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,364	—	50					
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100					
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	88½				
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)		783,500	1,252,760	4,510		23.0	34,971			60,642	5,313	—	100					
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			1,500,000		399,700	6,680	109.0	373,501	7,127,219		605,543	214,214	6	100					
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	350,000				51.3	258,977			518,592	130,420	6	100	112				
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				170,000	200,000				(Leased to Concord.)				24,500	7	100					
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				437,917	150,000				(Leased to Eastern.)				24,787	—	100					
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*							14.5	50,896			112,572	21,541	—	100					
Nov. 30, 1868	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,436	12,300,450	793,301	205,118	8	100	138½				
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																100					
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100					
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50					
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93				
Sept. 30, 1869	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000			81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100					
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100					
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72	—	100					
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000				(Not in operation.)						100					
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100					
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)					100					
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120				
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*			2,100,000	2,050,000			166.3	694,409	4 069,421	11,712,202	993,239			100	30				
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			4,340,000	6,700,000				(About $5 0,000 a month.)						100	72½			
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			10,000,000	4,000,000			132.0		(Leased to Ind. & St. Louis.)		517,941			100	30½			
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*				2,725,000			120.0				612,000	171,000		100	45				
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.					2,000,000	1,000,030				(Leased to Chi. & Alton.)			240,000			100					
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.										(Under construction.)						100					
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.										(Under construction.)						100					
Dec. 31, 1868	80.0	—	....	—	7	7	5	56	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*			2,020,000				80.0				209,534	87,404	—	100					
May 31, 1868	80.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		282,950	100,415	—	100					
Dec. 31, 1868	80.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			186,550	100,000				(Leased to West Jersey.)				16,533	6	50				
Nov. 30, 1869	16.0	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	380,425	82,542		1,690	243,305	226,900	353	91						17,500	1½	100					
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100					
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50					
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased to Phila. and Reading.)					5	50					
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Seaboard and Roanoke	Va. & N. Carolina.						290,000										100					
Dec. 31, 1868	80.0	—	7.1	—	18	5	4	127	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100					
Feb. 29, 1868	81.3	—	6.3	—	18	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441			100					
May 31, 1868	105.0	—	—	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased by Northern Central.)					6	50					
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100					
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100					
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100					
May 31, 1868	50.0	—	2.5	—	10	15	8	35	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000		—	100					
Dec. 31, 1868	101 ¶	6.5	—	—	10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100					
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	South Branch	New Jersey.	438,300	*			438,300					(Leased to Central of New Jersey.)					6	100					
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Carolina ¶	South Carolina.	7,607,446	*		1,026,406	5,819,275	3,860,741	614,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100					
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South and North Alabama	Ala.					900,000					(In progress.)						100					
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South Shore	Massachusetts.	462,167	39,420		9,566	259,683	150,000	7,944	21,000	11.5	49.204	1,222,256	60.911	67,982	9,513	—	100					
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Side (L. I.)	New York.	1,973,558	*			497,750	850,000			63.0	150,580	5,597,646	2,044,921	221 815	66,552	10	100					
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	476,160	9,401	132.5	255,714	1,944,588	3,666,425	389,360	63,560	—	100					
Sept. 30, 1868	123.0	6.6	12.0	—	16	7	4	173	Southern Central	New York.					880,000				(Under construction.)							100					
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Minnesota	Minnesota.	1,500,000	*											250,000		—	100					
Dec 31 1868	50.0	—	....	23.5	9	4	2	119	*Southwest Pacific* ¶	Missouri.									91.0							100					
ec. 31, 1868	91.0	—	....	236.0																												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....				.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	.....	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1869	81.0	—	10.3	—	12	10	5	2.8	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,7...	23,006	45,818	250 700	.....	21,181	33,414	11.	64,100	2,262,375	839,342	229,868	23,184	8	100	101½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	78.0	—	25.0	—	22	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	339,545	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	15	6	622	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	760,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	103,077	6,700,000	6,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	51½
Sept. 30, 1869	35.0	—	9.5	—	15	13	6	222	Troy and Boston.....New York.	2 296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	226,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt & Mass.,		R. R.)	32,000	.....	—	100	....
Oct. 31, 1868	57.5	8.5	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	27
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	—	20	21	10	784	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766.201	6,752,750	20,251,545	1,910,162	563.668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.5	—	—	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	56 635	2,008,999	727,563	170.273	49 528	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	80	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,965	283,550	90,396	35,784	—	100	....
May 31, 1868	47.0	18.5	5.5	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased to Vermont Central.)			.....	.....	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	14	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513.300	3	100	107
Nov. 30, 1869	69.0	8.0	5.5	—	15	10	9	219	Vermont and Massachusetts ..Mass. & Vt.	3,258,000	207.342	70,892	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	61
May 31, 1868	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,666	882 533	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	12	11	192	Virginia Central ¶ .....Virginia.	5,540 788	541 816	83,759	147,309	3,353,679	1.919.550	372,297	618,143	206 4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511.400	.....	.....	18.3	(Leased to Del. La		c.& W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,677	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of Receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	10	4	9	West Chester and Philadelphia.....Penn.	1,422.917	104,242	.....	.....	684,046	957 600	97,500	.....	22.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.5	201,230	.....	.....	330.591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	.....	.....	.....	.....	138.0	.....	.....	.....	945 607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	1	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	16.5	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1 800,000	304,413	.....	.....	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	10	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,396	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,406	.....	.....	758,786	149,149	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	23.	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.2	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	28.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100 000	.....	100,000	160,000	150,000	1.000	.....	.....	(Oper. by Boston,		Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	3	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	228,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	6	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	162.0	19.0	9..	—	21	15	12	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	23,027	1,463,775	1,474,666	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.9	—	12	11	5	263	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	166,600	1,270,400	.....	81,182	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,960	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	8,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	121½
Dec 31, 1868	43.0	22.0	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)		.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1°562,005	.....	.....	.....	64,000	897,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	406,174	213,374	—	50	68½
Feb 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,000	102.0	.....	.....	.....	450,135	162,972	—	100	25
Oct. 31, 1869	287.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	785,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	8
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	....
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.06			Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,789	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56			Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06			Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00		28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	800,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52			Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50		4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st, (Syr.).N.Y.	59,033	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31,'68	—			Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	.....	.....	.....	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75			Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00			Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34			Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,584,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,089	6	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	160,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	....	....	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	46½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85			Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	0.74			Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.88	10	3	Syracuse und Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.39	49	21	Troy and Lansingburg.....N.Y.	364,682	250,000	100,000	85,045	161,228	6,108	—	100	100	....
Sept. 30,'69	4.50			Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,568	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'69	13.80	382	66	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,782	93,936	10	50	50	65
Oct. 31,'69	4.29	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	18	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76			Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester.....Mass.	89,573	75,000	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	604,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1875	....
D. Dock, F.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1878	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.-Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1876	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1875	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1875	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1885	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1875	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	91
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street.....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	1,000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,836	....	....	112½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	100,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	19
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	....	8	8	....
" " 2d pref.	....	7	7	....
Milwaukee and St. Paul, preferred.	9,744,268	7	....	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	156,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32½
Union, preferred	....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	....	6	....	32½
Mariposa Mining, pref.	5,774 400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	31 — @ 36 —
Pig, American, No. 1	33 — @ — —
Pig, American, No. 2	31 — @ — —
Pig, American, Forge	29 — @ 30 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
—STORE PRICES.—	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	80 — @ 85 —
Bar, Common	75 — @ 80 —
Scroll	97 50 @130 —
Ovals and Half-round	100 — @125 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	85 — @120 —
Hoop	105 — @150 —
Nail Rod per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s (gold)	— 11½@ — 11½
Sheet, Single D. and T. Common	— 5 @ — 6
Rails, English (gold) per ton	59 — @ 60 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb.	— 15 @ —	18
English Spring (2d and 1st quality)		— 7 @ —	10
English Blister (2d and 1st quality)		— 10 @ —	17
English Machinery		— 11½@ —	14
English German (2d and 1st quality)		— 13 @ —	15
American Blister "Black Diamond"		— — @ —	12
American, Cast, Tool,	do.	— — @ —	18
American, Spring,	do.	— 9 @ —	11
American Machinery	do.	— — @ —	12
American German	do.	— 9 @ —	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb	4 25 @ —	—
Clinch		5 75 @ 6	—
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —	28
Copper		— 35 @ —	36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold).	per lb.	— 37 @ —	37½
Straits. (gold).		— 36 @ —	36½
English (gold).		— 32½@ —	32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box.	8 75 @ 9 —	10 50 @ 11 —
I. C. Coke	7 50 @ 8 —	9 25 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 75 @ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— 13½@ —	14
Crude, 40 @ 47 gravity (in shipping order)		— — @ —	18
Refined, prime L. S. to W. (110 @115 test)		— 26½@ —	27
Refined, Standard White (in ship'g order)		— — @ —	27½
Refined, prime White (in shipping order)		— — @ —	—
Refined, S. W. (in jobbing lots)		— — @ —	27½
Refined, S. W. (in tin)		— — @ —	32
Naptha, Refined, (65 @ 73 gravity)		— — @ —	10
Residuum	per bbl.	4 — @ 4	25

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @23 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New-York Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Canton Co.	....	....	....	....	....	62
Central Pacific 6s	88	87½	88	88	....	....
Central of N. Jersey	101¼	....	....	101¾	101¾	
Chicago & Alton	113	....	....	112¾	112	
" pref.	....	....	....	....	112	
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	160	
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	80	81½	....	82	82	
" pref.	85¾	85¾	85½	86¾	86¾	
" 1st M.	92¾	93	....	....	....	
" S. F.	....	....	....	96	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac.	113¾	113¾	....	113	113	113¾
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98	....	....	....	97
Clev., Col., C. and Ind.	79¾	79¾	....	....	....	
Clev. and Pittsburg	105¾	105	....	....	....	
" 2 M.	....	....	....	....	....	....
" 3 M.	93	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17¼	17	....	17	17¼	....
" 1 M.	82¼	....	82¾	82¾	83	83
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	121¼	....	
Del. Lack. & Western	105¾	....	104¼	103¾	103¾	
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	100	....	....	....	....	....
Erie Railway	22¾	22¼	....	22	22¼	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 80	....	89	....	....	....	....
" 4 M. 7s, 1880	83	....	....	....	....	....
" 5 M. 7s, 1888 70½	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	107¼	....	....	107¾	108¼	
" pref.	....	....	....	112¼	112¼	
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F. 102	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	102
Illinois Central	....	....	136	136	....	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91¾	91¾	91¾	91¾	91¾	92
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	98	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	5	....	....	....	5	4½
" pref.	8	8	8½	8	8½	8½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	59¾	....	....	60¾	60¾	
" pref.	76¾	....	....	76¾	77¾	
" 1st mort.	....	93	....	....	....	
" 2d mort.	....	....	....	....	....	
" 8s.	....	....	....	....	....	
" 7 3-10s con.	92	91	....	....	....	
Missouri 6s	90¼	90¼	90¼	....	....	
" H. & St. J. iss.	89¼	....	....	....	....	
Morris and Essex	89	....	....	89	89	
" 1st mort.	....	....	....	....	100	
" 2d mort.	....	....	....	93	....	
New York Central	....	....	....	....	....	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	90¾	....	....	....	....	
" 6s, S.F. 1887	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.	94¾	94¼	94¼	94¾	94¾	94¾
" certificates	89¾	....	89¾	89¾	89¾	
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	52¼	....	52¾	....	53	....
" new	31	....	....	....	32	32
Ohio and Miss.	33¼	33¼	33¾	....	34	....
" pref.	....	....	....	....	....	....
" 1st M.	97	....	....	....	97¼	98
Pacific Mail S. S. Co.	....	38	38	37¾	....	....
Panama	82¼	82	82¼	....	....	....
Phila. and Reading	95¾	95¾	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	94¼	94¼	94¼	....	94	94
" 1 M.	....	....	....	....	....	....
" 2 M.	....	97	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	5	4½	5	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	84	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	61	61¼	61¼	62	62	62
" new	59¼	59¾	60¼	60	60	60¾
Tol., Wab. & Western	51	51	51¼	51¼	51¼	51¼
" pref.	....	78¼	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	88	....	
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81¼	81	81¼	81¼	81¼	81¼
Virginia 6s, ex-coupon	65	....	....	65¾	....	....
" new	....	....	65	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109	108⅞	108⅞	....	109	109⅛	
U. S. 5s, 10-40s, reg	....	....	....	106	....	
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup...114	114⅜	114⅛	114⅛	....	114⅛	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	111	....	....	....
U. S. 6s, 5-20s, c. 1862.112	112	112⅛	112⅜	112⅛	112⅜	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.111	111	111⅛	....	111⅛	111⅛	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	111⅛
U. S. 6s, 5-20s, c. 1865.111	111⅛	110	111⅜	111⅛	111⅛	
U. S. 6s, 5-20s, r. n. '65	110	109⅞	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.110	....	110	110	110	110	
U. S. 6s, 5-20s, reg. '67.109⅞	110⅛	....	110	110	110⅛	
U. S. 6s, 5-20s, c. 1867.109⅞	110	110	109⅞	110	110⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..110⅛	....	....	110⅛	....	....	
U. S. 6s, Pac.R.R.issue111⅛	....	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	....	....	....	....	....	10
.. preferred .. 37	....	....	....	....	37	37⅛
Camden and Amboy...114⅛	114⅛	....	114⅛	114⅛	114⅛	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	95½	....	....	....	....	....
Elmira & Williamsport	....	....	28½	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	92	....	92
Lehigh Navigation	34	....	....	34½	....	....
.. 6s, 1884	83	83⅜	....	....	....	....
.. Gold L	88½	88	88	....	....	88½
.. R. R. L	89½	....	....	89½	90	....
Lehigh Valley R. R	57⅛	58	57⅛	....	57⅛	58⅛
.. 6s new coup	99⅛	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51	....	....	....	50½	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	67½	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	94½	....	....	....	94½	94½
.. 10s, 1887	....	112	....	....	....	....
Northern Central	....	....	....	44	44	....
Pennsylvania R. R	58⅛	58⅛	58⅛	58⅜	58⅛	58⅛
.. 1st M	....	....	....	102½	....	....
.. 2d M	102½	....	....	....	102⅜	....
Penn. State, 6s. 1st series	....	....	104½	104½	104⅜	....
.. 6s, 2d series	....	....	....	....	....	108
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	104	104½	....	....	....	....
Philadelphia City, 6s	102	101⅜	....	101⅜	101⅜	....
.. new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor	81	....	....	....	....	....
Phila. & Reading	47⅛	47⅛	47⅛	47⅛	48	48
.. 7s. 1893	....	....	....	104½	....	....
Philadelphia and Erie	26⅛	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	88	....	88	88	....	88
Schuylkill Navigation	8½	....	....	....	....	....
.. pref	17	....	16½	....	....	....
.. 6s, 1882	....	....	....	71	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	4
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	.....	....	....	....	....	....
Green & Coates ..	.....	....	....	....	....	....
2d and 3d streets ..	.....	....	....	46½	46⅞	....
Spruce and Pine ..	.....	....	....	....	....	....
13th and 15th sts. ..	.....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875. 95	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	95	95	....	....	95	95
.. 1884	....	....	....	....	....	94
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875. 93⅛	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	92	....	....	....	....
.. 2d M	....	....	....	....	....	74½
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
Boston and Albany	147½	148	146	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	149	....	....	148½
Boston and Providence	....	....	145½	....	....	145½
Boston, Hartford & Erie	3⅜	3⅜	3	....	3	3⅜
.. 7s, new	26½	23½	26½	....	....	25½
Cheshire, pref	....	....	....	83	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	135	....	....	134½
Eastern	....	....	121	....	120	120
Fitchburg	....	....	132½	....	....	132½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119	119	119	....	....	118⅛
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	88½	88½	....	88½
.. pref	109	....	....	....	....	....
Old Colony & Newport. 96	....	....	....	96½	....	96⅛
Ph., Wil. & Baltimore	54	....	54	....	....	53⅜
Portl'd, Saco & Ports	....	....	....	....	....	111½
Union Pacific	27⅛	28½	....	....	....	27
" 6s	....	79½	80	80⅝	80⅜	80⅛
" Land Grant 7s 71	70	70½	....	....	....	....
" Income 10s	72⅞	74⅜	75½	75⅜	74⅜	
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	61
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	102
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	6	....	....	....	6⅛
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy .. 18	....	18	....	....	....	....

London Stock Exchange.

	Closing Prices. Aug. 12	August 19
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	50 — 55	55 — 65
Do. do., 2d mort., 1881	45 — 50	50 — 60
Do. Penn., 1st mort., 1877	50 — 55	55 — 65
Do. do., 2d mort., 1882	45 — 50	50 — 60
Do. Consol. 7 per cent. mort. 1890	20 — 22	22½ — 23½
Detroit and Milwaukee 1st mort. 7s	63 — 67	63 — 67
Do. 2d mort. 8 p. c.	63 — 67	63 — 67
Erie shares 100 dol. all paid	17 — 18	14 — 15
Do. sterig. 6 p. c. convertible bonds	60 — 65	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	— — —	88 — 92
Do. 100 dol. shares, all paid	102 —104	106—107
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	95 —100	— — —
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	86 — 88	87 — 89
Do. $50 shares	40 — 43	45 — 46
Philadelphia and Erie 1st mort. 1881.	90 — 94	90 — 94
Do. with option to be paid in Phila.	90 — 94	90 — 94

American Railroad Journal.

Saturday, September 3, 1870.

Stock Exchange and Money Market.

Money has been in fair supply, notwithstanding the further general reduction of the bank averages; and as the demand for accommodation has been less urgent, particularly for speculative purposes, rates have been quoted steady at from 4@6, chiefly 5@6 per cent. on call, and at from 6½@8½ per cent. per annum on strictly prime to good commercial paper. There has been a temporary cessation of the remittances of currency to the interior, the Western exchanges having been in favor of this city; and the banks have not suffered as severe a diminution of the available resources as had been anticipated. In their last weekly exhibit, the city banks, showed a falling off of over 8½ millions in their deposits, nearly 1⅛ millions in their specie reserve, and about 1⅜ million in their legal tender average; while they reported a reduction of over 1¾ millions in loan and discount item; and a small addition to their circulation. Their legal tender average is now under 49 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now under 202 millions, as against nearly 234½ millions on the 16th of July. Their specie average is down to about 19⅝ millions, against 41½ millions six weeks since. The U. S. Sub Treasury lost about ½ million of its currency balance; and about 2⅜ millions of its coin reserve.

The specie reserve of the city banks according to the latest return is $19,639,884, against $19,469,102 same time last year. The city bank deposits are now $201,966,700, against $188,754,539 week ending Aug. 27, 1869. The legal tender reserve amounts to $48,959,713, against $52,792,884 same time last year. The circulation now stands at $32,904,906, against $28,999,742 same time last year. The loans are now $273,986,974, against $261,012,109 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $69,903,441 a day, against a daily average of $68,032,563 the preceding week. The current weeks' exchanges average about 55 millions a day. The city banks, last week, reported a loss of $1,093,962 of specie, $3,564,618 of deposits, and $1,893,573 of legal tender notes. They reduced their loans, $1,786,008; and added to their circulation, $65,339.

The city bank exchanges on Wednesday were about 47 millions.

The coin reserves of the Treasury Department on Monday were over $103,384,531 including $34,249,704 on deposit on private account; currency balances, $37,612,480.

National Bank notes to the amount of $355,440 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $327,932,264, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $28,185,295 leaving, with the existing 1.612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,635,409. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,705,300; and for the public deposits, $16,366 500—making a total of $359,071,800. The Treasury Department last week redeemed and destroyed $588,800 of worn and mutilated fractional currency, and issued $471,922 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 27, were $3,859,241 in coin, (including $3,513,000 from customs duties,) and $3,609,325 in currency; payments, $4,407,986 in coin, (including $266,902 of coin interest,) and $6,008,252 in currency; balance at the close of the week, included $67,644,510, of coin, against $68,193,156 the preceding Saturday, and $9,756,346 of currency, against $12,155,274 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $849,382 in coin, (including $530,084 from customs,) and $319,523 in currency; payment $655,569 of coin (including $16,525 of coin interest), and $523,618, of currency. On Tuesday, receipts, $907,867 in coin (including $884,000 from customs), and $3,251,288 in currency; payments, $255,866 in coin (including $172,225 of coin interest) and $202,588 of cur-

rency. The balance at the close of business on Tuesday included $12,422,831 of currency, and $68,490,325 of coin, against a balance a week previous of $12,515,823 currency, and $69,167,468 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,645,267 from customs; aggregate payments, $55,169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $3,140,924 of coin certificates, received for customs.

Government revenues have yielded moderately since our last. The excises, during the week yielded $2,738,341; customs at the port of New York, $3,377,925, and at the outports about a $1,120,000 (in coin) more, making the grand total income for the week equal to about $7,910,954 in currency. The income of the Government, from excises, since July 1, 1870, has been $37,024,330.

Gold has shown less animation and buoyancy, the range of the week having been from 116@118; and the closing quotation on Wednesday 117, as against 117⅛ the preceding Wednesday. The speculative demand has been less confident, though rumors have been prevalent of a combination having been formed to manipulate the market, and work up the price, in the interest of a special clique of operators. Government has announced that it will sell four millions of Gold in September; but it is generally believed that the Government sales would be promptly increased in the event of any positive demonstration on the part of speculators to run up the price and disturb legitimate business, by any such engineering as led to the memorable explosion in September of last year. The export drain of Gold last week was only about 1⅛ millions, against about 2¼ millions the preceding week, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 116 21 to 116 33. The aggregate of the bids was $4,330,000. The shipments thus far this year have been about 44⅝ millions, against 24¾ millions same time in 1869; 63⅞ millions same time in 1868; 39⅞ millions same time in 1867; 52⅞ millions same time in 1866; and nearly 20 millions same time in 1865. On Wednesday of the current week, the specie exports amounted to only $359,500. The exchanges at the Gold Exchange Bank, which were 105⅛ millions on Thursday of last week, fell to 29⅜ millions on Monday of this week, and 28¼ millions on Tuesday. On Wednesday they were only 26¾ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $69,352,032.

The customs demand for Gold last week, averaged $585,500 a day; thus far, this week, it has averaged $707,042 a day, or equal to a weekly aggregate of $4,244,252. The arrivals of specie from Europe, Havana and other foreign ports, during the week were only $252; and since Jan. 1, 1870, $7,522,732, against $9,835,856 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $90,318,690 against $88,911,713, same time in 1869.

The customs revenue of the port on Wednesday was $935,458; and the coin interest disbursements were $33,156.

The customs revenue at the port of San Francisco, from Jan. 1 to August 20th, was $5,130,827, against $5,075,927 same time last year.

The exports of specie, from this port, last week, were $1,197,162 against $168,500 same week last year; and since Jan. 1870, $44,187,607, against $24,718,945 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $266,902; and since Jan. 1, 1870, $62,459,368 against $64,624,015 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Aug. 20th, were $22,693,533, against $25,409,552 same time last year.

Under its official programme for September, Government will sell four millions of Gold during the month as follows: Wednesday, September 7, $1,000,000; Wednesday, September 14, $1,000,000; Wednesday, September 21, $1,000,000; Wednesday, September 28, $1,000,000. And purchase seven millions of Five-Twenties, as follows: Thursday, September 1, $1,000,000; Thursday, September 8, $2,000,000; Thursday, September 15, $1,000,000; Thursday, September 22, $2,000,000; Thursday, September 29, $1,000,000.

Foreign Exchange has been quiet since our last, but as the offerings of prime bills have not been large, rates have been well supported. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅞; sight bills on London 110⅜@110⅝. The offerings of produce bills have been comparatively light. The week's exports of domestic produce have been to the currency value of $2,648,703, and since January 1, 1870, $119,780,983, against $126,602,796 same time in 1869.

Government securities have been in moderate supply and demand all through the week. Prices have shown but little change, in any instance. On Tuesday morning, the Government financial programme relative to Gold sales and bond purchases, for the month of September, was made public by the city newspapers. The bond purchases for the month were limited to seven millions. The later dealings on Wednesday showed a firmer and buoyant market.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅛@114½; U. S. Five-twenties of 1862, 112⅝@112⅞; U. S. Five-twenties of 1864 at 111⅛@111⅜; U. S. Five-twenties of 1865 at 111⅜@111⅞; U.S. Five-twenties of 1865 consolidated, 110@110¼; U. S. Five-twenties of 1867, 110⅛@110¼; U. S. Five-twenties of 1868, 110¼@110⅜; U. S. Ten-forties at 109@109⅛; U. S. Six per cent. currency bonds, 111½@111⅝.

State bonds have been less active, and less buoyant in price.

Railway and miscellaneous share property has been unusually dull through the week, and there have been few important fluctuations in values. The later dealings showed some increase in the volume of dealings, and rather more steadiness in values.

Railway bonds have been in moderate investment demand, including Central Pacific Sixes, which closed on Wednesday firmly at 88@88¼; which figures cover the accrued interest since July 1, equally to fully one per cent. in gold, making the net price of the bonds only about 87. The Union Pacific Sixes closed on Wednesday at 81¼@81⅜. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been purchased moderately for investment purposes at 90 per cent. and accrued interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 17.	Aug. 24.	Aug. 31.
Consols	91¼	91½	92⅛
U. S. 5-20's of 1862...	87¼	88	88⅛
U. S. 5-20s, 1865.....	86¾	87½	87⅛
" 1867	85¾	86½	86¾
" 10-40s	83	83	83
Erie.	17¾	17¼	17⅛
Ill. Central.... 110		111½	111½
At. and Gt. West....	22½	23	22

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 91⅛@91¼.

General business has shown but little spirit in the line of domestic produce, though Breadstuffs, Cotton, Petroleum, Rice, Tobacco and Nava-Stores have been in somewhat better request Provisions have been in very light demand. Middling upland cotton closed on Wednesday at 19⅞ cts. per lb. The stock of cotton now here is given at about 24,500 bales. The receipts at the port this week, have averaged about 2,300 bales a day. The receipts at all the ports, since Sept. 1, 1869, have been 2,847,708 bales, against 2,043,686 bales same time in 1868–'9; exports same time 2,197,100 bales, against 1,441,050 bales same time in 1868–'9; stock on hand at latest dates, 75,950, bales, against 10,900 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,004 pkgs., against 16,276 pkgs., same time in 1869. From Boston, 4,708 pkgs. in 1870, against 6,034 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand at from 8@17c. per lb.; week's receipts, 5,977. Milch cows continue very quiet at $40@$100 each, receipts, 102. Veal calves continue in fair request at from 7@12c. per lb.; receipts, 2,569. Sheep have been less sought after at from 3@6½c.; lambs at 6½@10c. per lb.; receipts, 19,871. Hogs have been in light request at 9¾@10¼c. per lb., all live weight; receipts, 13,871.

There has been a fair movement in foreign goods at uniform prices, in most instances. The dry goods entries at this port, last week, were $3,595,295, making with the general merchandise imports, a total of $8,010,501.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at a shade lower prices, ranging from $4.10@$5.50 per ton of 2,240 lbs., delivered at Elizabethport, N. J.

The ocean freight market has been moderately active, but irregular as to rates. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d.@1s. 7½d. by steamer per bbl.; grain at 4½@5d. by sail, and 6½d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 519.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 30th, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,835,019	$2,648,703
Previously reported..	122,767,777	117,132,280
Since Jan. 1.....	$126,602,796	$119,780,983

The imports for the week ending Aug. 27, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,571,887	$3,595,295
Gen. merchandise..... ..	8,504,941	4,415,206
Total for the week.....	$7,076,828	$8,010,501
Previously reported....	200,210,154	190,003,744
Since January 1.....	$207,286,982	$198,014,245

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 91; N. Y. State Bounty Loan, coupon, 107½; North Carolina 6s, special tax, 28⅝; South Carolina 6s, new, Jan. and July, 73; California 7s, 113; Louisiana 6s, Levee bonds, 78¾; Alabama 8s, 100; Great Western (Ills.) 1st mort., 1888, 87½; St. Louis and Iron Mt., 1st mort;, 86; Pacific R. R. 7s, guar. by Mo., 96½; South Side R. R. 1st mort., 88¼; Cleveland, Col., Cin. and Ind. 1st mort., 95½; Toledo, Peoria and Warsaw 1st mort., W. D., 80; Jefferson R. R. 1st mort., 91; Toledo, Wabash and Western consol. bonds, 80¾; Galena and Chicago 2d mort., 92; New Jersey R. R., 115; New York and New Haven R. R., 150; Western Union Telegraph, 83¾; Adams Exp. Co., 65¼; Am. Mer. Union Exp., 41¼; U. S. Exp., 41¾; Wells-Fargo Exp., 18; Jersey City W. L., 92; Central gold, 0.21; Grass Valley gold, 0.30; La Crosse gold, 0.10.

Philadelphia.—Allegheny County 6s, 75¼; Pennsylvania and New York Canal 7s, 92; West Jersey 6s, 90½; Sunbury and Erie 7s, 103; Wilmington and Reading 7s, 94; Pennsylvania R. R. Gen. mort., reg., 98¾; do. coup., 95; Phila. and Reading 6s, 1880, 95; Oil Creek and Allegheny River R. R., 44½. The latest quotations are: City 6s, 101½@102; do. free of tax, 101⅝@101¾; State 5s, coupon, 102@—; do., 6s, W. L., 103@103; do., 1st series, 104¼@104¾; do., 2d series, 107@108; do., 3d series, 111@111½; Reading, 48@48⅛; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 94½@94½; Camden and Amboy, 114½@115; do., mort. 6s, 1889, 94½@95; do., 1883, 92@93½; do., 1889, 91¾@92¼; Penn. R.R., 58⅝@58¾; do. 1st mort., 102½@103; do., 2d mort., 103@103; Little Schuylkill R.R., 40¾@41¼; Morris Canal, 25@30; do., pref., 66@70; do., 6s, 82@84; do., scrip 7s, 65@—; Susquehanna Canal, 5@10; do., 6s, 44¾@45½; Schuylkill Nav., 8@3½; do., pref., 16½@17½; do. 6s, 1882, 71@73; Elmira and Williamsport pref., 40@44; do., 7s, 1878, 91½@92½; do., 5s, 60@61; Lehigh Coal and Navigation, 33¾@34; do., 6s, 1884, 83½@84; do., R. R. Loan, 89@89½; do., Gold Loan, 88½@88⅜; North Pennsylvania, 41@41; do., 6s, 96@96½; do., 7s, 94@95; do., Chattle 10s, 112½@114; Philadelphia and Erie, 26¾@27; do., 6s, 93@94; Minehill, 50@50½; Catawissa, 10@15; do. pref., 37@37¼; Lehigh Valley, 58⅛@58¼; do. 6s, 96⅛@—; do., 6s, reg., 98@99½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 46¾@—; Thirteenth and Fifteenth, 20½@20¾; Spruce and Pine, 23@24; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 13¾@14; Union, 43@44½.

Boston.—Michigan Central Ai-Line R. R. 8s, 1890, 107; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 95½; Vermont Central and Vermont and Canada 8s, 1875, 103; Eastern R. R. 6s, 1885, 93¾; Stanstead, Shefford and Chambly 7s, 83; Cedar Rapids and Missouri 7s, 1891, 89⅞; do., 1916, 89¾; Vermont Central 1st mort., 84½; do., 2d mort., 39½; Old Colony and Newport 7s, 102; Western R. R. 6s, 1875, 100; Phila., Wil. and Balt. R. R. 6s, 1887, 94¾; Missouri River, Fort Scott and Gulf 10s, 100; Maryland and Delaware 8s, 1885, 75¾; Burlington and Missouri River R. R. 7s, land grant, 88¼; Cincinnati, Sandusky and Cleveland R.R., 22; do., 7s, 1890, 79½; Rutland R.R., 30; do., pref., 76; Taunton Branch, 101⅞; Connecticut and Passumpsic Rivers R. R. pref., 86; Norwich and Worcester R. R., 105; Summit Branch, 87; Pullman Palace Car Co., 107¾; Boston Water Power Co., 15; Cary Imp., Co., 7⅞; Maine 6s, 1889, 98; Massachusetts 6s, 1872, gold, 111¾; do., 6s, 1878, gold, 110¾; do., 6s, 1876, gold, 110¼; do., 5s, 1883, gold, 99; do., 5s, 1880@1882, gold, 98; Cook Co., Ills., 7s, 1885, 97½; St. Louis City 6s, 1888, 87½; Cincinnati 7-30s, 1888, 103¼; do., 6s, 1882, 92¼; Bath 6s, 1893, 91; Lynn 5s, 1882, 87; Boston 6s, 1880, currency, 100; do., 1871, currency, 99½; Portland 6s, 1887, 91; Chicago 7s, 98¼; Mesnard Mining Co., 37½c.

Baltimore.—Virginia 6s, old, reg., 53; do., coupon, 65½; do., new, 65¼; Memphis City 6s, ex two coupons, 51; Northern Central R.R. 6s, 1900, gold, 94¼; Orange, Alexandria and Manassas bonds, 77½; Western Maryland R. R. bonds, endorsed by Washington Co., 82. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅞@91¼; Baltimore and Ohio, 131@133; do., 6s, 1875 93@95½; do., 1880, 93@93¾; do., 1885, 94@95; Northern Central, 43¾@44; do., 6s, 1885, 92@93; do. 1900, 90@90½; do. 6s, 1900, gold, 94@95; Parkersburg Branch, 4@—; N. W. Va. 1st mort., 93@—; do. 2d mort., 93@95; do., 3d mort.1885, 90⅞@91⅛; Marietta and Cincinnati 7s, 1892, 90@92; do., 2d mort., 73@75; Central Ohio, 24@26; do., 1st mort., 85@85; Western Md. 6s, 1890, 75@77; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do. 6s, pref., 63@65; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77@78½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 75@78; do, 3d mort., 8s, 85½@—; do., 4th mort., 8s, 77½@78⅞; Orange, Alexandria and Manassas 7s, 77@78½; Virginia and Tennessee 8s, 78½@84; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73½@74; Baltimore 6s, 1875, 95@95½; do., 1884, 93⅝@94; do., 1886, 94½@—; do., 1890, 95@95; do., 1893, 93@94¼; do., 5s, 1838–'70, 75@80; Memphis City 6s, 55⅞@57; Maryland Defense Loan, 1883, 103@—; City Passenger R. R. 20@22; George's Creek Coal, 60@63; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

☞ The Shepherdstown (W. Va.) *Register* says that some of the contractors of the Shepherdstown division of the Shenandoah Valley Railroad are expected there next week to select sites for shanties, &c., and that a large number of hands will soon be set to work on that end of the line.

Milwaukee and Northern Railroad.

We learn that this Company are now shipping iron to complete the first section of their road to Cedarburg, about 20 miles from Milwaukee, and that it will be open for traffic in November next. Contracts are let to responsible persons to finish the road to Green Bay. This road passes through a district of country about 100 miles long by some 40 miles wide, bounded on one side by Lake Michigan, and on the other by Lakes Horicon and Winnebago and the Lower Fox River, and filled with the most dense and wealthy population of the State. This road shortens the distance by rail from Green Bay and Chicago about 60 miles. The lumber and grain traffic on this line when completed will be very great. This road is in responsible hands, and will be pushed forward to completion with great energy.

Boonton Iron Works.

Messrs. FULLER, LORD & Co., Proprietors of the above named old established Bolt and Nut Works, are prepared to supply all descriptions of Bolts and Nuts to Railroad Companies, Locomotive and Car Builders, &c. The special attention of Bridge Builders is directed to the superior facilities of this firm for manufacturing all descriptions and sizes of Bolts and Nuts used in the construction of Bridges.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ A certificate of incorporation of the Pittsburgh, Canton, and Chicago Railroad Company was filed at the Ohio Secretary of State's office, on the 13th ult. The corporation propose to build a track from New London, Huron county, to some point not yet named in Williams county, being an extension of the Pittsburgh, Canton and Chicago Railroad, as above. The capital stock is $500,000, divided into shares of $100 each.

☞ The citizens of Taunton, Mass., are very sanguine of the success of the new railroad projected from that place to Middleboro'. The Old Colony Railroad Company are ready to subscribe to the stock to the amount of $350,000; and Hon. Oliver Ames, of North Easton, who has subscribed $20,000, expresses a willingness to be one of seven to build the entire road.

☞ The Central Pacific, California and Oregon, Oakland and Alameda, and Joaquin Valley Railroad Companies have consolidated under the name of the Central Pacific Railroad Company.

☞ The Savannah, Griffin and North Alabama Railroad is finished to within six miles of Newnan, and is open for passenger traffic to that place by coaches connecting.

☞ The directors of the Montpelier and Wells River Railroad are: J. N. Hall, Roderick Richardson, E. G. Trench, George B. Fessenden, Jacob Smith, C. H. Heath, J. W. Brown and Joel Foster.

☞ The stockholders of the West Wisconsin Railway hold their annual meeting in the City of Hudson, on the 7th of September.

Journal of Railroad Law.

RAILROAD COMPANIES—OMISSION TO SOUND SIGNAL AT CROSSING—ORDINARY PRUDENCE.

The case of Baxter *vs.* The Troy and Boston Railroad Cpmpany (41 N. Y., 502), was an action to recover damages for an injury sustained at a highway crossing, in the northern part of the village of Lansingburgh. Plaintiff charged negligence upon the defendant. It was denied, defendant alleging that plaintiff's negligence contributed to the injury. The crossing was midway of a hill; the highway leading east and west. Plaintiff lived about twenty rods west of the crossing; he was driving east, up the ascent, on a walk, with a double team, about one o'clock P. M.; he heard neither whistle nor bell, nor the noise of the train.

The train causing the injury was the regular one o'clock up train, with the passage of which plaintiff had been familiar for years. He testified that he did not see the train; that he did not look for it; that he did not hear it, although its tread could be heard from the place where he lived.

There was much contradictory evidence upon the question whether the bell was rung, or the whistle sounded; and also, upon the question whether the plaintiff struck his horses in an effort to pass the crossing in front of the train.

The jury rendered a verdict for the plaintiff. The following is the able opinion of the Court delivered by

GROVER, J.—The only ground upon which the defendant's motion for nonsuit was based, was that the evidence showed that the negligence of the plaintiff contributed to the injury received by him. The law required the plaintiff to show, that in crossing the defendant's road, he exercised proper vigilance and care in protecting himself from injury from the locomotives and trains operated by defendant, irrespective of the question whether defendant was or was not negligent. The care to be exercised by the plaintiff required him to make a vigilant use of his eyes and ears, in ascertaining whether trains were approaching, and if from either source or otherwise, he learned that such was the fact, to use caution in avoiding the danger. (Wilcox *vs.* The Rome and Watertown R. R. Co., 39 N. Y., 358.) In this case and others, the cases have been so extensively reviewed by this Court, that a future examination would be superfluous. It follows, that the question presented upon the motion for nonsuit in this case, were: 1st. Whether the plaintiff was aware, from any source, of the situation and presence of the approaching train in time to avoid the danger. He testifies that he was not, and there was no such preponderance of evidence in conflict with his testimony on this point as to justify the Court in taking the question from the jury. 2d. Whether the exercise of proper care on his part, including the vigilant use of his eyes and ears in ascertaining whether trains were approaching would have made him aware of the danger in time to avoid it. If so, it is clear that the omission of this care by the plaintiff contributed to the injury, and that the plaintiff could not recover therefor. This requires an examination of the testimony. The plaintiff testified that he did not hear the train, or see it, until about the instant it struck his wagon. The crossing was where the defendant's track ran through a deep cut on a curve, as I understand the testimony. There was some proof tending to show that the wind blew from a direction opposite to that from which the train approached. From this evidence I think it cannot be successfully claimed that it conclusively appeared that the plaintiff would have heard the train, had he listened, although it is highly probable that he would. It was not, therefore, improper to submit this question to the jury. It is sometimes said that the most cautious and thoughtful are sometimes absorbed by their business, their cares and their griefs, and thus they cannot exert their usual caution. If by this it is to be understood that they cross railroad tracks while so absorbed and consequently inattentive to their safety, it is only another mode of saying that persons, generally careful, are sometimes careless, generally vigilant, sometimes heedless; and it follows, upon principle, that if such persons receive an injury in consequence of their heedlessness, they can no more recover therefor, because on other occasions they had been vigilant, than if always heedless. The law requires care at all times when in a situation of danger; and mental absorption, or revery from business, grief, etc., will not excuse its omission. The inquiry is whether, from the evidence, it satisfactorily appears that the plaintiff, by looking, could have seen the train in time to have avoided the collision. If so the plaintiff should have been nonsuited. If not the case was a proper one for admission to the jury. The plaintiff testified that he was well acquainted with the crossing; that he did not look for the train; that he could not have seen it until upon the track if he had, on account of the hill, etc. If this was true, the plaintiff was excused from looking, as the law does not require one to look to see something, when it is impossible to see it. Nor does the care required in crossing a railroad track in a highway, with a team, render it necessary that the party desiring to cross, if unable to look along the track without leaving his team, to leave it and go upon the track for that purpose before driving thereon. This would be a degree of care not observed by the mass of prudent persons. Besides, in most cases such care would be useless; for the speed of the trains is often such, that although the crossing would be entirely safe while the person stood upon the track, yet before he could return to his team and drive upon the track, a train might be approaching in the immediate vicinity of its crossing. All that the law requires is a reasonable use of the senses; that is, one approaching the crossing must look along the track when his view is unobstructed, and thus ascertain whether there is danger in crossing to be apprehended from trains approaching from either direction. According to the testimony of the plaintiff, he could not have seen the train that struck the wagon which he was driving in time to have avoided it. If this be true, his omission to look as required, directly contributed to the injury received, and the plaintiff should have been nonsuited. My impression from the evidence is, that the plaintiff could, by looking, have seen the train and avoided the danger, and should therefore have been nonsuited; but as a new trial must be granted upon other grounds and the evidence may be different from the present, I shall not consider this point further. The defendant requested the Court to charge the jury, that if the plaintiff, in approaching near the crossing, could have seen or heard the approaching train by the exercise of ordinary prudence, and failed to, he is guilty of negligence contributing to the injury, and cannot recover. The Court refused, and exception was taken. The Court erred in refusing to charge the proposition generally, unless the refusal is understood to have been placed upon the ground that the proposition did not exclude the idea that the plaintiff could not have seen or heard the train in time to have avoided the danger. If the proposition is so understood, the refusal was not erroneous. But the Court clearly erred in refusing to charge the fourth proposition requested by defendant's counsel. The proposition was simply that the plaintiff was not relieved from ordinary prudence in approaching the crossing by the omission of the defendant to give the signals required by statute. The soundness of this proposition will appear from every well considered case involving the question, as well as from the elementary writers, and the reasons assigned for the rule fixing the right of recovery. So long as it shall be held that contributing negligence of the plaintiff will bar a recovery, it can never be held that the negligence of the defendant will exonerate the plaintiff from observing ordinary prudence, whether such negligence consists of duties enjoined by statute or the common law. It is insisted that the Court had in substance already charged the same proposition. The refusal was not placed on that ground, and the jury were left to infer that the refusal was because the Court held the law to be different. I have examined the entire charge and find nothing therein that will obviate this error.

The judgment must be reversed and a new trial ordered.

Judgment reversed.

Portland and Ogdensburg Railroad.

There seems to be no doubt but that this road will be built through the Notch at no distant day. The Maine section is already well advanced toward completion and the Vermont section is under contract. The exact route through the Notch has not yet been determined upon. Three different surveys have been made, and one which follows the side of Mount Webster is said to bring the grade down to only sixty-five feet to the mile. By going in a more direct line and by a somewhat heavier grade a mile and a half in distance may be saved. The heaviest grade proposed is about one hundred feet. There was an informal meeting of the directors and engineers of the road at the Crawford House a few days since, to hear a report from Mr. B. H. Latrobe of Baltimore, the distinguished engineer of the Baltimore and Ohio Railroad. Among those present were General Samuel J. Anderson of Portland, President of the road; Hon. J. B. Brown, Horatio N. Jose and Samuel Spring of Portland, and Horace Fairbanks and F. Fairbanks of St. Johnsbury, Vt., Directors; John F. Anderson of Portland, Engineer-in-Chief; George T. Clark of Flint, Mich. (who accompanied Mr. Latrobe); Thomas E. Peverly of New York and Charles J. Nourse of Maine, engineers of the Maine end of the road, and John E. Early and A. C. Mitchell of St. Johnsbury, engineers of the Vermont end. Mr. Latrobe gave it as his opinion that a railroad through the Notch is entirely practicable.

Messrs. Jay Cooke & Co.

We learn that Messrs. JAY COOKE & Co. are about to establish an American banking-house in London, as an important and long contemplated auxiliary to their New York, Washington and Philadelphia establishments, in connection with Hon. HUGH MCCULLOCH, late Secretary of the Treasury, as the resident partner. The eminent experience of MR. MCCULLOCH as a private banker, and as President of the State Bank of Indiana—as well as the First Controller of the Currency, in which capacity he organized our whole system of National banking—in addition to his faithful conduct of the Treasury through a four years' term of unusual interest and critical importance to the public credit, both in respect to the collection and application of the revenues and to successfully funding more than a thousand millions of the temporary obligations of the department, renders his name alone a great acquisition to the house of Messrs. COOKE. His known prudence in and devotion to business, combined with personal worth, no less than his financial reputation and public services, will, we doubt not, commend him at once to the confidence and cordial respect of the banking interests abroad, among whom he proposes to make his future home.

☞ Articles of association for the Chicago, Valparaiso and Southern Railroad Company, with a capital stock of $400,000, divided into four thousand shares of $100 each, have been filed in the office of the Secretary of State. The articles provide that the "road shall commence at or near La Crosse, in Laporte county, State of Indiana, and run thence by way of Valparaiso through Porter county to Lake Station, in Lake county, in said State, and shall be twenty-three miles long, or thereabouts."

☞ The Montreal *Gazette* says that the plans and specifications for the extensive Public Works projected for Bond Eau Harbor are rapidly drawing towards completion; and tenders for the execution of the works will be advertised for in a very few days. This action on the part of the Dominion Government will be duly appreciated by the people of the West, who have for so many years urged the necessity of a harbor of refuge for shipping on the north shore of Lake Erie.

☞ Grading on the Northern Pacific Railroad is progressing very rapidly—upwards of thirty miles of the road bed being ready for the ties. Track-laying has also commenced, and will be pushed forward as fast as the iron is received. Governor Smith, of Vermont, the President of the road, and party, were present to witness the laying of the first rail. There are three thousand men at work on the grade.

☞ The iron for the Toronto, Grey and Bruce railroad to Arthur has been purchased, and Mr. Shanly will commence laying it down on the 1st of September. In two months or so the cars will be running to Orangeville. The road is to be extended to Mt. Morris, and eventually to Owen Sound.

☞ The period for the reception of tenders for the construction of the North Shore Railway, has been extended from Thursday, September 1, at noon, to Monday, the 12th of September, inclusive.

Railroads of Arkansas.

D. B. Sickles, Financial Agent, in this city, of the State of Arkansas, gives some very encouraging statements in regard to the progress of the work on the various railroads now in course of construction in that State. He informs us that the Memphis and Little Rock Railroad has recently been opened to Brinkley, and that passengers from Memphis can now reach Little Rock in about twelve hours. The completion of the road before the 1st of January is positively assured. The Little Rock and Fort Smith road is finished as far as Gold Creek, a distance of eighty miles from Little Rock, and the rails will be down to Lewisburg in about two weeks. On the Little Rock, Pine Bluff and New Orleans railroad, thirty-five miles have been graded and made ready for ties; iron rails, with fastenings, sufficient to complete ten miles of track are now at Chicora, the terminus of the road; and it is the intention of the company to have trains running through to Pine Bluff by the 1st of January. The Mississippi, Ouachita and Red River road has over 500 laborers employed, and about twenty miles of road bed have been prepared for the rails, which are now on the ground. It is asserted that in less than twelve months Arkansas will have over 600 miles of railroad in operation through the richest sections of the State.

☞ The Fayetteville (Ark.) *Democrat* says: "The engineers of the Little Rock and Fort Smith Railroad are now on this side of Mulberry, and will finish the location of the road to this place in two or three weeks from this time; when they will immediately commence the preliminary survey of the Arkansas Western Railroad from Van Buren to the Missouri State line."

☞ Articles of association of the Chicago, Valparaiso and Southern railroad company were filed at Indianapolis on the 17th ult. The capital of the company is four hundred thousand dollars, of four thousand shares at one hundred dollars each. The road is to commence at La Crosse, Laporte county, and run by way of Valparaiso, through Porter county to Lake Station, in Lake county, a distance of about 23 miles.

☞ The Delaware County and Minnesota railroad company was organized at Sand Spring, Delaware County, Iowa, on the Dubuque Southwestern railroad, on the 12th ult., with a capital stock of three millions of dollars. Its object is to build a railroad from some point in Delaware County, northwesterly to the Minnesota State line.

☞ The Wheeling *Register* says work on the Baltimore and Ohio bridge at Bellaire is being pushed forward with rapidity. The Keystone Bridge Company, of Pittsburg, have got the timbers ready for the entire bridge, and are already putting the iron superstructure on some of the piers. It looks as if the bridge would be ready for the passage of the trains by Christmas.

☞ The first anniversary of the Windsor and Annapolis Railway was appropriately celebrated at Waterville on Thursday, the 10th of August, employees and guests to the number of upwards of four hundred participating in the demonstration. Vernon Smith, Esq., is manager of the line.

Boston, Concord and Montreal Railroad.

The extension of the Boston, Concord and Montreal Railroad to Whitefield, has brought the White Mountain Notch and the Crawford House into closer rail connection with Boston. The distance from Whitefield to the Crawford House is only seventeen miles—a pleasant stage ride. Whitefield is ten miles from Littleton. By October the road will be in running order to Lancaster, nine miles above. The track is already laid for half that distance. From Lancaster to Northumberland, where a connection will be made with the Grand Trunk Railroad, the distance is only nine miles. This will open a new and speedy route between Montreal and Boston, and also greatly facilitate travel from both those points to the mountain. It is also contemplated to bring the Mount Washington Railway and the Notch into closer connection with its road by means of a branch from the Wing road, a point about midway between Littleton and Whitefield.

Exhibition of the American Institute.

The preparations of the American Institute Building are rapidly approaching an end. Already have goods been forwarded to the building, and 500 applications for spaces been received. The Fair, which will be formally opened on the 7th of September, is expected by the management to exceed any of those held heretofore. The addition that has been built extending to Second-ave., will be devoted to machinery. Adjoining the extension a small engine-house has been building, and the coal for feeding the engine has been stored. The engine-house itself will be of brick, and will be a small but distinct building in itself. From the Third ave. entrance to the beginning of the extension, rows of tables have been placed, and the floor, wherever in bad condition, has been repaired.

☞ The Northern Pacific Railroad Co. commenced laying rails on the line of their road, twenty miles west of Duluth, on the 14th ult. This company have contracted to receive 25,000 tons of rails at Duluth before the close of navigation this season. About 1,000 tons had arrived up to the 15th ult.

☞ The following gentlemen have been elected directors of the George's Valley Railroad Company: Robert Patterson, Ward Mason, William H. Hunt, Thomas Storer, R. F. Alexander, William S. Mason, A. H. Wentworth, Nahum Thurston, George Y. Creighton, Hiram Bliss, Jr., and Isaac Reed.

☞ The stockholders of the Memphis and Charleston Railroad have voted in favor of issuing a million dollars of third mortgage bonds to liquidate their indebtedness to the State of Tennessee.

☞ Ossipee, N. H., has voted five per cent. of its valuation to aid in the extension of the Great Falls and Conway Railroad to West Ossipee.

☞ Over 300 men are at work upon the Belfast and Moosehead Lake Railroad, and its completion by the first of October is certain.

☞ Work has begun on the Somerset Railroad at Anson, Maine.

☞ Contractors have begun at St. Albans to lay the track of the Missisquoi Railroad.

☞ The Hartford and New Haven Railroad Company has called a meeting of its stockholders on the 7th of September "for the purpose of approving a contract for a perpetual union of property interest" with the New York and New Haven Railroad Company. The last session of the Legislature emphatically rejected a bill under which practically all the railroads in the State, connecting or parallel, might have consolidated on their own terms. The proposed union is to be made under an act of 1869, which allows any railroad company in the State to make any contract with other railroads not forbidden by law.

☞ The following persons were recently elected as directors of the Blackwater River (N. H.) Railroad Company: C. C. Coffin, Boston; A. M. Shaw, Lebanon; J. Y. Mugridge, Concord; Joseph Barnard, Hopkinton; Cyrus Gookin, Salisbury; J. C. Pearson and B. F. Sawyer, Webster. This board has been organized by the choice of C. C. Coffin, President, Joseph Couch, clerk, and J. C. Pearson, building agent. The prospect of the construction of the road are thought to be excellent.

☞ Litchfield (Conn.) has subscribed $215,000 to the capital stock of the Shepaug Valley Railroad Company. This leaves only $60,000 to be raised in Washington, Roxbury and Bridgewater, to make the total cash subscriptions $400,000, the sum which must be secured before the construction of the road will be begun.

☞ The Lancaster (Penn.) *Examiner* says that work on the Columbia and Port Deposit railroad is progressing. The track is laid to a point north of the mouth of the Octoraro creek, and Mr. Hutchinson, engineer, is now engaged with a corps of men in permanently locating the route from Peach Bottom to Columbia.

☞ The track on the Fredericksburg and Charlottesville railroad has been laid about fifteen miles.

To Contractors.

NOTICE is hereby given that Tenders will be received until Monday, the twelfth day of September, at noon, for the construction of the Main Line of Railway of the "North Shore Railroad and St. Maurice Navigation and Land Company." The Line will run between Quebec and Montreal, on the North Shore of the River St. Lawrence.

After the 10th of the present month the profile of the Railroad and the specifications and terms of contract may be examined at the office of the Company, Union Buildings, Place d'Armes, in the City of Quebec, between the hours of two and four o'clock in the afternoon.

By order of the Directors.

JOS. CAUCHON,
President of the Board of Directors.

August, 5, 1870.

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Bank of British North America,

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JOHN PATON,
ARCH. McKINLAY, } Agents.

OFFICE OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY,
Richmond, Virginia.

Notice to Contractors.

PROPOSALS will be received until 12 o'clock noon on the 21st September, at Charleston, West Virginia, and until 12 o'clock noon on the 28th September, in Richmond, Virginia, for the construction of about TWO THOUSAND LINEAR FEET OF "HOWE TRUSS" BRIDGING, in spans varying from 50 to 150 feet, on the line of the Chesapeake and Ohio Railroad, between the Falls of Kanawha and the Ohio River. Bids will be received for all, or part of the above. Specifications may be had on application to W. A. KUPER, Principal Assistant Engineer, Charleston, W. Va. Also at the same times and places for the GRADUATION, &c., of a Section on New River, about thirty-five miles above its mouth, including a TUNNEL 1,830 feet in length.

The right to reject any or all proposals is reserved.

H. D. WHITCOMB,
Chief Engineer.

GREAT NATIONAL INDUSTRIAL EXHIBITION.

THE THIRTY-NINTH
ANNUAL FAIR
of the
AMERICAN INSTITUTE.

Articles for exhibition will be received at the spacious building on 3d ave., between 63d and 64th sts., New York, from Monday, the 29th of August, until Tuesday, the 6th of September.

Applications for space previous to that time can be made at the office of the Institute, in the Cooper Building.

Safety Nitro-Glycerine.

TRANSPORTATION NOT NECESSARY.

The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many accidents.

☞ No possible danger attending its Manufacture.

Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.

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Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PARTICULAR Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

JOHN J. ROBERTS,
Manufacturers' Agent for
ENGLISH AND AMERICAN
IRON AND STEEL RAILS,
Delivered in New York & other markets in the U. S.
Railroad Supplies of all descriptions.
STREET RAILS & CARS
On the most favorable terms.
Old Rails, Metals, &c., Bought & Sold.
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Opposite Platt St., NEW YORK CITY.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.
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For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
96 Spruce Street, S. E. Corner William, *New York.*
Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,
15 R. R. Avenue, Newark, N. J.,
Opposite Market st. Depot.

UNITED STATES
Iron & Steel Bridge Co.
Wrought Iron Plate Beams,
FOR BUILDINGS.
WROUGHT IRON DOCK GATES
And Lock Gates for Canals,
No. 40 and 42 Broadway,
NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY,
NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY
Commissioners of the Department of Docks

THE NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

And 17 Burling Slip, NEW-YORK,

Would call special attention to their

MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

Address, P. O. BOX, 480,
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RAILROAD IRON.

2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale by

DANAS & LITCHFIELD,
18 William street,
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THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong.

It is much stronger as only a small portion opens, whereas in the old style the whole top comes off.

The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

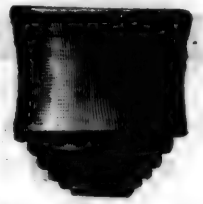
RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

VOSE, DINSMORE & CO.,

National Spring Works,
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15 La Salle-St., Chicago,

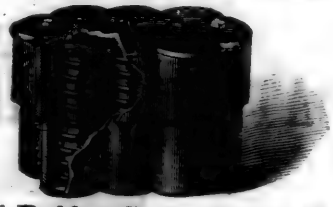
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The Original Standard Volute Buffer Spring.

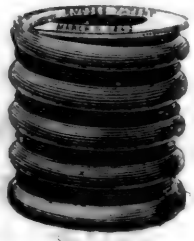
Patented.—All others are Infringements.



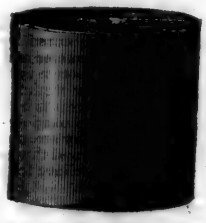
Small Rubber Centre Groupe Spiral



Large Rubber Centre Spiral.



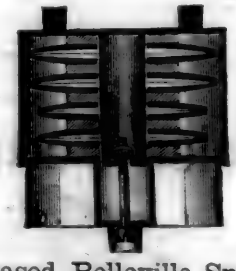
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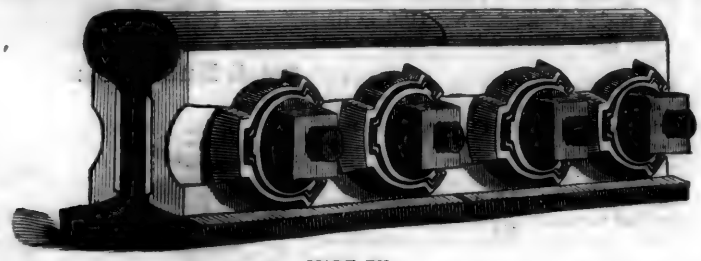
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



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For Excavating and Moving Materials of all kinds; Manufacturers of

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&c., for

RAILROAD CONTRACTORS & RAILROAD COMPANIES,

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Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Sept. 5, OCEAN QUEEN, CAPT. MAURY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer JAPAN, will leave San Francisco Oct. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, Sept. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, Sept. 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL,

CIVIL ENGINEER,

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Railroads, Bridges, Explorations.

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TIMBER AND OTHER RAILROAD SUPPLIES,

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RAILROAD CROSS TIES.

STAINED GLASS.
HENRY E. SHARP,

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$18 IMPROVED
WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics, and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 37.] SATURDAY, SEPTEMBER 10, 1870. [WHOLE No. 1,795 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 10, 1870.

Arkansas State Debt.

During the years 1837 and 1838 the legislature of the State of Arkansas authorized the issue of one million seven hundred and seventy-two thousand bonds of the State to establish a banking institution known as the Real Estate Bank. The failure of this institution to pay the interest on the bonds thus issued to it, compelled the State authorities to suspend the organization and to force it into liquidation. All the assets of the bank passed into the control of the State; and from 1852 until Jan. 1st, 1870, the interest on these bonds was unprovided for by the authorities.

After the reconstruction of the State, Governor Clayton urged the passage of a general funding bill by the legislature, which recommendation was adopted and nearly all of the outstanding bonds have since been funded with the accrued interest thereon. These bonds, of which there are now about $4,300,000, are payable in thirty years, and bear interest at the rate of six per cent. per annum, which is provided for by a tax of one-quarter of one per cent. The proceeds of the sale of certain lands mortgaged to the State are to be applied to the reduction of the debt, and when entirely disposed of will reduce the debt to about $2,500,000. The interest on these bonds has been promptly paid, and it is stated that sufficient funds are now in the Treasury to enable the Treasurer of the State to anticipate the interest due January 1st, 1871.

About eighteen months ago the legislature also passed a bill extending aid to certain railroad companies, loaning its credit in the form of State bonds payable in thirty years and bearing interest at the rate of seven per cent. These bonds are issued at the rate of $15,000 per mile to such companies as have not received a railroad land grant from the United States, and $10,000 per mile to such roads as have received a land grant from the United States.

The whole aggregate number of miles of railroad proposed to be built by such companies, to which such aid is granted, is limited to 850 miles by a constitutional provision submitted to and ratified by the people.

The semi annual interest on these bonds, of which about one million eight hundred thousand have been issued, will be paid on presentation of the coupons at the office of Messrs. FARNHAM, GILBERT & Co., Bankers, No. 8 Wall street, on the 1st of October, as will be seen by the official notice of the financial agent, MR. D. B. SICKELS, to be found on our 1035th page.

Windsor and Annapolis Railway.

This road, the first anniversary of which was celebrated on the 10th of August, is 84 miles in length, extending from Annapolis to Windsor. At Windsor it connects with the Windsor Branch of the Nova Scotia railway, running thence 32 miles to a junction with the main line. From the Windsor Junction to Pictou is 100 miles, and to Halifax, 13 miles—making the distance from Annapolis to Pictou, 216 miles, and from Annapolis to Halifax, 129 miles. The equipment of the Windsor and Annapolis railway consists of 9 locomotives (6 of which are new), seven first-class passenger; one combination, first and second-class; two second-class; two Post office; ten horse; ten cattle; twenty freight; and eighty flat cars, which are in good running condition. By agreement the earnings of the road up to the 30th of June, 1870, were handed over to the contractors, who undertook to pay off working expenses, and interest on capital invested. The earnings have been, during the present summer, at the rate of about $9,000 per month.

Albany and Susquehanna Railroad.

At an election for directors of this company at Albany on the 6th inst., the following gentlemen were chosen: Thomas Dickson, Abial A. Low, J. Pierpont Morgan, of New York; Joseph H. Ramsey, Robert H. Pruyn, Thomas Olcott, William A. Rice, of Albany; Minard Harder, of Cobleskill; John Westover, of Richmondville; John Cook, of Worcester; Jared Goodyear, of Colliersville; Eliakim R. Ford, of Oneonta; Ira E. Sherman, of Sidney Plains.

At a subsequent meeting of the directors, Joseph H. Ramsey was elected President; J. Pierpont Morgan, Vice President; William L. M. Phelps, Secretary and Treasurer.

Western Maryland Railroad.

We learn that work has been commenced on some parts of this road by the new contractors. A considerable number of operatives are now engaged on the section extending from Double Pipe Creek, the present terminus, to Mechanicstown, and between there and the mountain. It is esteemed important to have the road finished as speedily as possible to Mechanicstown, so that an accumulation of business can be realized by connecting with the Frederick and Emmittsburg turnpike. There is but little required to be done except leveling what has already been graded and lay the rails. This, it is expected, will be completed and the trains running to Mechanicstown about the first of November ensuing. Men are likewise at work on different portions of the line, except the points between Baltimore and Owing's Mills, and Hagerstown and Williamsport. It is the intention to commence on these as soon as possible. Laborers are now going up the road daily in large numbers to engage with the several contractors. Messrs. PLACKED & Co., who have the bridge contracts, are busily engaged preparing their bridges, including the large one across the Monocacy. Corps of engineers are now surveying and operating on different sections of the entire route. George M. Bokee, Esq., President of the road, has been for some days making a careful tour, in company with engineers, over the whole line. He is still out on this practical mission. We learn that a very large number of those who hold the unendorsed bonds of the company —second mortgage—have promptly agreed to the proposition of funding the interest due and to ac-

crue for three years to come, receiving certificates of indebtedness therefor bearing eight per cent. The indications are that nearly all this class of bondholders will come in and do likewise. The road, we are told, is doing a good business, with fair prospects ahead. It is all important to commence and complete at the earliest moment the new line from Baltimore to Owing's Mills, so as to secure an independent connection with our city.—*Balt. Saturday Night.*

Boston and Maine Railroad.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers....	$997,897 09	$1,113,119 32
" freight.....	689,913 85	693 851 36
" rents	27,568 60	32,702 09
" mails	14,139 51	14,518 09
" interest (premium on st'ck sold, etc., in '69)	32,474 50	11,865 84
	$1,761,493 55	$1,866,061 70
Expenses, viz:		
Repairs of road.....	$178,920 37	$165,024 99
" bridges....	32,777 59	50,303 88
" fences, etc.	6,187 36	14,446 29
" stations,etc.	57,071 53	144,204 34
" locomotives	81,931 15	73,258 98
" cars	111,626 33	109,364 54
Removing ice & snow	2,123 68	3,877 48
Switch, gatemen, etc.	46,520 85	50,237 83
Passenger expenses..	136,273 36	152,778 95
Freight expenses....	116,874 60	126,806 76
Wood	62,325 22	61,596 53
Water, exp. of and pumping (includ'g sawing wood in '69)	24,483 72	5,436 93
Oil and waste	19,646 90	20,736 34
Gratuities & damages	6,303 23	6,325 50
General expenses...	33,895 72	26,267 78
Taxes.....	90,984 96	107,562 84
Insurance.....	6,102 59	8,022 84
Danvers R. R. rent..	7,500 00	7,500 00
Coal for locomotives.	83,588 17	111,779 82
Renewals of rails...	99,365 95	72,815 44
	$1,204,503 28	$1,316,847 51
Earnings less exp...	$556,990 27	$549,214 19
Deduct tax on dividends and surplus.	24,806 51	24,436 28
Net revenue.....	$532,183 76	$524,777 91
Reserved for the purchase of rails,and unadjusted liabilities, etc.....		60,000 00
Leaving.....		$464,777 91
From which two dividends of five per cent. each have been paid.....		455,000 00
Balance.....		$9,777 91
Add balance from previous year....		993,200 86
Total, as in General Balance Sheet..		$1,002,978 77

The above balance of $1,002,978 77, is invested as follows: in Newburyport railroad bonds, $300,000; in Danvers railroad bonds (guaranteed by this corporation) $73,000; in the Danvers railroad contract and stock, $27,430; in the Dover and Winnipiseogee railroad stock, $258,464 14—and the remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is therefore only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The report says:

During the past year, the work upon the extension and reconstruction of the passenger depot in Boston has been substantially brought to a close. The most important rooms below were occupied in the winter of 1869. The new offices, in the front end of the building, have been occupied since about June 1, 1870. In most of these rooms the fixtures have been erected and the furniture procured. It has taken about two and one-half years to accomplish all that has been done. It is believed to be well done and will be sufficient for many years to come.

The plan, arrangement and execution of the work reflect credit alike upon the architect and the contractors. The whole cost has been, at least, $250,000, of which $175,000 have been charged to construction; the balance to repairs of stations in the current expenses of the road.

The gale of September last completely demolished the car-house northerly of Charles River draw.

As the space formerly occupied by this building was much needed for track-room, a new car-house has been erected on the island in Miller's River. This is the first station building that has been constructed by us, at the Boston terminus, north of Prison Point. But as we own about twenty-five acres of land between Miller's River channel and the Eastern Railroad crossing, south of Somerville Station, extending along more than sixteen hundred feet on each side of our tracks, and as the business of the road increases, and more rolling-stock of all kinds will be required, it may become necessary to put up other and more expensive buildings upon that tract of land.

The crowded conditions of our buildings on the island, south of Miller's River draw, will, sooner or later probably, compel a removal of a large portion of our mechanical business to the locality north of Miller's River channel.

We have recently made contracts for the erection of passenger depots at Reading and Malden, each to be of wood, slated, and one hundred feet long. The whole expenditure, including the foundations and platforms, will be about $5,000 each.

In order to make provision for future contingencies, another tract of land has been purchased in the immediate neighborhood of the passenger depot in North Lawrence. For this the sum of $7,437 was paid.

In addition to our extensive depot grounds in North Lawrence, we have in South Lawrence about thirty acres of land. A small portion only of it is occupied by the road for depot purposes. Much of it was purchased for protection and with an intelligent appreciation of the future. A new passenger depot here is much needed. The principal difficulty has heretofore been to decide upon the proper spot where to erect it.

Grading has been commenced near the bridge in Bradford on the new location between that place and North Andover. In addition to the expense of this alteration and the laying of a double track, a new set of station buildings will become necessary at Bradford. When this work is accomplished, and a double track laid from North Andover to the bridge over the Merrimac and continued to Newton, and also another track for several miles midway between Boston and Portland, so that the through trains can pass each other on the double track, a long desired object will be accomplished.

The iron bridge over the river in Exeter, alluded to in the last annual report, has been finished, and thus far gives satisfaction. This, with the alteration in the grade at this place, was an expensive job, but it is a great improvement to the road.

A new freight house has been built at South Newmarket at an expense, above the foundation, of about $950. It is narrow, and within the limits of the location, but it is sufficiently large to accommodate the public.

Much inconvenience has, in years past, been experienced, both by us and the public, in consequence of our straitened accommodations for freight purposes in Dover. This, you all know, is a very important station. It is destined to increase in importance. In order to do this business properly it became necessary to purchase land and erect a freight house without the compact part of the city.

We accordingly purchased of several parties a tract of land, 3,200 feet long, averaging 200 feet wide, containing some fifteen acres, together with several houses, at a cost of more than $16,000. It is not interfered with by a single road crossing, while it has easy communication with the new road from Dover to Great Falls, east of Garrison Hill. A freight house, 250×44 feet, brick, with slated roof, is now in process of erection. The whole outlay, including land, grading and depot, will be not less than $25,000. It cannot fail to give the business community in Dover general satisfaction.

The pressing need of tenments at South Berwick Junction, for the accommodation of our employees engaged upon the trains, induced us to provide three commodious houses, fitted up for two families each. We previously had at that station two other small houses, occupied by one family each, and also a tenement in the passenger depot building where the station agent has usually lived. Therefore there are now accommodations, at that place, for nine families and more will be wanted. In process of time this station will become a very important point and centre on our road, where several locomotives will be necessarily kept, and engine-men, firemen and other employes must make this their residence and home. This also is, and always has been, an important depot for wood. Several thousand cords have been brought here annually. It is also the point of junction with the road of the Portland, Saco and Portsmouth Railroad Co., with which we have been connected in business and by contract, either separately, or in conjunction with the Eastern Railroad Co., ever since the opening of our road in 1843.

It will be necessary soon to renew several depot buildings, both passenger and freight. Many of them were built when the road was first constructed and before the necessities of the public were fully known. It will probably be found advisable also to provide tenements for the trackmen, so that they can live on the line of the road. We have several such. They are good property to rent, and will insure the presence of a very important class of men at their posts, in time of need, by day by night.

It has been our special object to keep the road up to a high state of efficiency in all its departments, so as to meet the demands occasioned by the increased traffic and by the wishes and tastes of the patrons of the road. To accomplish this, large expenditures have been made, within a few years past, in grading, rails, sleepers, cars, engines and depots, all which will appear in this and previous reports. The same policy will have to be maintained in the future as in the past.

Three years since there were laid one hundred tons of steel rails. They cost about $170 per ton. They promise to endure many years under the severest service.

We have recently received five hundred tons of the Sir John Brown steel rails, and one hundred and seventy-five tons of the Naylor stamp are contracted for. These rails will cost us not much more than one hundred dollars per ton, laid down on the wharf in Boston, only about twenty-five per cent. more than the best American iron rails.

During the last three or four years we have increased our rolling stock very largely. At the present time we have forty-six locomotives, eighty passenger cars—fifty-nine of them with monitor tops, twenty baggage cars, and more than one thousand regular merchandise cars, besides nearly two hundred gravel and other cars of various kinds not used for the conveyance of general merchandise.

The general business upon the road has increased during the same time in a corresponding ratio. Thus, the gross receipts from passengers and freight were:

In the year ending May 31,	1866...	$1,462,228 00
" "	1867...	1,558,680 25
" "	1868...	1,610,488 85
" "	1869...	1,687,810 94
" "	1870...	1,806,971 68

Scarcely anything demonstrates more clearly the growth and prosperity of the suburban towns, along the line of our road, than the steady increase of the sales of season, family and other commutation tickets. The present number of regular season ticket passengers is about 2,550. These persons have a right to two passages, amounting to over 5,000 passages, daily. The transportation of them all, between any two points, would require ten trains of five cars each, between those points, twice daily. The compensation for the low fares of season ticket passengers is found in the increased incidental business brought by them upon the road, which pays full fares and remunerative prices.

The contract now existing, between the Portland, Saco and Portsmouth Railroad Company on the one part and the Eastern and Boston and Maine Railroad Companies on the other part, is dated April 1, 1847. It is permanent in its terms, but a provision exists by which either of the three corporations may terminate the same by giving 180 days notice and paying the sum of $100,000 to each of the other corporations.

By this contract the stockholders of the Portland, Saco and Portsmouth Road were insured semi-annual dividends of three dollars for each share, in United States coin. They received their dividends in paper currency, under protest, for six years commencing in June, 1863. Since May, 1869, the dividends have been paid in coin, and a satisfactory settlement made on account of the arrearges by the payment of $180,000, in currency, a sum equal to a dividend of twelve per cent. on the capital stock of that road. We have paid directly to that road, during the past year, the sum of $148,107 07. The Eastern Railroad has paid the same amount. The sum of $67,955 39 has been charged to suspense account and so reckoned among the current expenses of the year. The balance of $80,151 68 is placed in a special account and will be found in Table A.

On the nineteenth day of July 1870, there was served upon the President of this Corporation a notice of an intention, on the part of the Portland, Saco and Portsmouth Road, to terminate said contract, in accordance with the provisions thereof, to take effect January 20, 1871. A similar notice was also served on the President of the Eastern Railroad Company.

Upon any settlement that may be made under the provisions of that contract, there will be found justly due, from the Portland, Saco and Portsmouth Road, in addition to the forfeiture heretofore mentioned, a large sum of money for improvements made by the Eastern and Boston and Maine Railroads, which sums are to be paid contemporaneously with the termination of the contract.

Condensed Balance Sheet.

Construction		$4,420,214 07
Equipment		740,719 27
Property accounts—materials		187,014 76
Cash	$43,869 50	
Rent bills etc.	1,184 84	
Freight bills	12,425 99	
U. S. Post office	2,487 50	
Stoneham street R. R.	246 13	
		60,213 96
Land & improvements D. & W. R. R.		23,928 11
Prepaid insurance		3,108 44
Danvers Railroad bonds, endorsed by us, taken at par		73,100 00
Danvers Railroad account		27,430 00
Newburyport Railroad, as per agreement		300,000 00
Portland, Saco and Portsmouth R. R. account		80,151 68
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in New Hampshire		20,000 00
Insurance scrip		510 00
Dover and Winnipiseogee Railroad stock		258,464 48
		$6,194,754 77

Capital stock		$4,471,274 52
Notes payable	$382,437 00	
Tax bills—estimated	37,804 96	
Sundry balances	57,007 92	
		477,249 88
Deposit on account of Newburyport Railroad bonds		2,160 00
Amount payable on account of Newburyport Railroad bonds		1,490 00
Tax on dividend and surplus		12,101 60
Dividend payable July 1, 1870		227,500 00
General reserve account, being undivided earnings to date		1,002,978 77
		$6,194,754 77

President.—F. Cogswell.

Directors.—Francis Cogswell, Peter T. Homer, Nathaniel G. White, E. T. M. Hale, George C. Lord, Amos Paul and John E. Bickford.

Treasurer.—A. Blanchard.

Superintendent.—William Merritt.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Sept. 6th, 1870, and each bearing that date.

Reported weekly for the American Railroad Journal, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

107,008.—Railway Car Coupling, Rensselear Cowell, Cleveland, Ohio (antedated July 15, 1870).

107,034.—Car Spring, Perry G. Gardiner, New York, N. Y.

107,035.—Car Spring, Perry G. Gardiner, New York, N. Y.

107,036.—Car Spring, Perry G. Gardiner, New York, N. Y.

107,044.—Lubricator, Joseph E. Hendrick, Waterbury, Conn., assignor to himself and Philo Brown, same place.

107,062.—Piston Packing, John Keesly, Chester, Pa.

107,083.—Construction of Car Wheels, James K. Morange and Napoleon B. Morange, Pittsburg, Pa.

107,096.—Bolt Fastening, Peter Peterson, Abingdon, Ill.

107,098—Steam Engine, Elting Post, Boston, Mass.

107,101.—Electro Magnetic R. R. Alarm, Ed. H. Pursel, Galesburg, Ills.

107,106.—Bridge, Jacob Seabold, Kautz, Pa.

107,113.—Railway Switch, Charles S. Smith, Seneca Falls, N. Y.

107,114.—Low-Water and High-Steam Indicator, Levi F. Smith, Philadelphia, Pa.

107,115.—Safety Truck and Car Brake, Wm. G. Smith, New Britain, Pa.

107,117.—Locomotive Ash Pan, Henry A. Stoddard, Springfield, Mass.

107,119.—Bridge Gate, Henry D. Sturges, Chicago, Ills.

107,149.—R. R. Car Heater, Joshua G. Allen, Philadelphia, Pa.

107,161.—Steam Engine, Daniel B. Cauldwell, Cincinnati, Ohio.

107,163.—Deflector for Car Windows, Wm. Conrad, Burlington, N. J.

107,181.—Steam Generator, John C. Kilgore, Philadelphia, Pa.

107,196.—Car Coupling, Andrew J. Prescott, Catawissa, Pa.

Commerce of New York.

The foreign imports at New York for the month of July 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n	$12,560,282	$13,579,723
Do. for warehousing	10,705,702	10,042,048
Free goods	1,214,472	988,444
Specie and bullion	202,487	194,990
Total entered at port	$24,682,893	$24,805,205
Withdrawn fr. wareh'use	8,151,534	8,463,853

The foreign imports at New York for the seven months from January 1, were:

	1869.	1870.
Entered for consumpt'n	$93,215,706	$92,455,750
Do. for warehousing	83,816,016	75,422,130
Free goods	9,086,943	7,430,190
Specie and bullion	10,213,747	7,857,949
Total entered at port	$196,332,412	$183,666,019
Withdrawn fr. wareh'use	61,138,759	68,898,225

Revenue from customs at New York.

	1869.	1870.
In July	$10,045,078 14	$10,592,841 37
Add 6 months	63,467,409 94	67,581,811 10
Seven months	$73,512,488 08	$78,174,652 47

The exports from New York to foreign ports in the month of July, were:

	1869.	1870.
Domestic produce	$18,460,823	$15,965,557
Foreign free goods	27,020	24,522
Do. dutiable	604,923	727,794
Specie and bullion	6,474,624	16,922,451
Total exports	$25,556,890	$33,640,324
Do. exclusive of specie	19,082,266	16,717,873

The exports from New York to foreign ports for seven months from January 1, were:

	1869.	1870.
Domestic produce	$100,242,492	$98,665,180
Foreign free goods	183,890	298,328
Do. dutiable	3,928,017	6,045,179
Specie and bullion	21,926,517	33,763,051
Total exports	$126,280,916	$138,771,738
Do. exclusive of specie	104,354,399	105,008,687

Queen Anne's and Kent (Md.) Railroad.

A contract for the building of this road has been entered into between the company and Capt. Robert Irwin & Sons and John Keaveney & Co. for the entire completion of the road from Sudlersville, its present terminus, to Centreville, the county town of Queen Annie's county. The whole length of the road is 26 miles, 17 miles of which remain to be built. The nine miles from Massey's Cross Roads to Sudlersville are finished and run by the company, together with ten miles of road from Massey's to Townsend, a point on the Delaware railroad, the ten miles between Massey's and Townsend having been leased jointly by the Queen Annie's and Kent railroad and the Kent County railroad companies. The terminus of the Queen Annie's and Kent railroad, as fixed by the charter, is at Queenstown or some other point on the Chester river.

☞ The Gettysburg (Pa.) railroad, with all its corporate franchises and appurtenances, will be sold at public auction, at the Merchants' Exchange in Philadelphia, on Thursday, the 13th of October next. The sale is at the instance of the assignees of the company.

☞ It is expected that the cars will run on the Portland and Rochester railroad to Springvale on the 12th of October.

Montgomery and Eufaula Railroad.

The earnings of this road for the year ending April 30, 1870, were as follows:

From passengers		$33,407 86
" freights		32,102 28
" mails		675 00
" other sources		25 75
Total		$66,210 89
Expenses, viz:		
Office and station expenses	$8,493 87	
Cost of running	10,489 85	
General expenses	3 409 94	
Repairs of engines, cars, &c.	8,531 87	
Repairs of track and roadway	16,422 78	
Repairs of buildings	1,546 79	
Miscellaneous	209 86	
		49,104 96
Net earnings		$17,105 93
Add balance previous year—Income account		28,139 98
Total		$45,245 91
From which deduct—		
Taxes	$4,191 79	
Interest and discounts	22,763 09	
		26,954 88
Balance to credit of income acc't		$18,291 03

Which amount has been appropriated to the payment of interest coupons due in New York March 1st. Said coupons having been paid at the agency of the Company in New York, but no return with coupons yet received, the amount stands to the credit of income account.

The gross earnings of the past fiscal year exceed the previous year by upwards of fifty-one per cent. This increase is certainly legitimate, and one which will continue as the road extends; and after completion of road, will continue for years to come before the maximum will be reached. The growth of mercantile, agricultural and other interests along the line of the road, the advance in population, and the projected railroad connections warrant this expectation.

When the business done upon twenty-eight miles only of road, without any rail connection, its business purely local, supported wholly by its resident population, shows such results, what may not be reasonably anticipated when the line is finally completed, and a direct connection formed to tide-water and the Atlantic cities?

The expenses for the past fiscal year show an increase over the previous year of upwards of eighty-nine per cent.

It will be seen that the increase is mainly attributable to repairs of rolling stock and repairs of track and roadway. The Report says:

In our last annual report, we referred to a contract which had been entered into for the completion of grading and bridging to Union Springs. In compliance with the terms of said contract, the work was to have been completed on 1st December last. Its fulfillment was not accomplished. Directors and officers did all that was possible, and more than contractors could reasonably expect, to encourage and aid in the rapid and successful prosecution and completion of the work within or near the contract time. It is very embarrassing to the directors to again report to the stockholders, that the cars are not yet running to Union Springs. The prime causes of delay are apparent to many of you; many of you cannot fully comprehend the adverse circumstances with which the contractors have had to contend. It is a fact, conceded by all, that the present labor system is deficient; little or no reliance can be placed on the laboring class. High wages, prompt payment, and many other inducements have been given to attract labor—but all with little avail. Another cause for the delay has been heavy rains and high water, and the peculiar nature of the soil in the prairie section through which the contractors have been at work for the past year, has rendered it almost impracticable to accomplish satisfactory work, or to retain the labor on the work; these have been the most serious hindrances, and have operated in retarding the work and delay of contractors in a more rapid progress. It is not our purpose herein to shield the contractors from the censure due them; but simply to bring to your notice the main causes of their delay. We have now passed through the heavy prairie soil, and have reached a soil more easily worked, and which is not so greatly affected by rains and standing water; thus enabling the contractors to work to better advantage than heretofore.

After having crossed Line Creek swamp, it was deemed advisable to change the location from the original line. The preliminary surveys for the new line were commenced on the 8th of January last. A good and satisfactory line was located, grading completed and track laid for three miles by the 3d March. By this change much very heavy and expensive work has been avoided, with no material addition to length of road. Much praise is due to Mr. F. L. Wadsworth, late engineer, and to Col. W. J. Winn, present engineer in charge, for the able and efficient manner in which they made the change, and the able manner in which they have directed the work committed to them.

The rainy season being past, the working force is being increased; and with the assistance of Messrs. A. J. Lane & Co. and Messrs. Davis & Hammond, who are bringing labor from other States, we may certainly hope to run the cars to Union Springs in about sixty days.

Much interest has been manifested, at home and at a distance, for the extension and speedy construction of our railroad from Union Springs to Eufaula. It is a matter of the utmost importance to this Company, and in fact to the State of Alabama, that the entire line to Eufaula be at once built; the completion of which will give an unbroken all rail communication with the Atlantic coast, at the port of Brunswick. At Eufaula we will connect with the Brunswick and Albany railroad, now in course of construction, and to be completed to Eufaula by October, 1871; at which time we anticipate running trains to Eufaula. It has been a question in the minds of many, as to the ability of the Company to proceed at once with the further extension. Although we have thus far progressed very slow, met with disappointments and embarrassments, we are glad to report that the prospects for a rapid completion of the enterprise to Eufaula is now very encouraging.

At the recent session of the general assembly, we appealed for additional aid, which was favorably considered and resulted in the enactment of a law granting to this Company a loan of State bonds for three hundred thousand dollars; conditioned that we deposit with the Governor a like amount of the second mortgage bonds of this Company, as a security for the loan by the State; and further, that we furnish to the Governor good and sufficient personal security that the railroad will be completed to Eufaula by the 1st October, 1871, and for the faithful application of the money.

We have also submitted a proposition to the Mayor and City Council of Eufaula, for a subscription by the city of one hundred thousand dollars to the capital stock of the Company.

With the foregoing State aid and city aid, and our first mortgage bonds, bearing State's endorsement for sixteen thousand dollars per mile, will enable us to proceed much more rapidly than heretofore, and with much less pecuniary embarrassment.

The preliminary surveys, from Union Springs to Eufaula, were made during the past year by Mr. M. L. Wood—by direction he surveyed and made profiles of two routes; first by way of Midway and Fort Browder, and the other line by way of Clayton and Mount Andrew—which surveys resulted in the adoption of the route via Midway, as the most direct and practicable route. Much feeling has been manifested at Clayton and lower part of Barbour county, concerning the location of the road, but by survey of the route, it is deemed to be to the Company's interest to adopt the Midway route; and the directors have looked to your interest in this matter, and not allowed local prejudice to influence them in the least. Mr. Wood is now on the line with a full corps of engineers, locating the road to Eufaula on the route adopted.

The contract for building the road has been awarded to Messrs. A. J. Lane & Co., of Georgia, who, as skillful and experienced railroad contractors, stand very high, and we are inspired with the firm belief, that they will not fall behind the agreed time. They will commence work at once, and with a competent force, which will be increased as they progress.

Should the same rapid progress be made hereafter as heretofore in the construction of the Albany and Brunswick R. R., we may certainly anticipate a connection to Brunswick by the time, or very soon after we reach Eufaula; to this connection we confidently look for a remunerative traffic.

In addition to aforesaid eastern connection, now in course of construction, there is being rapidly built a new and important link between Montgomery and the great Northwest—the graniery of the nation. The South and North Alabama Railroad (Montgomery to Decatur) forms a direct line to Nashville, Louisville, and all points north, and the completion of that road insures incalculable benefits to the whole State of Alabama, and especially to Middle and Southern Alabama. It will, to a very great extent, furnish business to your road, as it will be the shortest route between Southwestern Georgia and Southeast Alabama to Nashville, Louisville and St. Louis.

The distance from Louisville to Albany, Georgia via Montgomery and your line; also, the distance via Atlanta and Macon to Albany, Georgia, are as follows, to wit:

	Miles.
Via S. and N. R. R. and Montgomery:	
Louisville to Nashville	185
Nashville to Decatur	122
Decatur to Montgomery	182
Montgomery to Eufaula	80
Eufaula to Albany, Georgia	63
	632
Via Atlanta and Macon:	
Louisville to Nashville	185
Nashville to Chattanooga	141
Chattanooga to Atlanta	188
Atlanta to Macon	108
Macon to Albany, Georgia	106
	688

Showing the distance to be in favor of Montgomery and over your line of railroad to Albany, Georgia, 51 miles, at which point there is rail and water communication with Florida and South Georgia; also, with the port of Brunswick, and with Savannah via M. and W. P. R. R.; Columbus and Macon, 388 miles; and distance to Savannah via Brunswick and Albany and the Atlantic and Gulf R. R. is 336 miles; showing distance between Montgomery and Savannah to be in favor of your road by 52 miles, and giving port of Brunswick a distance in its favor of 84 miles over that of Savannah by the old route, and the distance to Charlestown shorter by your road 45 miles than by Atlanta and Augusta.

The completion of the South and North Alabama Railroad will place Montgomery distant from Louisville 489 miles, while Atlanta is distant from Louisville 474 miles, thus Atlanta but

15 miles nearer than Montgomery, with Montgomery in the heart of the cotton region and Atlanta remote from.

With proper efforts on the part of the several connecting railroads and harmonious action, encouraged by the commercial men, there is no reason why the railroads centreing at Montgomery should not do the business between the northwest and southeast, and your line of road must naturally receive its full proportion of the traffic.

As our road lengthens and business increases, the necessity for increased facilities become more imperative. We require permanent depot buildings, repair shops, machinery, engine and car houses; these additional requirements will be somewhat expensive, but are a necessity and cannot be longer delayed. The passenger business of the several railroads centreing in Montgomery require, and the people have a right to expect, that a Union passenger depot should be built. The question has been agitated, but no site has been located or any definite action taken. When the time for action arrives, it is the desire of this Company to act in harmony with all the other railroad corporations in the matter. Economy and convenience certainly require the passenger and freight business to be separate. Additional rolling stock will also be required.

For the sake of convenience, the road has been divided into two divisions (Western and Eastern). The western division extends from Montgomery to Union Springs, and the eastern division from Union Springs to Eufaula.

The amount expended prior to 1st May last, (as per last annual report,) for construction purposes, was	$882,625 25
Amount expended during past year.	313,770 77
Total expenditure for Western Division	$1,196,396 02
Add amount expended for Eastern Division	2,533 98
Showing total expenditure for construction	$1,198,930 00

Although we are operating but 35 miles of road, the foregoing table includes cost of iron, chairs, spikes, cross-ties, and most of grading for the remaining five miles to Union Springs.

In our last annual report, we reported that a proposition had been made to Town Council of Union Springs for subscription of twenty-five thousand dollars, and that favorable action had been taken, submitted to the people, and duly ratified by them at a popular election. In pursuance to the action of the authorities and people, the Town Council of Union Springs have issued their eight per cent, interest-bearing conpon bonds for twenty-five thousand dollars, delivered the same over to the Treasurer, and received therefor a certificate for two hundred and fifty shares of the stock of this Company.

The funded or mortgage debt is classified as follows:

First mortgage bonds endorsed by State, sold	$470,000 00
First mort. bonds unendorsed, sold	2,000 00
Second mortgage to State of Alabama, account 3 per cent. fund	30,000 00
Showing total funded debt	$502,000 00

There remain on hand unsold of endorsed bonds $90,000, and on completion of road to Union Springs, we will receive an additional endorsement of $80,000, the proceeds of which will be applied towards the liquidation of our floating debt.

The company have 4 locomotives, 4 passenger, 1 baggage, 12 box, 22 platform and 8 road and service cars. Number of miles run, 41,848. Passengers carried, 35,920; do. carried one mile, 625,921. Tons of freight, 17,371.

BALANCE SHEET, April 30th, 1870.

Construction, Western Division	$1,196,396 02	
Construction, Eastern Division	2,533 88	
Bills receivable	32,318 17	
Accounts receivable, (stock subscriptions)	31,420 10	
Accounts receivable, (sundry acc'ts)	5,678 10	
Union Springs bonds	23,000 00	
Stocks	600 00	
Mules, oxen, carts, etc	2,222 75	
Materials on hand	3,895 25	
Cash	15,697 50	
	$1,313,761 87	
Capital stock, common	$450,950 00	
Capital stock, preferred	14,000 00	
First mortgage bonds, sold	472,000 00	
Second mort., account 3 per ct. fund	30,000 00	
Bills payable	182,862 10	
Accounts payable	145,658 74	
Income account	18,291 03	
	$1,313,791 87	

President.—LEWIS OWEN.

Directors.—Lewis Owen, A. F. Given, Bolling Hall, E. H. Metcalf, B. H. Micou, John W. Durr, Chas. L. Mathews, W. Fowler, T. Merriwether, P. Robinson, T. Pullum, Homer Blackman, Hon. T. O. Glascock.

Secretary and Treasurer.—T. L. MOUNT.

General Book keeper.—H. W. CRITTENDEN.

Superintendent.—B. DUNHAM.

Evansville and Southern Illinois Railroad.

JOINT RESOLUTION granting the Evansville and Southern Illinois Railroad Company the right to build a bridge across the Big Wabash river.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Evansville and Southern Illinois Railroad Company, a corporation organized under an act of the Legislature of the State of Illinois, is hereby granted the right to construct an iron or wooden bridge for railroad purposes and as a public highway, either with a draw or a continuous span, as it may determine, across the Big Wabash river at any point said corporation may select, either at the little chain, in or opposite White county, Illinois, and Posey county, Indiana, or at any point above the same, extending up said river as far as the town of New Harmony, in said county of Posey, and State of Indiana; and should said railroad company hereafter at any time consolidate with the Evansville, Carmi and Paducah Railroad Company, of Indiana, or any company now organized or hereafter to be organized in the said State of Indiana, that the rights and franchises hereby granted shall enure to and become vested in said consolidation company and its assigns forever: *Provided*, That the bridge to be constructed under the authority hereby granted shall not interfere with the free navigation of said stream beyond what is necessary in order to carry into full effect the rights and privileges hereby granted, and shall be built at right angles with the current of the stream where said bridge may be erected, and that a space of at least one hundred and seventy feet over the main channel of said stream shall be left between the piers of said structure: *And provided further*, That if said bridge shall be built with a draw of not less than one hundred feet in width, and said draw is kept in repair for the passage of boats at all times, the detention of passing said bridge shall not be construed as interfering with the navigation of the stream; *And it is further provided*, That said bridge shall be *and* considered a legal structure, and shall be a post road for the transmission of the United States mails: *And provided further*, That in case said bridge is built with a continuous span, the piers shall be at least two hundred feet apart, and the bridge shall be built at such height as not to interfere with the navigation of said river by steamboats.

Approved July 14, 1870.

Windsor and Forest Line Railroad.

The first meeting of the grantees named in the charter of the Windsor and Forest Line Railroad was held at Lempster, N. H., on the 2d inst. The corporation was organized by the choice of the following Board of Directors: T. H. Wood of Nashua, H. W. Parker of Claremont, Josiah G. Graves of Nashua, George E. Dame of Lempster, Christopher Robb of Stoddard, Mark N. Spaulding of Hancock and James Burnap of Marlow.

Subsequently, at a meeting of the Board of Directors, T. H. Wood of Nashua was chosen President, Otis F. R. Waite of Claremont, Clerk of the Board of Directors and of the Corporation, and V. C. Gilman of Nashua, Treasurer.

☞ A meeting was to have been held at Cherry Valley on Thursday last to take action in regard to the proposed extension of the Albany, Sharon and Cherry Valley railroad to Utica by way of Warren, Mohawk, Illion, and Frankfort. It is claimed to be ten miles shorter than by way of Richfield Springs and Cedarville. The following are the distances: Cherry Valley to Warren, 10 miles; Warren to Mohawk, 15 miles; Mohawk to Utica, 14 miles; in all, 39. Cherry Valley to Richfield Springs, 15 miles; Richfield Springs to Utica, 34½ miles; in all, 49½ miles.

☞ The Fort Smith (Ark.) *Herald* says that iron sufficient to complete the Little Rock and Fort Smith railroad to Lewisburg, is now on hand, and will be placed as rapidly as possible, and beyond doubt, the road will be finished to that point in September. The road is graded to a point within 15 miles of Spadra; the clearing of the road progresses beyond that point; and the bridge on Piney creek is rapidly hastening to completion.

☞ The last rail on the Fort Wayne, Muncie and Cincinnati railroad was laid down on the 28th of August, so that communication between the extreme points named is now open. The new line shortens the distance between those points some thirty-six miles, and opens up an entirely new region of country, rich in natural productions and thickly settled.

☞ The section of the Canada Central Railway between Ottawa and Carleton Place, forming with its connections a thorough broad gauge route from Ottawa to the West, will be open for traffic on the 16th instant.

☞ The Greenwich and Johnsonville Railroad Company have commenced running trains regularly, connecting with the Troy and Boston trains, morning and evening, at Johnsonville, Rensselaer county.

☞ The parties contracting to build the ten miles extension of the Richmond, Fredericksburg and Potomac railroad to Occoquan will commence at once and hurry on the work to completion.

☞ Ground has been broken for the commencement of a railroad from Evansville, Ind., to St. Louis, Mo.

☞ The last rail was laid on the Indianapolis, Bloomington and Western Railway on the 2d of September.

☞ The Portland and Ogdensburg road is finished to Lake Sebago, sixteen miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J. A J&O	July'70 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	---- ----	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa..... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68½
" Street	---- ----	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers 100	139,003	---- ----	---- ----
Do. do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ..100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,300,646	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600	---- ----	July '70 3
East Tenn. and Georgia....100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	---- ----	---- ----
Evansville & Crawfordsv.100	1,148,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	180,000	J. & J.	Jul. '67 2
Granite..... ----	---- ----	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	---- ----	Aug'70 3½
Do. do. pref.100	5,258,830	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	38,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St. (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 50	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mountn* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	---- ----	June'69 3
Memphis and Ohio 100	670,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,343	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,263	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	---- ----	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,644	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	---- ----	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	---- ----	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	---- ----	---- ----
Norfolk & Peterab'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	5,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J&O	July'70 2½
Old Colony & Newport ...100	4.848,320	J. & J.	July '70 3
Orange and Newark 100	231,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	---- ----	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan.'70 4
Philadelphia and Reading 50	25,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*..... 50	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	$82,300	J. & J.	Jan. '70 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041.800	---- ----	---- ----
Rockport 100	88,450	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred. 100	---- ----	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	---- ----	July'70 2
17th & 19th streets (Ph.)... 50	130,000	---- ----	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	656,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana..100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	---- ----	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	11,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	634,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	July'70 3
Warren.....100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,313,963	J. & D.	June'70 3
Chesapeake and Ohio 25	3,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,139,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 100	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,907,350	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July '65 5
Fulton Coal.....	---- ----	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	200,000	---- ----	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	---- ----	June'70 3
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	296,562	342,743	2,000,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,011,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	152,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354.554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.280	357,956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322.638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354.244	415,982	408.999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486.196	503,746	409,569	361 701	4.808.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501.259	463,109	403,691	348,995	4,682,506
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729 759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,858	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7.976.490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000.086	1,200,216	1.010.892	712,389	9.299.4 0
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1.063.236	1,448,942	1.541.057	1,211,530	879,900	11,632.737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,554,171
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622.567
1870	781,283	755,404	872,115	950,636	1,212,081	1,154,520	1,090,946	1,246,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287.451	293,206	262,798	230,061	2,918,542
1869	204,112	190,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,509	218,600	244,161	246,046	250,169	274,021	.....	.....	... ...	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,527
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643.887	518,088	7.181,208
1866	603,053	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889.967	931,536	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,258	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108.461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111.033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,182
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486.808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,665,806
1868	362,021	338,385	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,931,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186.039	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,704	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	338,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511.820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	409,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,566	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423.398	522,682	1,024,045	1,037,464	556.917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	480,06[illegible]	7,250 609
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	276,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349.286	344,700	350,348	372,618	412.553	284 319	3.793,000
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234.633	322,521	365,371	379,367	336.666	272,063	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	258,065	270,934	248,266	249,987	200,219	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702 885	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436.990	10.637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	168,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,450	3,809,363
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,264	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,332	857,388	716,820	5,708,188
1870	528,529	500,130	539,282	706,603	746,450	.....	648,058	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	108½
" " " ..... coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	111½
" " " (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	188,380,300	6	" "	1885	111½
" " " (5-20s).....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1896	109½
" " " (5-20s).....coupon		6	" "	1886	110½
" " 3d series (5-20s)...registered	347,714,500	6	" "	1887	110½
" " " (5-20s).....coupon		6	" "	1887	110½
" " 4th series (5-20s)...registered	89,737,850	6	" "	1888	108½
" " " (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
" " " (10-40s)....coupon		5	" "	1904	105½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	44,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	.....	Due.	....
Treasury Notes (7-30s).....	611,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	fl	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090 590	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	nil.	.....	Dem.	....
Fractional Currency	40,854,384	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	113
" " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" " Bounty Bonds.....	982,000	7	" "	'88-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	....
" — " My',64,(10 or 20 yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
" — " " (" ").	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	86½
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104.000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" —" " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'82-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	72
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	74
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	88
" — " " (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	101½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'86	97
" — " " 1838-'39.....	525,008	6	" "	'89-'99	95½
" — " " 1838-'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	104
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	98½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
" — " "	650,000	6	" "	'72-'73	111
" — " "	720,000	6	" "	'74-'75	111
" — " "	1,430,000	6	" "	1876	110½
" — " " 1862...	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	98½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	99½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	898,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	92
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	107
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	51
" — " (new).....	3,959,045	6	" "	'92-'98	28½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	100
" — " (").....	4,095,309	6	" "	1881	100½
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	106
" — " "	7,909,600	6	" "	1877	108
" — " "	9,273,050	6	" "	1882	111
" — " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	106
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1866	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	69½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,663,962	6	Jan. & July.	long.	67½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	68½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	69,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	24½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	88½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1895	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1879	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	96
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	96
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,800	10	May & Nov.	" "	'68–'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1876	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	79
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	96
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	96
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	76½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900.000.	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	94½
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73.,000	6	Feb. & Aug.	Boston.	1874	97½
2d Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25.592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	600,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,285,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	358,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'68–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	95
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consohdated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1886, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1886, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,800,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	80
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95-'99	...
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87-'89	70
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	72
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	39½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	9[illegible]
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	296,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	82
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,900	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	84½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	83½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....New York.									70.0								
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,918,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin.....Maine.	800,000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,611	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	88.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	54,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,000	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—					42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,196	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	289.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	147½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,350,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,735	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	66.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,031	4,471,274		217,487	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	149
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,616	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780								—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Eri	e.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....		(No ret	urns 110 m	iles recent	ly complet	ed.)		100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	103.7	—	128	103	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	87½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	115
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362				332,925	335,000			—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,489	123,864	64,258	23,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	....
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	309,380				447,000	200,000	202,205		—	(Leased	and oper. b	y West J	ersey.)		6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....		426,900				34.0	85,576	.....	.....	150,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....		3,359,500	445,350			67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L	and W.)			9	100	20
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota.....Iowa.	3,402,000	*	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	*	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	102.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	.....	docks, &c	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	103
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,196	970,890	49,521	3½	100	24½
Dec. 31, 1869	742.0	—	74.2	—	147	144	25	1,561	Central Pacific.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2.8.9,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	8	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000				380,000				—	(Leased	to Erie &	N.Centrl.)			6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	30,000	.....	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....		.....	.....	.....	42,760	18,648	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	(No retur	ns publish	ed.)		—	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	4,733,511	15 801,755	718,576	5	100	....
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	nd Read.)	101,714	2,331	—	50	6½
Apr 30, 1869	370.0	60.0	200.0	—	185	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,796,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	4,681,563	2,004,970	10	100	112½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	.....	.....	—	100	....
May 31, 1869	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	660,337	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,665	1,156.0	.....	.....	.....	13,941,348	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	114½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick.....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	238,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,806,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.		54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,066	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929,384	7	100	80
Jun. 30, 1869	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100				(Leased	to Atl. &	Gt. Western.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	3,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	906,306	8	50	106
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517				6,250,000	3,149,000				(	Leased to	Lake Shore.)			7	100	93
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,090	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,589,389	*				13,000,000	18,814,000	1,725,369		568.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452		100	171
Jun. 30, 1869	54.5	—	18.0	—					Columbus and Xenia	Ohio.	2,034,200					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire	1,500,000	*	138,029	92,610		1,500,000	75,000	156,689		119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	274,500	300,000		27.0	39,460	556,055	361,137	75,420	27,338		100	
Mar. 31, 1869	41.0	—	3.2	—					Concord and Portsmouth	N. Hampshire.	1,108,859					350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938		2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	6	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400		1,700,000	250,000		‡ 15,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	134½
Oct. 31, 1869	6.8	—	9.5	—					Connecting (Phila.)	Pennsylvania.	2,278,300		215,000			1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—					Contoocook River	New Hampshire.	257,000					200,000	80,000			14.6	(Leased	by Northe	rn N. H.)	38,458	15,981		100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000			34.0	337,200			791,053	75,118		50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000			1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880		400,000	183,000	30,000	11,685	23.8				169,418	62,768	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000				(Under cons	truction.)					100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268		261,099		2,393,140	4,278,300	112,579		141.4				1,061,856	421,277		100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479		100	
Jun. 30, 1869	42.0	—	3.0	—					Dayton and Western	Ohio.	870,000					309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652		100	
Oct. 31, 1869	84.5	28.0	4.9	—					Delaware	Delaware.	1,826,018					891,206	892,750			253.4	[Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,308,000	2,190,000		184.0	1,820,253			2,417,324	637,845	10	50	100½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000			189.0				830,241	365,392		100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,407,220	*	111,386	186,778		2,547,350	6,825,048	2,341,923	104'063		614,243			1,615,618	666,267		100	
Nov. 31, 1869	28.5	—	1.7	—					Dover and Winnipissogee	New Hamp.	480,000					480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—					*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767		3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000					1,000,000	550,000			79.0				188,832			100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000					280,000					(In progres	s.)					100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000					700,000	1,000,000				(Leased	to Boston,	Hart. & Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—					East Brandywine and Waynesb	Penn.	264,800		2,500			89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402		4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—					Eastern Shore ¶	Maryland.	850,000					280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. and	Balt.)			
Oct. 31, 1869	7.5	—	3.5	—					East Mahanoy	Pennsylvania.	391,604					392,550					(Leased	to Phila.	& Reading.)			6	50	
Oct. 31, 1869	36.0	—	9.8	—					East Pennsylvania	Pennsylvania.	1,472,599					1,309,200	495,900				(Leased	to Phila.	& Reading.)			7	50	84
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶	Tenn. & G.	3,419,480	*	73,630	277,966		653,050	2,666,378	451,608		130.0	330,983			537,737	195,256		100	
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶	Tenn.	3,495,764	*	105,238	150,082		1,290,067	2,388,606	53,771		140.0				515,994	168,984		100	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.									(Oper. by	Evan	sville, H	enderson	& Nashv.)				100	
Sept. 30, 1869	46.8	—	2.9	—					Elmira, Jefferson and Canandaigua	N. Y.	500,000					500,000					(Leased	to Northe	rn Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—					Elmira and Williamsport	Penn. & N. Y.	2,288,000	352,000				1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	57
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395		100	234
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,046,893	545,000			999,600	2,577,590		57,809	101.2	484,530			824,611	383,028		50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659					3,000,000				58,493			129,726	56,198		100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,074,808	*				[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646		100	
Aug. 30, 1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,410,284	361,414	35,911	67,468		1,144,030	1,213,000	48,812	469,230	132.0				456,978	171,927		100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0							100	
Nov. 30, 1869	5.8	—	....	—					Fall River, Warren and Providence	R. I.	330,089		21,759	208		150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815		100	
Oct. 31, 1869	12.7	—	0.5	—					Fayette County	Pennsylvania.	130,000					90,000			60		(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374		3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	6	100	132
Dec. 31, 1869	12.0	—	....	—					Flemington	New Jersey.	375,000					150,000	100,000	100,000			(Oper. by	Belvidere	Delaware.	)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,976	1.149,692		1,099,100	1,867,500	441,208	124,864	90.0	208,113			466,737	232,707		100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*				3,000,000	2,300,000			154.0							100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*								12.5							100	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.										60.0							100	
Feb. 31, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*				800,000	1,500,000				(Not in	complete	operation.)				100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266			230,845		97,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.							575,000			52.0	[Operated	by Receiv	er.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	508	Georgia	Georgia.	4,156,000	*	1,283,369	595,509		4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	3	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.										40.0	(In progr	ess and n	o part in c	ompl te o	pera'n.]		100	
Dec. 31, 1869	94.0	—	6 5	—					Grand River Valley	Michigan.	3,000,000	*				1,000,000	1,000,000				(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)		100	
Jun. 31, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,365	*								1,830.0	7,071,893			7,153,924	1,607,631		100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019		18,202,126	8,656,415	733,218	280,595	334.2	2,676,393			3,934,114	1,780,616	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495			1,510,374	1,902,157			164.2	125,000			365,528	146,211		100	
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	Greenville and St. Louis	Missouri.	17,941,078	*				8,000,000	8,938,000	1,009,073		275 0				2,941,997			100	114
Oct. 31, 1869	36.0	18.0	20.6	—					*Hannibal and St. Joseph* ¶	Missouri.						1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Harrisburg and Lancaster	Pennsylvania	1,882,550					3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford and New Haven	Connecticut.	3,407,285	*				2,037,989	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028		100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*				2,000,000	291,000	123,768	155,257	119.8				943,808	166,231		100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Housatonic	Connecticut.	2,105,558	*	151,843	310,024		3,000,000	2,800,000			125.0				1,040,000	601,933		100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston and Texas Central ¶	Texas.	5,600,000	*								50.0	(Is being	continue	d to Whar	ton Color	do Riv.]		100	
Dec. 31, 1869	144.0	—	170.6	—	86	154	87	1,077	Houston Tap and Brazoria	Texas.						16,020,000	4,309,220			150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	
Sept. 30, 1869	44.0	14.8	12.0	—	15	3	3	58	Hudson River	New York.	19,919,537	*				706,580	1,927,614			58.8	191,777			291,564	5,882		50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	Huntingdon and Broad Top Mt	Penn.	2,202,174	*				25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	3,823,482	3,052,516	10	100	137½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280					R.)	794.0							100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis and St. Louis	Indiana.	(Road in	progress	is now o	perating		St. Louis,	Alton &	T. H. R.		289.0	1,206,686			1,774,667	Loss.		100	34
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*				5,687,497	7,368,931	675,628		75.0							100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.											(Project	ed.)					100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iowa & Missouri State Line	Iowa & Mo.										13.0	24,000	234,368	664,541	63,307	11,855		100	
Oct 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Iron	Ohio.	327,795	*				132,411	35,000			11.0				32,361	22,727		50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	Ironton	Pennsylvania.	250,000	18,000	249,500			400,000	130,000			116.0				391,849	212,727		100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		87,031		515,465	1,895,000	143,196	131,393	226.0				1,140,099	403,486		100	67
Dec. 21, 1869	37.0	—	8.9	—	—	—	—	—	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,333	413,927		2,000,000	3,100,000	857,179	1,632,923		(Leased	and oper.	by Chicago	& Alton.)		7	100	90½
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000					1,500,000	500,000				(Leased	and oper.	by Michigan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000					300,000	800,000										100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Junction (Phila.)	Pennsylvania.	898,324					180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533		100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Kentucky Central	Kentucky.							1,200,000	[Stk sw	amped.]	112.0		[Operated	by bondh	olders.]				100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Keokuk and St. Paul	Iowa.	750,000	*				250,000	500,000			25.0	(Owned	by Chicag	o Burlin	gton & Q	uincy.)		100	
Dec 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Charleston ¶	Tennessee.										16.0	[No	returns.]					100	
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Knoxville and Kentucky ¶	Tennessee.										31.0	[No	returns.]					100	
									Lackawanna and Bloomsburg	Penn.	3,230,000	450,000				1,335,000	2,200,000	125,000		80.0	576,046			(66,832	356,649		50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jan. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	906,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,660	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.0	.....	.....	.....	12,945,598	5,034,071	8	109	92½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,266	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,864	.....	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint). O.	7,786,469	*	[Leased	De.. 1 1	869 to Pb	g Cin. & S	t. Lat$4	80,000p.a.	196.5	954,319	22,208,215	35,730,008	1,709,708	562,298	6½	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	62
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,559	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfor'.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869, n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	625,000	*	.....	.....	.....	.....	.....	.....	—	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	34.2	.....	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	78,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,6.1.977	942,664	132,510	102,110	10	100	135½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,657	291.0	816,589	.....	.....	1,182,759	401,212	3	100	33
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	—	42,977	.....	82.6	233,384	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,874	.....	.....	514,876	64,343	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	119
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,606	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	118,404	.....	.....	.....	95,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,499,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	63
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,256,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	3	50	101
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eeasees.)	—	100	0
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,786	73,990	6,833	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	10	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1868	151.0	22.0	10.0	—	21	13	5	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,361	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,655	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,848	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	6	195	New Haven and Northamp. Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,755	15,586,616	6,531,131	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	6	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cours	se of con	struction)	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	....
May 31 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,058,950	845,000	276,937	22,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																			
Dec. 31, 1868	238.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.8				1,206,961	801,779	—	—	100		85	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,98.	991,064	.....	3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	1,132,781	463,114	4s	50	84	
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,738,284	13,598,080	561,370	128,943	—	100	....	
Oct. 31, 1869	138.0	—	128.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,928 468	977,748	6	50	88	
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110½	
Oct. 31, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	.....	.....	1,100,000	400,000	.....	.....	35.3	146,773	.....	.....	741,607	171,957	8	100	106	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	842	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106	
Jun. 30, 1869	118.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	263,994	.....	—	—	....			
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	808,981	301,742	6	100	85½	
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	34¾	
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....	4,259,450	3,170,000	.....	.....	98.5	406,010	.....	.....	2,014,427	978,925	10	50	92	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	588,138	6	100	96½	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72	
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....	
Dec. 31, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	.....	.....	300,000	610,000	.....	.....	.....	(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*	.....	.....	490,400	591,000	.....	.....	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	47.0	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	85	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	.....	(Leased	to Erie.)	.....	.....	.....	53,400	8	100	....	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	.....	(Leased	to Erie)	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	.....	(Leased	to Erie.)	.....	.....	.....	26,500	5	100	....	
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	.....	.....	(Leased t	o Camden	and Amb	oy.)	.....	—	100	....	
Oct. 31, 1869	364.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....	33,493,112	23,862,092	2,064,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,757,786	10	50	117½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	.....	(Leased	to Chic. R.	I. and Pac	ific.)	.....	125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,928	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....	218,000	800,000	221,686	.....	46.0	124,224	.....	.....	196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	53½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,798	448,888	.....	1,595,750	55,900	.....	.....	24.3	376,303	.....	.....	697,620	287,492	10	50	160	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	96½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	339,675	.....	1,259,100	.....	.....	80,555	26.5	.....	.....	.....	1,077,559	274,081	10	100	118	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	107	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	.....	5,423,200	10,036,690	421,164	.....	201.0	1,849,510	.....	.....	2,434,101	531,838	—	50	....	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	480.6	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	....	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....	
Sept. 30, 1869	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)		.....	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	.....	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	160	112	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	.....	(Leased	to Concor	d.)	.....	.....	.....	—	100	....	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	.....	(Leased	to Eastern	.)	77,755	24,737	—	100	....	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	.....	55,000	28,544	47.3	408,166	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	50	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	81,308	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	98	
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	.....	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	61,172	1,154,190	1,027,073	146,985	58,728	—	100	....	
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	.....	(Not in o	peration.)	.....	.....	.....	—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley	Va. & N. Carolina.	482,612	.....	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under c	onstructio	n.)	.....	—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120	
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*	.....	.....	.....	.....	.....	.....	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	30	
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	.....	.....	(About $5	0,000 a mo	nth.)	.....	—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to	Ind. & St.	Louis.)	517,941	—	100	30½	
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	45	
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	.....	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....	
Dec. 31, 1868	68 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	.....	(Under co	nstruction.)	.....	.....	.....	—	100	....	
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	.....	—	100	....	
May 31, 1868	80.0	—	....	—	—	—	—	—	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	2,020,000	.....	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....	
Dec. 31, 1868	80.0	—	....	200 0	7	7	3	50	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....	
Dec. 31, 1868	86.0	—	....	—	7	4	5	111	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	.....	(Leased	to West J	ersey.)	.....	16,533	6	50	....	
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,690	243,305	226,900	353	91	.....	.....	.....	.....	.....	17,500	1½	100	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,494	27,393	—	50	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill Valley	Pennsylvania.	576,841	.....	.....	.....	576,050	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	5	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	.....	(Le	ased by N	orthern C	entral.)	.....	6	50	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)	.....	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....	
May 31, 1868	50.0	—	2.5	—	10	15	5	35	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....	
Dec. 31, 1868	101.7	6.5	....	—	10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	.....	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	South Branch	New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	.....	(Leased	to Central	of New J	ersey.)	.....	6	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	.....	.....	(In progres	s.)	.....	.....	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Side (L. I.)	New York.	1,978,558	*	.....	.....	497,750	850,000	.....	.....	63.0	150,560	5,597,645	2,094,921	221 815	66,552	10	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,150	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1868	123.0	9.8	12.0	—	15	7	4	173	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under	construction.)	.....	.....	.....	.....	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Minnesota	Minnesota	1,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250,000	.....	—	100	....	
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....	
ec. 31, 1868	91.0	—	....	236.0	.....	.....	.....	.....																						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,513		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	3	4	2	25	Spartanburg and Union †.South Carolina.									68.0							100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	.....	.....		130	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....					47,908	29,709	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....					.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	607	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—					Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,000	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)															
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,842	229,868	23,184	8	100	101
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....								50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	396,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,183,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)							
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....		(Leased to Vt. & Mass., R. R.)				32,000	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....		(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,910	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	.....	100	....
Dec. 31, 1868	100.0	—	....	—					*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	25½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....		(Leased to Vermont Central.)					—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....								8	100	100½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts..Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	164.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4				Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.0	286,607	5,603,057	3,889,481	567,566	loss.	2	100	61
Feb. 28, 1868	140.0	—	....	—	19	10	5	182	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,698	882,533	392,872	140.0	(Leased to Rutland.)						100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,142	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee †.....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	76,076	—	100	....
Dec. 31, 1868	18.3	—	....	—				—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—				—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,516	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—				—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0							100	....
Dec. 31, 1868	23.0	—	....	—				—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)						100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	675	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State of Georgia.)						138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0					Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,808	364,219	.....	3,267,698	4,000,000	1,596,447	.....	181.0	439,406	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	587,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)								(Not in operation.)					100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)								(Not in operation.)					100	....
Dec. 31, 1868	20.8	—	....	6 2					White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....		(Oper. by Boston, Concord and Montreal.)						100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....								100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	228,164	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	536,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....					596,169	.....	—	100	....
Dec. 31, 1868	88.1	—	....	—					Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....		(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct 31, 1869	13.0	—	1.0	—					Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....		(Leased to Northern Central.)						100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	80
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	121½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)							912,108	586,547	—	100	.....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1'562,005	.....	.....	.....	64,000	897,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	68½
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	25
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	.....	.....	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	460,135	162,972	100	25	
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	11,426	57,235	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	735,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	164
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....		(Leased to Pennsylvania.)			.....	.....	—	50	12
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....					124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	78	Baltimore City.....Md.	.....	.....	.....	.....	430,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	231,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	628,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	8	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	...	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	...	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	226	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	67½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	707,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark.....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	128,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,285	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.)....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	46½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31,'69	4.30	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	620	3,690	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester.....Mass.	89,578	75,000	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	80,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.& O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,950	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.& D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.& D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage	100,000	7	A.& O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& D.	1878	....
Worcester: 1st Mortgage	72,000	6	A.& O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	112½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson & Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,836	....	....	115½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	19
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	....	8	8	....
" " 2d pref.	....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,087,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58½
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	....	6	....	32½
Mariposa Mining, pref.	5,774 400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	31 — @ 35 —
Pig, American, No. 1		32 — @ 34 —
Pig, American, No. 2		28 — @ 31 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	STORE PRICES.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11½@ — 11½
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ — —
Clinch		— —@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37 @ — 37½
Straits	(gold).	— 36 @ — 36½
English	(gold).	— 32½@ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ 9 —	10 50 @ 11 —
I. C. Coke	7 50 @ 8 —	9 25 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 75 @ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½@ — 14
Crude, 40 @ 47 gravity (in shipping order)		— 18 @ — 18½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 26½
Refined, Standard White (in ship'g order)		— — @ — 27½
Refined, prime White (in shipping order)		— — @ — —
Refined, S. W. (in jobbing lots)		— — @ — 27½
Refined, S. W. (in tin)		— 30 @ — 2
Naptha, Refined, (65 @ 73 gravity)		— — @ — 10½
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10	(4 qlts.) ... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	88½	88½	88½	88½	88½	88½
Central of N. Jersey	101½	....	102½	102½	102½	
Chicago & Alton	111½	....	....	112½	....	
" pref.	....	112½	....	....	....	
" I M	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern	82½	....	83	....	82½	82½
" pref.	87½	88	88½	89½	88½	85½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	91	91	91
Chic., Rock Isl. & Pac.	113½	113½	114½	114½	....	....
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	96½	97	....	....	97½
Clev., Col., C. and Ind.	....	....	....	....	....	80
Clev. and Pittsburg	105½	....	106	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	94	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	....	17½	18½	18½	....
" 1 M.	83	83	82½	....	82½	
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	121½	121½	121½	....	....
Del. Lack. & Western	102½	101	101½	102	101½	101½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22½	22½	23½	23½	23½	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	83½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81	....	....	....	....	83½
Hannibal & St. Joseph	112½	113	....	....	113	114
" pref.	113½	114½	113½	....	....	115½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	104	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136½	137	138	137½	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92½	93½	93½	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	118½	118½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	98½	99	98½	98½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	4½	....	....	....	....	....
" pref.	8½	....	....	....	10½	10½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61½	61	63	63½	62½	63
" pref.	78	78½	80	80½	79½	80½
" 1st mort.	....	....	....	....	....	92½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	92
Missouri 6s	90½	93½	90½	....	90½	90½
" H. & St. J. ins.	....	90½	....	....	....	....
Morris and Essex	88½	89	89	88½	88½	....
" 1st mort.	....	....	100	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	90
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	96½	96½	96½	95½	96
" certificates	90½	90½	92	92½	91½	91½
N. York and Harlem	132½	132½	....	....	134	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	102	....	....	....
N. Carolina 6s	....	52½	52½	....	52	50½
" new	....	32	32	31	....	28½
Ohio and Miss.	34½	34	35	35½	34½	34½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	98	....
Pacific Mail S. S. Co.	39	39½	40½	40½	40½	41½
Panama	....	84	86	87	83	85
Phila. and Reading	96½	96½	97½	97½	97½	....
Pitts., Ft. W. & Chi. gtd.	94½	....	94½	....	94½	94½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	97	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	58½	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	....	76	....	....	....	....
Tennessee 6s	62½	62	62½	62½	62½	....
" new	60½	....	....	60½	60½	60½
Tol., Wab. & Western	51½	51½	52½	52½	52½	52½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81	....	....	81	81	
Virginia 6s, ex-coupon	67	....	....	....	....	....
" new	....	....	68½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	....	106¼	...	105⅞	....
U. S. 5s, 10-40s, reg	106¼	....	106½	106¼	106	....
U. S. 6s, 1881, reg	....	....	....	....	....	114½
U. S. 6s, 1881, coup	113⅝	....	114½	114½	114½	114½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	111½	....
U. S. 6s, 5-20s, c. 1862.	113	114½	114	113⅝	113	112⅝
U. S. 6s, 5-20s, reg. '64	....	....	112	....	111½	....
U. S. 6s, 5-20s, c. 1864.	111½	....	....	111⅝	111⅝	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	111½	....
U. S. 6s, 5-20s, c. 1865.	112	....	112⅜	....	111⅝	111⅝
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	110½	110½	110½	110⅝	110	110
U. S. 6s, 5-20s, reg. '67.	110½	....	....	....	110⅜	110½
U. S. 6s, 5-20s, c. 1867.	110½	110½	110⅜	110⅜	110⅜	110½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110½	110⅜	....	....	....	110⅜
U. S. 6s, Pac.R.R.issue	....	....	....	112	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
.. preferred	37½	....	37½	38	....	....
Camden and Amboy	114½	114½	115	114½	114½	114½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	92	....	....	....	....	....
.. mort. 6s, '89	95½	....	....	....	94½	94½
Elmira & Williamsport	....	....	....	....	....	....
.. pref	40	....	....	....	....	....
.. 7s	....	....	92	92	....	....
Lehigh Navigation	....	....	34⅜	34½	....	34½
.. 6s, 1884	83½	....	....	....	84	84½
.. Gold L	89½	88½	88½	88½	88½	....
.. R. R. L	....	....	....	....	89½	....
Lehigh Valley R.R	58½	58½	58½	58½	58½	58½
.. 6s new coup	....	....	....	95	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	41	....	....	....	....	42
.. 7s	....	....	....	....	....	....
Minehill	50½	....	50½	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	41½	....	42
.. 6s, 1880	....	....	94½	....	....	....
.. 7s	....	....	....	....	....	95
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	44	....	....	....
Pennsylvania R. R	58½	58½	58½	58½	58½	58½
.. 1st M	102½	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	104½	105	106	....	106½	....
.. 6s, 2d series	108	108	108	108	108	....
.. 6s, 3d series	....	....	....	....	....	111
.. 6s. W. L	....	....	....	....	....	....
Philadelphia City, 6s	101⅜	....	....	....	....	101⅜
.. new	101⅜	101⅜	....	....	101⅜	101⅜
Philad., Germ. & Nor	80½	80	....	....	....	....
Phila. & Reading	48	48½	48⅜	48½	48⅜	48½
.. 7s. 1893	....	....	....	....	104½	....
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	88	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	17	17
.. 6s, 1882	71	....	71	71	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	6	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	9	....	....	9½
Hestonville, (Horse)	14	14	14	....	....	....
Chestnut & Wal. ..	45	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	24	24
15th and 16th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	....	....	....	95	....	....
.. 1886	....	....	....	95	....	....
.. 1890	95	95	95	95	95	94½
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	95	....	95½	....
Marietta & Cin. 1st M	....	....	91½	....	....	....
.. 2d M	74½	....	74½	....	....	75
Northern Central	....	....	....	....	44	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	90½	90½
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	....	147½	....	147½	147⅝	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	148¾	148¼	....	149	....	....
Boston and Providence	146	146	....	....	145⅞	....
Boston, Hartford & Erie	....	3½	....	3½	3⅝	....
.. 7s, new	25½	25	....	24½	24⅝	....
Cheshire, pref	....	82	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	134¾	....	....	....	....
Eastern	120½	120½	120¾	120½	....	120½
Fitchburg	132	132½	....	132	132	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119	119¾	119½	....	119	....
Northern, N. H	....	110½	....	....	....	....
Ogdens. & Lake Champ	87¾	87½	....	....	87½	85⅞
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	96¾	....	96¾	96⅞	....
Ph., Wil. & Baltimore	....	53½	....	....	53⅝	....
Portl'd, Saco & Ports	....	....	....	....	112	....
Union Pacific	27	....	....	....	25¾	....
" 6s	80	....	....	....	80	....
" Land Grant 7s	69½	70	....	....	....	....
" Income 10s	73½	....	....	72½	73	72
Vermont & Canada	....	....	....	107	....	106⅜
Vermont & Mass	61	60½	....	....	....	61
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	102	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	67½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	6	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	18	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 19.	August 26
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	55 — 65	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	55 — 65	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	22½ — 23½	21½ — 22½
Detroit and Milwaukee 1st mort. 7s	63 — 67	70 — 74
Do. 2d mort. 8 p. c	63 — 67	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	63 — 68	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	100 —103
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	102 —107	105 —106
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	96 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	87 — 89	88 — 90
Do. $50 shares	43 — 46	43 — 46
Philadelphia and Erie 1st mort. 1881	90 — 92	91 — 93
Do. with option to be paid in Phila.	90 — 92	91 — 92

American Railroad Journal.

Saturday, September 10, 1870.

Stock Exchange and Money Market.

Money has been in more request for speculative use at 5@7, generally at 5@6 per cent. on call; and for mercantile purposes at from 7@9 per cent. per annum, on prime to good grades of business paper, which rates show a somewhat firmer market, as against the borrowing interest. The offerings of capital have been on a reduced scale, both on bank and private account. The outflow of currency to the interior has been light. The city banks, in their last weekly return, show a gain of about ¾ths of a million of legal tender notes; while reporting a loss of about 1¼ millions of deposits, and nearly 1⅜ millions of other specie reserve. They contracted their loan and discount averages a little more than two millions; and cut down their circulation slightly. Their legal tender average is now 49¾ millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now under 200⅝ millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 18¼ millions, against 41⅛ millions six weeks since. The U. S. Sub Treasury added about 2¾ millions to its currency balance; and lost about 4⅝ millions of its coin reserve. The taking out of the September interest accounts in part for the reduction in the coin balance.

The specie reserve of the city banks according to the latest return is $18,285,629, against $17,461,722 same time last year. The city bank deposits are now $200,691,553, against $191,101,086 week ending Sept. 4 1869. The legal tender reserve amounts to $49,730,772, against $55,289,782 same time last year. The circulation now stands at $32,736,625, against $28,960,035 same time last year. The loans are now $271,914,145, against $262,549,839 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $59,425,479 a day, against a daily average of $69,903,441 the preceding week. The current weeks' exchanges average about 78 millions a day. The city banks, last week, reported a loss of $1,353,755 of specie, and of $1,275,147 of deposits, with a gain of $771,059 legal tender notes. They reduced their loans, $2,072,829; and their circulation, $168,281.

The city bank exchanges on Wednesday were about 79½ millions.

The coin reserves of the Treasury Department on Monday were over $99,768,335 including $28,424,820 on deposit on private account; currency balances, $37,615,824.

National Bank notes to the amount of $241 200 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $328,173,464, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $28,783,400 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,390,064. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,648,300; and for the public deposits, $16,341 500—making a total of $358,989,800. The Treasury Department last week redeemed and destroyed $729,900 of worn and mutilated fractional currency, and issued $430.215 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 3, were $4,948,417 in coin, (including $3,759,000 from customs duties,) and $6,544,181 in currency; payments, $8,962,610 in coin, (including $2,809,653 of coin interest,) and $4,237,382 in currency; balance at the close of the week, included $63,030,318, of coin, against $67,644,510 the preceding Saturday, and $12,063,196 of currency, against $9,756,846 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $441,705 in coin, (including $384,483 from customs,) and $451,261 in currency; payments $127,124 of coin (including $97,186 of coin interest), and $655,984, of currency. On Tuesday, receipts, $509,575 in coin (including $475,000 from customs), and $286,938 in currency; payments, $91,264 in coin (including $73,620 of coin interest) and $243,870 of currency. The balance at the close of business on

Tuesday included $11,898,540 of currency, and $63,763 210 of coin, against a balance a week previous of $12,422,831 currency, and $68,490,325 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,-645,267 from customs; aggregate payments, $55,-169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $3,-339,010 of coin certificates, received for customs.

Government revenues have yielded very liberally in the customs favor, since our last, and a fair average income has been derived from excises. The excises, during the week yielded about 3½ millions; customs at the port of New York, $3,-623,010, and at the outports about $900,000 (in coin) more, making the grand total income for the week equal to about $8,326,450 in currency. The income of the Government, from excises, since July 1, 1870, has been about 40 millions.

Gold has been quite active, but, under the extraordinary news from Europe, has been decidedly lower, and quite variable in price. The offerings have been much more liberal, largely on speculative account. The demand has been a confident one, mainly from street operators, the customs and export calls having been less urgent. The range of the price has been from 113⅛ to 116¾; and the closing quotation on Wednesday was 114⅛. The export drain of Gold last week was only a little over a million dollars, against 1⅛ millions the preceding week; 2¼ millions the week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 114.18⅛@114.40. The aggregate of the bids was $2,535,000. The shipments thus far this year have been about 45¼ millions, against 24⅞ millions same time in 1869; 64⅜ millions same time in 1868; 40 millions same time in 1867; 53⅛ millions same time in 1866; and 20⅜ millions same time in 1865. On Wednesday of the current week, the specie exports were inimportant. The exchanges at the Gold Exchange Bank, which were only 55⅛ millions on Thursday of last week, run up to 152½ millions on Monday of this week, and were 107⅝ millions on Tuesday. On Wednesday they were only 67 millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $64,489,494.

The customs demand for Gold last week, averaged $629,833 a day; thus far, this week, it has averaged $429,741 a day, or equal to a weekly aggregate of $2,578,446. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $159,301; and since Jan. 1, 1870, $7,682,033, against $9,847,241 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $94,073,748 against $92,025,901, same time in 1869.

The exports of specie, from this port, last week, were $1,038,845 against $335,183 same week last year; and since Jan. 1870, $45,226,452, against $24,882,445 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,809,653; and since Jan. 1, 1870, $65,269,-021 against $67,223,255 same time in 1869.

The customs revenue of the port on Wednesday was $752,000; and the coin interest disbursements were $79,870.

The customs revenue at the port of San Francisco, from Jan. 1 to August 27th, was $5,416,000, against $5,291,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Aug. 27th, were $22,911,000, against $25,814,000 same time last year.

Under its official programme for September, Government will sell Gold during the month as follows: Wednesday, September 14, $1,000,000; Wednesday, September 21, $1,000,000; Wednesday, September 28, $1,000,000. And purchase Five-Twenties, as follows: Thursday, September 15, $1,000,000; Thursday, September 22, $2,000,-000; Thursday, September 29, $1,000,000.

Foreign Exchange has been quoted steady most of the week, on a moderate offering of bills, and pretty fair call, chiefly for sterling drafts. Bankers' sixty day bills on London closed on Wednesday at 109½@109⅝; sight bills on London 110⅛@110⅝. The offerings of produce bills have been rather heavier. The week's exports of domestic produce have been to the currency value of $3,012,487, and since January 1, 1870, $122,793,470, against $130,996,579 sametime in 1869.

Government securities have been offered less freely, and have been quoted strong in price, as a rule, through the week, but the dealings have not been very extensive. The main feature has been the speculative activity in the Five Twenties of 1862, which advanced sharply, on free purchases, partly for shipment and partly to cover outstanding *short* contracts. The news from Europe tended to strengthen the confidence of holders. The last debt exhibit—showing a further handsome reduction of the public debt—also favorably influenced the course of values. Government bought in two millions of Five Twenties on Thursday of the current week at equal to about the open market rates. The latest dealings showed a less buoyant market.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅛@114¼; U. S. Five-twenties of 1862, 112¾@113; U. S. Five twenties of 1864 at 111⅜@111½; U. S. Five-twenties of 1865 at 111⅜@111⅝; U.S. Five-twenties of 1865 consolidated, 110⅛@110¼; U.S. Five-twenties of 1867, 110¼@110⅜; U. S. Five-twenties of 1868, 110½@110⅝; U. S. Ten-forties at 105⅞@106, ex September coupon; U. S. Six per cent. currency bonds, 111⅛@111¾.

State bonds have been in moderate demand, and rather stronger in price.

Railway bonds have been in fair investment demand, including Central Pacific Sixes, which closed on Wednesday firmly at 88⅜@88½. The Union Pacific Sixes closed on Wednesday at 80¼@80½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been selling moderately to investment buyers at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been more confidently dealt in through the week, and prices have shown more firmness and buoyancy. The latter dealings indicated a weaker market.

The earnings of the Central Pacific Railroad for August were $806,040, a large increase over the same month last year. The earnings of the road during the first two months of the current half year are thus equal to about 1½ millions.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 24.	Aug. 31.	Sept. 7
Consols	91⅛	92⅛	91⅞
U. S. 5-20's of 1862	88	88½	88¾
U. S. 5-20s, 1865	87½	87½	88¼
" 1867	86½	86¾	87¼
" 10-40s	83	83	84
Erie	17¼	17½	18¼
Ill. Central	111½	111½	112
At. and Gt. West	23	22	23½

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 92¾.

General business has shown less animation, Cotton, Petroleum, and Naval Stores have been held with more firmness. Breadstuffs and Provisions have been depressed and declining. Middling upland cotton closed on Wednesday at 20 cts. per lb. The stock of cotton now here is given at about 12,000 bales. The receipts at the port this week, have averaged about 1,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 6,719 bales, against 3,432 bales same time in 1869–'70; exports same time 7,734 bales, against 1,353 bales same time in 1869–'70; stock on hand at latest dates, 59,768, bales, against 10,539 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,048 pkgs., against 16,439 pkgs., same time in 1869. From Boston, 4,820 pkgs. in 1870, against 6,161 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in better supply and less demand at from 8@16½c. per lb.; week's receipts, 8,789. Milch cows continue very quiet at $40@$100 each, receipts, 84. Veal calves have been in demand at from 5@13c. per lb.; receipts, 2,679. Sheep have been moderately sought after at from 3@6½c.; lambs at 6½@10c. per lb.; receipts, 33,-445. Hogs have been in limited request at 9¾@10¼c. per lb., all live weight; receipts, 14,871.

Foreign goods have been in more demand at generally firm and buoyant prices. The dry goods entries at this port, last week, were $3,-532,797, making with the general merchandise imports, a total of $7,633,970.

Freights have been moderately active, in the line of Breadstuff and Petroleum engagements for British and Continental ports, but otherwise quiet. Rates have been quoted firmer. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d.@1s. 9d. by steamer per bbl.; grain at 6@6½d. by sail, and 8¼@8½d. by steamer per bushel; cotton at 3/16d. by sail and ¼d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 462.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 6, and since the beginning of the year:

	1869.	1870.
For the week	$4 393,783	$3,012,487
Previously reported	126 602,796	119,780,983
Since Jan. 1	$130,996,579	$122,793,470

The imports for the week ending Sept. 3, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,116,405	$3,532,797
Gen. merchandise	3,405,672	4,101,173
Total for the week	$5,522,077	$7,633,970
Previously reported	207,286,982	198,014,245
Since January 1	$212,809,059	$205,648,215

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 69⅛; Arkansas 7s, issued to L. R. and Ft. S. R. R., 74; Louisiana 6s, 72; do., 6s, Levee bonds, 71; Georgia 7s, 91½; Alabama 5s, 70; Chicago and Milwaukee 1st mort., 90; Pacific R. R. 7s, guar. by Mo., 96½; Toledo, Wabash and Western consol. bonds, 81⅝; Galena and Chicago 1st mort., 99; Toledo, Peoria and Warsaw 1st mort., W. D., 80; South Side R. R. 1st mort., 88¼; Great Western (Ills.) 1st mort., 1888, 87½; New York and New Haven R. R., 150; Albany and Susquehanna R. R., 87; St. Louis and Iron Mt., R. R., 45; Dubuque and Sioux City R. R., 100; Consol. Coal of Md., 26⅜; Western Union Telegraph, 34¾; Am. Mer. Union Exp., 41; Adams Exp. Co., 66¾; U. S. Exp., 41½; Central gold, 0.20; Grass Valley gold, 0.26; Quartz Hill, gold, 0.24.

Philadelphia.—Delaware Division Canal, 46; Pennsylvania Canal, 20; Oil Creek and Allegheny River R. R., 46; do., bonds, 80; Wyoming Valley Canal bonds, 78; Pennsylvania and New York Canal 7s, 92; West Jersey R. R. 7s, 95¾; Sunbury and Erie 7s, 103; Pennsylvania R. R. Gen. mort., coupon, 95½; Union Passenger R. R., 43; Ocean oil, 0.56. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101¾@101⅞; State 5s, coupon, 105@—; do., 6s, W. L., 105⅜@106½; do., 1st series, 104@106¼; do., 2d series, 108@109; do., 3d series, 111@111½; Reading, 48⅛@48¼; do., 7s, 1893, 104½@105½; do., mort. 6s, 1880, 94½@94⅝; Camden and Amboy, 114¾@115; do., mort. 6s, 1889, 94½@95; do., 1883, 92@93; do., 1889, 90⅛@91⅛; Penn. R.R., 58⅝@58¾; do. 1st mort., 102¼@103; do., 2d mort., 103¼@104; Little Schuylkill R. R., 41¾@43; Morris Canal, 25@30; do., pref., 66@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7¾@8⅛; do., pref., 16¾@17; do. 6s, 1882, 71@71¾; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 91⅛@92½; do., 5s, 60@61; Lehigh Coal and Navigation, 34@34; do., 6s, 1884, 83¼@84; do., R. R. Loan, 89@90; do., Gold Loan, 88½@88⅝; North Pennsylvania, 41@42; do., 6s, 96@96½; do., 7s, 94@95; do., Chattle 10s, 112@115; Philadelphia and Erie, 26⅞@27; do., 6s, 93½@94; Minehill, 50½@51; Catawissa, 10@15; do. pref., 37¾@38; Lehigh Valley, 58⅝@58⅞; do. 6s, 96⅛@—; do., 6s, reg., 98@99½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 48@50; Thirteenth and Fifteenth, 20½@21; Spruce and Pine, 23@24; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 13¾@14; Union, 43@44.

Boston.—Eastern R. R. 6s, 1885, 94; Michigan Central Air-Line R. R. 8s, 1890, 107; Vermont Central and Vermont and Canada 8s, 1889, 103; Vermont Central 1st mort., 84½; Stanstead, Shefford and Chambly 7s, 82; Phila., Wil. and Balt. 6s, 1887, 94¾; Cedar Rapids and Missouri 7s, 1916, 88¾; Old Colony and Newport 7s, 102; Cincinnati, Sandusky and Cleveland R.R., 23½; do., 7s, 1890, 79; Connecticut and Passumpsic Rivers R. R. pref., 85⅞; Taunton Branch, R. R., 101; Boston Water Power Co., 15; Cary Imp., 7¾; Roxbury Mill, 35; New Hampshire 6s, 1872, 99¾; Massachusetts 6s, 1874, gold, 111; Vermont 6s, 1871, 100; Arkansas 7s, 1890, 75½; St. Louis 6s, 85; Boston 6s, 1880, currency, 100; Chicago 7s, 1895, 98⅜; Cook Co., Ills., 7s, 1885, 98⅛; do., 1880, 98; Cincinnati 7-30s, 1899, 103.

Baltimore.—Virginia 6s, old, reg., 55¾; do., 1866, 64; do., 1867, 60; Maryland Defense bonds, 104; Memphis City 6s, 56; Northern Central 6s, gold, 1900, 94; Orange and Alexandria 4th mort., 74½; Orange, Alexandria and Manassas bonds, 77; Virginia and Tennessee 8s, 82; Wilmington and Weldon bonds, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@91½; Baltimore and Ohio, 131@133; do., 6s, 1875 93@95½; do., 1880, 93@94; do., 1885, 94½@96; Northern Central, 43½@44; do., 6s, 1885, 92½@93½; do. 1900, 90@90½; do. 6s, 1900, gold, 94@95; Parkersburg Branch, 4@—; N. W. Va. 1st mort., 93@—; do. 2d mort., 93@93½; do. 3d mort., 1885, 88@91⅛; Marietta and Cincinnati 7s, 1892, 90@92⅛; do., 2d mort., 75⅛@76; Central Ohio, 24@26; do., 1st mort., 82⅜@—; Western Md. 6s, 1890, 75@77; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do., 6s, pref., 64@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77½@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 76@80; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 74½@76; Orange, Alexandria and Manassas 7s, 76@77; Virginia and Tennessee 8s, 81¾@84; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73½@74; Baltimore 6s, 1875, 95@95½; do., 1884, 93⅝@95; do., 1886, 94@95; do., 1890, 95@95½; do., 1893, 91⅛@93; do. 5s, 1838-'70, 75@80; Memphis City 6s, 56@57; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R. 20@22; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.25.

Bessemer Steel Works.

An extensive addition is being built to the Bessemer Steel Works building at the Iron Works of Messrs. JOHN A. GRISWOLD & Co. Troy, N. Y., in which will be put up a train of steel rolls, in order that they may roll the steel as well as hammer it before it goes to the Rensselaer Works to be rolled into rails. The new addition is to be about half the size of the main building, and will greatly increase the facilities of the works. All of the mills are in good running order, and all are running on full time, some of them lighting up on Sunday night so there may be no delay in going directly to work on Monday morning. They all have a large quantity of manufacturing materials on hand, and orders are very full, so that winter prospects are unusually flattering.

☞ A preliminary survey of the Arkansas Western railroad, from Van Buren to the Missouri border, is in progress.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS, &C., No. 5 NASSAU-ST.

☞ As we originally sold so many millions of FIVE TWENTY BONDS, and as the Government will soon be able to pay them off and to issue in their place the new bonds, bearing four and one-half per cent. interest, we are constantly asked: "What had we better do with our Five-Twenties?"

We answer: "Keep them until you find a Security which you are satisfied is just as good; that is, just as sure to be paid, principal and interest—since it would be better to lose the present premium of ten per cent. than to risk the loss of the principal, or fail to get your interest promptly."

We are advising our most intimate friends to change into the bonds of the Central Pacific Railroad Company, and for the following reasons: "The main line of the road is finished, and is no longer an experiment; it has now, in its infancy, a gross income of nearly $8,000,000, while its operating expenses are but fifty per cent., and its annual interest payments are less than $2,000,000. Its bonds are secured by property worth four times their amount. At their present price (between 88 and 90) they pay seven per cent. interest in gold—and because the present difference of twenty to twenty two per cent. between them and the Five-twenties is a sure profit and so much addition to your capital."

We originally placed these Bonds on the market; the Road has proved a triumphant success; its revenues are large and certain; its Bonds are as good as the Bonds of the Government, and we feel confident the time will come when they cannot be had except at a premium.

The Bonds are all of $1,000. Interest, six per cent., payable January and July, which, together with principal, is payable in U. S. gold coin, dollar for dollar, in New York City.

FISK & HATCH.

N. B.—We allow interest on deposits, make collections, and do a general Banking business.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ The contract of the grading and masonry of the Lexington and Arlington branch railroad, to connect with the Boston and Lowell railroad, has been awarded to Mr. Charles Linnehan of East Cambridge. The work will be commenced forthwith, and the contract is to be completed on or before the first day of November next. The road will be opened for travel on or before next Christmas day.

☞ Mr. Wm. L. Slaughter has been elected Chief Engineer of the Fredericksburg and Gordonsville railroad, vice Col. C. M. Braxton, resigned.

☞ Frederick L. Dibble, Esq., of Fredericton, N. B., has been appointed Chief Engineer of the Carmatic railway, Madras Presidency, India.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for eight months from January 1st, were:

	1869.	1870.
Ashes, bbls.	6,705	5,508
Breadstuffs—		
Wheat flour, bbls.	1,819,166	2,327,047
Cornmeal, bbls.	163,925	150,056
Wheat, bush.	11,862,315	12,829,749
Rye, bush.	256,032	321,233
Oats, bush.	2,742,071	4,477,848
Barley, bush.	892,516	1,149,691
Peas, bush	35,199	177,453
Corn, bush	6,261,063	5,393,643
Cotton, bales	372,445	443,133
Naval Stores—		
Crude turp., bbls.	11,937	5,631
Spirits turp., bbls	47,375	44,961
Rosin, bbls	376,609	375,072
Tar, bbls.	58,420	43,597
Pitch, bbls	4,563	2,142
Provisions—		
Pork, bbls.	68,094	87,774
Beef, pkgs	50,101	57,041
Cutmeats, pkgs	69,341	77,145
Butter, pkgs.	399,657	244,097
Cheese, pkgs	708,754	734,217
Lard, tcs. and bbls.	57,510	54,680
Do., kegs	9,378	18,018
Whiskey, bbls.	113,662	141,410

The Exports from New York to foreign ports of certain leading articles of domestic produce for eight months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	3,110	2,321
Do., Pearls, bbls	79	42
Beeswax, lbs	117,618	201,161
Breadstuffs—		
Wheat flour, bbls.	933,057	1,206,467
Rye flour, bbls.	3,082	2,116
Cornmeal, bbls.	101,717	53,412
Wheat, bush.	10,918,331	11,375,815
Rye, bush.	114,006	65,734
Oats, bush.	43,567	11,860
Barley, bush.	.....	.....
Peas, bush	71,734	135,748
Corn, bush	1,550,405	287,258
Candles, bxs.	37,490	27,602
Coal, tons	87,816	26,543
Cotton, bales	175,201	265,239
Hay, bales	20,149	31,327
Hops, bales.	52,437	19,185
Naval Stores—		
Crude turp., bbls	496	403
Spirits turp., bbls	15,835	12,341
Rosin, bbls	346,106	314,755
Tar, bbls.	29,942	13,634
Pitch, bbls.	3,449	2,990
Oils—whale, galls	14,547	103,604
Do., sperm, galls	467,682	391,997
Do., lard, galls	24,256	15,271
Do., linseed, galls	11,581	6,085
Provisions—		
Pork, bbls.	48,866	59,605
Beef, bbls.	22,016	16,318
Do., tcs	42,761	33,987
Cutmeats, lbs	39,486,566	21,889,898
Butter, lbs.	748,673	1,009,314
Cheese, lbs	37,732,172	39,944,558
Lard, lbs.	22,494,230	19,909,652
Rice, tcs	249	1,174
Do., bbls	6,469	13,822
Tallow, lbs	15,461,869	14,050,491
Tobacco, crude, pkgs.	83,105	60,221
Do., manf., lbs	4,139,809	4,127,854
Whalebone, lbs	176,880	310,200
Petroleum, galls	42,754,129	58,231,719

☞ The Atchison and Nebraska railroad company have closed a contract with J. F. Joy for the completion of the road by January 1st, 1871. Arrangements are being made to extend the road to Lincoln and Omaha. The contract includes a bridge over the Missouri at Atchison.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$2,931,733	$3,349,144
" cotton	1,372,400	1,602,504
" silk	2,644,321	2,824,400
" flax	1,096,725	1,326,676
Miscellaneous dry goods	916,592	1,043,476
Total entered for consump.	$8,961,771	$10,146,200

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$2,326,452	$2,115,269
" cotton	422,455	424,143
" silk	829,021	796,347
" flax	593,624	602,214
Miscellaneous dry goods	75,129	101,537
Total withdrawn from warehouse	$4,246,681	$4,038,510
Add entered for consump.	8,961,771	10,146,200
Tot. thrown on the market.	$13,208,452	$14,184,710

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$1,887,226	$1,960,457
" cotton	534,089	361,965
" silk	777,903	986,023
" flax	472,148	463,820
Miscellaneous dry goods	142,304	84,017
Total entered for wareh'g.	$3,813,670	$3,856,282
Total entered for consump.	8,961,771	10,146,200
Total entered at the port.	$12,775,441	$14,002,482

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$12,198,584	$12,803,361
" cotton	10,588,171	10,952,240
" silk	14,512,535	14,997,167
" flax	7,020,148	6,928,540
Miscellaneous dry goods.	4,956,180	6,312,961
Tot. entered for consump.	$49,275,618	$51,994,269

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$7,948,923	$7,959,544
" cotton	3,082,488	4,116,742
" silk	3,177,415	3,683,206
" flax	3,442,298	4,149,209
Miscellaneous dry goods.	917,089	1,023,165
Total withdrawn from warehouse	$18,568,213	$20,931,866
Add entered for consump.	49,275,618	51,994,269
Total thrown on the market	$67,843,831	$72,926,135

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$8,960,425	$8,047,836
" cotton	3,531,438	3,934,108
" silk	3,834,947	3,832,097
" flax	3,685,917	3,348,808
Miscellaneous dry goods.	907,398	1,007,782
Total entered warehouse.	$20,920,125	$20,170,626
Add entered for consump.	49,275,618	51,994,269
Total entered at the port.	$70,195,743	$72,164,895

☞ The Chief Engineer of the Chesapeake and Ohio canal has been directed by the Engineer bureau of the United States army to make the survey of the route for the James river and Kanawha canal, for which an appropriation was made by the last Congress, and the party has just begun work, which will occupy about three months.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT CONSTITUTES LEGAL EXCUSE FOR FAILURE TO TRANSPORT.

The facts of the late case of McLaren and another *vs.* The Detroit and Milwaukee Railroad Company (23 Wis. 138,) are fully and clearly stated in the following opinion by

COLE, J.—It appears to us that there is not enough shown in this case to excuse the company. Having received the lard, it was under obligation to transport it within a reasonable time to the terminus of its road, Detroit, and tender it to the next carrier to be transported to its destination. This, it is admitted, the company did not do. There was a long delay much beyond the period usually required to transport goods from Milwaukee to Detroit at that season of the year. But it is said that the defendant was excused from performing its contract to deliver the goods to the next connecting line at Detroit, on account of the temporary obstruction of freight east of that point. The testimony in regard to the block of freight was substantially the following: Foxley, who was the freight agent for the defendant at Milwaukee in the month of December, 1864, and January, February and March, 1865, and remembered shipping the lard for the plaintiff, testified, that he was called upon in January by McLaren to explain why the lard shipped in December had not arrived at its destination. He says that he took steps to trace it up, and was told by the agent at Detroit, that it had not arrived at that place. He then proceeds "I wrote either to the agent at Grand Haven or the superintendent of the road at Detroit, or both, and found that the lard had been lying at Grand Haven, owing to the inability of the agent at Detroit to make room for it in his depot. This liability of the agent at Detroit to take the lard arose from the inability of the Great Western and Grand Trunk railways to take freight from him. I state this merely on information from John Crampton, general freight agent of the Detroit and Milwaukee Railroad Company, and other officers connected the road." Reekee, who was station agent and check clerk for the road at Grand Haven at the same time, testified that the lots of lard were delayed at that point, as he was informed, by a block of freight at Suspension Bridge; that this prevented the Great Western road from receiving freight from the Detroit and Milwaukee road at Detroit. He adds: "This block commenced some time in December, 1864. The block at the bridge occasioned the block at Detroit; this in its turn occasioned the block of freight at Grand Haven. To break the block at Grand Haven, I telegraphed to the superintendent of the road at Detroit. In reply I got two messages, one that there was no need to send cars, as the Great Western could not take the freight at Detroit. Subsequent to this, I got a message from the superintendent, directing not to send any more through freight until further orders." On his cross examination, he says, that it must have been the latter part of January when he received that dispatch. Gray, who was freight agent of the company at Detroit, testified that the lard was not detained at Detroit, but was forwarded without delay by the Great Western road. He says: "I know that at the beginning of December, and all the winter through up to the end of March,

there was a block at Suspension Bridge, and the said road would only take a limited quantity, and the consequence was, my warehouse was filled right through with freight. During a portion they would only receive perishable freight. On the 11th of February they gave me notice that they would receive freight of no kind from us. I know the reason to be, that they were blocked up and could not take it. This is the material testimony bearing upon the defense, that, under the circumstances, the defendant was excused for its failure to perform its contract by delivering the lard in a reasonable time to the next carrier at Detroit. And it appears to us that it is insufficient to establish a legal defense to the action. The defendant was bound to so transport the lard and tender it to the next carrier, that, if the latter wrongfully refused to receive the property, the plaintiffs would have had their action against it for such refusal. It appears that this block at Suspension Bridge had more particular reference to Eastern freight. And while the Great Western might have been unwilling to receive freight consigned to points east of Suspension Bridge on account of the obstruction at that place, it might have been willing to receive the lard in question, which was only going to Buffalo. The transportation of freight to Buffalo might have been practicable, notwithstanding the accumulation at Suspension Bridge. At all events, the defendant was bound to show a performance of its contract or offer some excuse for not performing it. Had it transported the lard to Detroit in a reasonable time, according to the usual course of business, and tendered it to the next carrier, it would have discharged its liability. But this it did not do. It is said that the defendant was under no necessity of transporting the lard to Detroit and making a manual tender of it to the next carrier, to excuse itself; that if the Great Western had given notice that it would receive no freight of any kind, a tender of the lard would have been an idle ceremony. Whether the defendant, in order to discharge its duty, would be bound to make a tender of the lard to the Great Western, after having received notice from that company that it would take no more freight, is a question not arising upon the facts of this case, and therefore calls for no expression of opinion on our part. It does not appear that the Great Western gave any such notice until the 11th of February, some time after the period when all the lard would have been delivered to that company had the defendant used proper diligence in transporting it to Detroit. It is true, in the testimony of the agents of the defendant above cited, there are statements to the effect that the witness knew there was a block of freight at the Suspension Bridge, commencing some time in December, 1864. But this alone would not excuse the delay in transporting the property over its own road and tending it to the next carrier. See the case of the East Tennessee and Georgia R. R. Co. *vs.* Nelson 1, Caldwell (Tenn.) 272 which is in point upon this question.

We shall not notice in detail the instructions given on the part of the plaintiffs, nor those asked by the defendant, which were refused. The remarks above made are sufficient to dispose of all material questions arising upon the record.

We think the cause was fairly submitted to the jury upon the evidence.

The judgment of the Circuit Court is affirmed.

The Public Debt Statement.

The following is a recapitulation of the public debt statement August 31, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,748,562,750 00
Total	$1,970,152,050 00
Accrued interest	37,016,664 09
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,395,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,395,000 00
Interest	460,672 93
Debt on which interest has ceased since maturity	$3,505,127 35
Interest	$458,616 01
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,103,971 00
Fractional currency	40,054,384 48
Gold certificates of deposit	28,415,320 00
Total	$424,573,675 48
Total amount outstanding	$2,457,625,852 83
Total interest	37,935,953 08
Total debt, principal and interest, to date, including interest due and unpaid	$2,495,561,805 86
AMOUNT IN TREASURY.	
Coin	$102,504,705 80
Currency	37,135,949 65
Total	$139,640,655 45
Debt less amount in Treasury	$2,355,921,150 41
Debt less amount in Treasury August 1, 1870	2,369,324,476 00
Decrease of debt during the past month	$13,403,325 59
Decrease of debt since March 1st, 1869	$169,542,109 60

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$272,365 12
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	63,030 00
Sioux City and Pacific	1,628,320	16,283 20
Central Pacific	25,881,000	258,810 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	16,000 00
Western Pacific	1,970,000	9,700 00
Totals	$64,618,832	$664,188 32
Interest paid by United States	$8,815,345 49	
Interest repaid by transportation of mails, etc.	2,284,855 78	
Balance of interest paid by United States	6,530,489 71	

☞ The stockholders of the Richmond and Danville railroad company have formally ratified the action of their board of directors in purchasing the State's interest ($1,200,000) in their road upon the terms of the recent act of the Legislature, viz: State stock in said road to be exchanged for State bonds, dollar for dollar, and payments or exchange to be made in twelve equal semi-annual installments.

☞ The West Jersey railroad company is paying *in gold* the coupons due on the 1st instant on its loan of $400,000.

An Indian Rubber Car Wheel.

It has always seemed as though the perfection of locomotive luxury would be reached when either the rails or the car wheels were made of rubber. John Raddin of Lynn has devised a wheel a portion of which is rubber. The mechanism and experiments are thus described in the Boston *Advertiser:*

The wheel is cast in three parts—the hub, the web, and a plate to which the hub is bolted. Between the axle and the hub intervenes a ring of solid rubber about three inches wide and one inch thick. The effect of a wheel made in this manner is that a sudden blow on the web is communicated to the rubber and thence to the axle. It is claimed that this wheel is cheaper, safer, because less liable to break, and more comfortable for the passenger. The new wheel reduces the jar to a minimum, and one can read without the least danger to the eyes. Going around curves, the oscillation is hardly noticeable, and the sound is deadened so that conversation ceases to be an effort.

As to the economy and usefulness of the wheels, Superintendent Prescott is as yet the only one who can speak from experience. Superintendent Winslow has had them on two cars, which have run between Nashua and this city since March, and is very much pleased with them. Eight of them were run under a car on the Eastern Railroad 100,000 miles, and were then taken apart and found to be in good condition. The ordinary car wheel is worn out after 40,000 miles running; then the axle and wheels have to be taken off and carried to a machine shop, where the old wheels are driven off and the axle is turned to fit a new set.

The elasticity of the Raddin wheel make the tread wear twice as long as the common wheel, and then the bolts are taken out and a new wheel is bolted in its place. The same elasticity saves the track and the wear of the flange in going around the curves. Car wheel manufacturers say the vibration of the patent wheel is very much less than that of the old style, and the wheel being in three pieces the liability to break is very much diminished. The wheels are also being applied to locomotives. Several railroads have ordered some of the wheels for trial. A stock company is to be organized for the manufacture. The invention has been patented in Belgium, England, and France, and Mr. Raddin has ten patents in this country.

Narrow Gauge Railways.

The Duke of Sutherland has returned to Dunrobin Castle from his inspection of the Norwegian narrow gauge railways which his Grace has just made in company with Mr. Fowler of Braemore. Upwards of a hundred miles of railway on the 3 feet 6 inches gauge have been carried out in Norway by Mr. Carl Pehl, the Government engineer, and they have been most successful for the light traffic of that country in their economical construction and the convenience of their smaller carriages and wagons. The supporters of this system have no doubt that if the northern parts of Scotland could have had the advantage of such a cheap description of railways, a much greater extent of the country would ere now have been supplied with railway accommodation. The average cost per mile, including plant, is about 4,000*l.*, and the works of the railway and stations, and the quality of the plant, are said to be all that could be desired for public convenience.—*Inverness Courier.*

☞ The ceremony of "breaking ground" and inaugurating operations on the Shenandoah Valley railroad took place near Front Royal, Warren county, Va., on Thursday, the 8th of September.

☞ A surveying party have been prospecting for a new railroad route from Fort Edward, to connect with the Hoosac Tunnel at North Adams

Arkansas Statistics.

Assessed valuation of taxable property, for the year 1870	$100,000,000
Value of real estate and personal property	$150,000 000
Estimated population	800,000
Debt of the State	$4,500,000
Number of acres of land owned by the State	2 000,000
Number of miles of railroad in operation	150
Amount of bales of cotton raised this year, about	250,000
Value ofother farm products	$20,000,000

Baltimore, Pittsburg and Chicago R. R.

This company has been permanently organized by the election of L. L. Hunt, of Kenton, President, and F. S. Boil, of Belleville, Secretary and Treasurer. The proposed route is from Pittsburg to the State line of Ohio, thence by way of New Lisbon down the line of the Sandy and Beaver canal to Hanoverton, through the counties of Tuscarawas, Carroll, Wayne and Holmes; through Loudonville, Belleville, Mt. Gilead, Marion, Kenton and Celina. The Chicago connection of the Baltimore, Pittsburg and Chicago road touches the following points: Bluffton, Huntingdon, Rochester, Knox and Valparaiso, Indiana.

The Batesville (Ark.) *Times* says that the engineers have commenced the survey of the route for the proposed railroad from Memphis, through Batesville, to the Missouri line, and it is their purpose to push the work with vigor. Mr. B. B. Waddill is chief engineer.

☞ The Chestertown (Md.) *Journal* says that the Kent County railroad is now completed to Worton, only five miles from Chestertown. A train runs daily from that point to Townsend, on the Delaware road. The grading between Worton and Chestertown is progressing rapidly.

☞ Messrs. Straw, Patterson & Co., of Lewiston, Me., have received the contract for building the extension of the Maine Central Railroad from Danville Junction to Cumberland, on the Portland and Kennebec Railroad.

Safety Nitro-Glycerine.

TRANSPORTATION NOT NECESSARY.

The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many accidents.

☞ No possible danger attending its Manufacture.

Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.

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Bank of British North America,

17 NASSAU STREET.

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ARCH. McKINLAY, } Agents.

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OTIS BROTHERS & CO.,

309 Broadway, New York.

THOMAS D. STETSON,

Solicitor of American and Foreign Patents and Professional Expert in Patent Cases.

No. 5 Tryon Row, New York.

OFFICE OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, Richmond, Virginia.

Notice to Contractors.

PROPOSALS will be received until 12 o'clock noon on the 21st September, at Charleston, West Virginia, and until 12 o'clock noon on the 28th September, in Richmond, Virginia, for the construction of about TWO THOUSAND LINEAR FEET OF "HOWE TRUSS" BRIDGING, in spans varying from 50 to 150 feet, on the line of the Chesapeake and Ohio Railroad, between the Falls of Kanawha and the Ohio River. Bids will be received for all, or part of the above. Specifications may be had on application to W. A. KUPER, Principal Assistant Engineer, Charleston, W. Va. Also at the same times and places for the GRADUATION, &c., of a Section on New River, about thirty-five miles above its mouth, including a TUNNEL 1,800 feet in length.

The right to reject any or all proposals is reserved.

H. D. WHITCOMB,
Chief Engineer.

To Contractors.

NOTICE is hereby given that Tenders will be received until Monday, the twelfth day of September, at noon, for the construction of the Main Line of Railway of the "North Shore Railroad and St. Maurice Navigation and Land Company." The Line will run between Quebec and Montreal, on the North Shore of the River St. Lawrence.

After the 10th of the present month the profile of the Railroad and the specifications and terms of contract may be examined at the office of the Company, Union Buildings, Place d'Armes, in the City of Quebec, between the hours of two and four o'clock in the afternoon.

By order of the Directors,
JOS. CAUCHON,
President of the Board of Directors.
August, 5, 1870.

THE CELEBRATED

Cold Rolled Shafting.

THIS SHAFTING IS IN EVERY PARticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

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NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

DEPARTMENT OF DOCKS, 346 AND 348 BROADWAY, NEW YORK, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT OF DOCKS, having received, in accordance with the provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, basins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

Said plans will be received until September 15, 1870.

Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY
Commissioners of the Department of Docks

THE NEW JERSEY STEEL AND IRON COMPANY,

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And 17 Burling Slip, NEW-YORK,

Would call special attention to their

MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Railroad Companies.

AN ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—*who has made the art of* BUYING *an especial study*—and who thoroughly understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

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Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong.

It is much stronger as only a small portion opens, whereas in the old style the whole top comes off.

The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO.,
No. 6 Barclay Street,
next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for relotting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

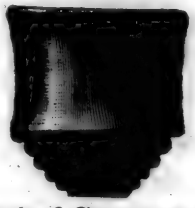
INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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National Spring Works,
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15 La Salle-St., Chicago,
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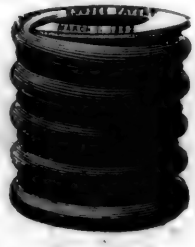
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



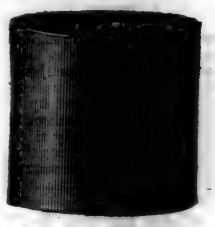
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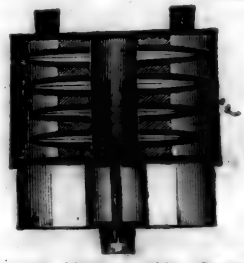
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PATENT COMPENSATING FISH-JOINT,



MADE BY

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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

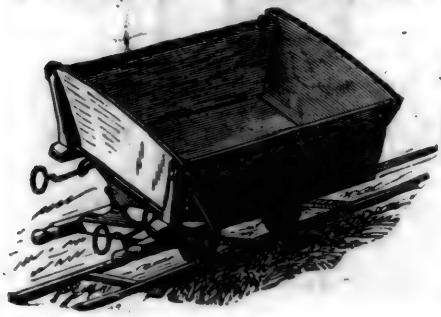
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

☞ *Refer to all the Leading Railroads in the Country.*

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$125 to $170.	$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Sept. 20, ————, CAPT GRAY, connecting with the COLORADO, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco Oct 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Sept. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Sept. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18k Gold Cases, $80. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 38.] SATURDAY, SEPTEMBER 17, 1870. [WHOLE No. 1,796. VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 17, 1870.

Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of this company in Baltimore on the 9th inst., the following gentlemen were elected directors for the ensuing year, Governor Oden Bowie, Col. Samuel Cox, Hon. Eli J. Henkle, C. G. Miller, Col. William D. Bowie, William T. Walters and George B. Roberts. The President of the company, Hon. Oden Bowie, submitted his Annual Report, accompanied by the Report of Mr. C. S. Emach, Chief Engineer, which were adopted. The following is the Report of the President:

During the past year much progress has been made upon the road. Nearly fifty miles have been graded, the cross-ties secured, and the road bed prepared for the reception of the rails. That portion of the line through Charles county to the Potomac river has been located, and the grading will be let immediately. After much consideration the Pope's Creek line through this county was adopted, as being the shortest and cheapest on this side of the river, as affording the best crossing and harbor at the Potomac, as being in the most direct line from Baltimore to Richmond, and as affording our road the opportunity to connect with the Richmond, Fredericksburg and Potomac road at Aquia Creek by steamboat up the Potomac river, or to construct a line through Virginia to Richmond, as may be most desirable. A charter for this purpose has been obtained from the Virginia Legislature within the last few months.

The comprehensive and detailed report of the Chief Engineer, herewith submitted, will show that all the grading has been nearly completed, except at the three termini of the road. As before stated, that in Charles county is now ready for letting, and the work is so light as to be rapidly completed. That in the District of Columbia is under contract and being prosecuted, and as the distance is only three miles, will soon be finished.

The line from the Patapsco river to the city of Baltimore, a distance of six miles, has recently been condemned or procured by purchase. As soon as the Courts meet in the present month and confirm the inquisitions it will be placed under contract and immediately prepared for the reception of the rails.

Arrangements have been and are being made for procuring the rails during the coming winter. Our contracts require the completion of the entire road during the year 1871. There is no reason why they cannot all easily be complied with and we give the confident assurance to the friends of the Baltimore and Potomac Road that it will be in operation during the coming year, if not before our next annual meeting.

The report of the Chief Engineer of the company is as follows:

All of the graduation and masonry under contract at the time of my last annual report has been finished, with the exception of section sixteen, which will be completed in less than one month.

Much delay and expense has been incurred by encountering exceedingly hard, tenacious clay in nearly all of the deep cuts.

The difficulty of crossing the Big Patuxent Swamp was very successfully overcome by providing a timber foundation for the bank.

With the exception of the wooden superstructure for the bridges over the Patuxent rivers, and two other streams, the road is ready for the track from the Patapsco river to Upper Marlboro', a distance of 29¾ miles on the main stem, and from the Junction at Huntington to the District of Columbia line, a distance of 10¾ miles, on the Washington Branch. In all, 40½ miles.

The right of way has been secured, and the contracts awarded for graduation, masonry and bridging in the District of Columbia and city of Washington. As the work is light, outside of the city, it can soon be finished so as to give us a temporary connection with the street cars at the navy yard, until the tunnel in the city, now in progress of construction, is completed.

The right of way in Baltimore county has just been secured, from the Patapsco river to the Calverton turnpike, which will enable us soon to make a connection with Baltimore by street cars, and open the road for local traffic, until the tunnels in the two cities are finished, affording ample time for the settlement of banks, thorough ballasting of the track, &c., putting the road in a first-class condition for the reception of the great amount of travel and freight between the North and the South, which will necessarily pass over it when the through connections are made.

The northern end of the tunnel at Baltimore, under North Boundary avenue, between the city bridge over Jones' Falls (now in course of construction) and the Northern Central Railway, is in a rapid state of progress, and will be finished about the first of next October, allowing the public the use of the avenue as soon as the Falls' bridge is completed. This is the most expensive section of the tunnel to build. It is a source of gratification, however, to know that it will be finished before that part of the avenue is graded, thus saving the company an immense amount of extra expense in excavation and temporary bridging and the public much annoyance.

The location of the route below Upper Marlboro' was not decided upon until the 16th of last December. Every practical route in that vicinity had been carefully surveyed and estimated, consuming considerable time. The eastern route was finally adopted by your Board of Directors for several reasons, among which were: 1st. It was the least expensive to construct. 2d. Having easier gradients and lower summits, it would cost less to operate when built. 3d. The right of way was secured at a trifling cost, without the probability of litigation, which was so much feared, and had every reason to expect, on the other routes. The line was then very carefully revised and improved, taking every possible advantage that the topography of the country would admit, thereby very materially diminishing the cost when compared with the preliminary estimates. This location ended at the Charles County Line. The right of way is secured. All of the heavy sections were awarded to responsible contractors last April. The grading is finished to the Western Branch, and the balance is progressing as rapidly as can be reasonably expected. The pile foundations for the bridges are nearly completed.

In order to decide which of the two routes in Charles county (referred to in my last annual report) should be adopted, thus fixing the Southern terminus of your road, careful and expensive surveys of all the various routes were made in King George and Caroline counties, Virginia, resulting in establishing the fact that a direct line can be secured between Pope's Creek and Richmond, within the average cost of works of a similar character, affording the most direct and comparatively the cheapest line between Baltimore and Richmond, on the South. Acting upon the infor-

mation developed by these surveys, your Board of Directors adopted the Pope's Creek route on the fifth of last July. The location is now completed, and the work ready to be commenced.

In conclusion, permit me to congratulate you upon the favorable aspect of the work now in course of construction. At this time it is not retarded, except by a single injunction, and it is to be hoped no more legal impediments will be met to delay its speedy completion.

Maine Central Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$269,257 05	$298,815 25
" freight	251,990 09	259,537 52
" mails, etc.	23,703 36	27,284 90
	$544,950 50	$585,637 67
Expenses, viz:		
Repairing track	$114,505 95	$142,741 91
Repairing engines and cars	74,212 83	85 852 99
Train expenses	21,236 40	24,070 66
Station services	24,808 54	27,474 91
Salaries	8,822 46	11,552 00
Repairing buildings	9,885 66	12,612 07
Repairing fence	7,571 49	6,901 51
Oil and waste	4,420 81	4,284 81
Wood and coal	40 066 98	44,327 88
Loss and damage	1,494 63	1,519 50
Taxes and insurance	12,185 84	20,818 65
General expenses	12,295 31	23,342 28
	$331,506 90	$405,499 17
Balance of earnings	$213,443 60	$180,138 50
Add balance from previous year		277,956 50
Total		$458,095 00
From which deduct—		
Interest on bonds	$142,571 38	
Interest account	4,171 88	
13 months rent Dexter & Newport R. R.	19,500 00	
		165,243 26
Balance January 1, 1870		$292,851 74

Compared with the previous year, the gross earnings show an increase of $40,687 17; with an increase in expenses of $73,992 27. The earnings upon the Dexter and Newport Railroad ($35,055 57,) are however included in the above amount; and the expenses ($17,645 33), which were incurred in the management and repairs of that road and in completing certain portions of it as agreed by this company when it came into their hands under the lease. Thus leaving the actual increase in earnings of the main line $5,629 60; and the increase in expenses, $56,346 94. The report says:

The increase in the earnings have not been so much as we could desire, not so much as the situation of our line in the State ought to command. The passengers are and can at all times be amply accommodated, both the local and the through or Boston travel. As the change of cars at Portland is rather agreeable than otherwise, after riding an hundred or more miles in a car, the change to a fresh, neat car, is not objectionable, but this change of all the goods and products of the State destined for Boston and the manufacturing districts of Massachusetts and of the commodities coming from Boston to this State is a serious and an increasing evil. The interchange of commodities between this State and Massachusetts has been increasing and would along this line of road be very much increased but for the break of gauge at Portland and the delays and expenses incident to it. This evil must in some way be speedily overcome, if we would derive the full benefit from the natural growth of business on this line of road. This might in a great measure be removed if it were possible to secure any accommodations at the Portland end of the Boston road, for receiving commodities from this road. There are practically no greater accommodations there than there were fifteen years ago. Everything has to be done out of doors, in the open air, now as then. Little if any improvement in the track accommodations; in fact we regret to say, the spirit of the improvement in accommodations is not found there. It is not for the want of adequate means, for the earnings of that road are ample to make all the necessary improvements there. In some way, either by the method suggested in the report of the Superintendent, or by the use of the changeable gauge cars, these shackles upon the interchange of traffic, must be removed.

The work on the two branch roads that when completed, are to be connected with this road, has been prosecuted during the past year with commendable vigor. The W. Waterville line is well nigh graded and ready for the rails to Madison; and the line from Burnham to Belfast is so far completed, in the way of grading, as that the laying of rails will be commenced early in the spring. The traffic upon the branch to Dexter, has proved quite as great as we had any reason to expect, during the first year of its operation. So long as the branches are not a burden upon the main line, they are desirable, because they stimulate productions, in opening thom to a new market, and induce the investment of capital in the use of the unrivaled water power our State affords. Short lines can only be worked with profit in this State by large corporations with which they are connected. In this way the surplus rolling stock required for the larger corporation, can in part be transferred, to work the short lines, and the shops of the larger line are available to perform all the necessary repairs for the branch road. Thus saving the cost of all such fixtures for the short lines.

Our relations with all connecting roads are and have been amicable. With the European and North American, now opened to Winn, sixty miles east of Bangor, arrangements have been made for the use of our depot and for tracks over our grounds at Bangor. During the year to come, it is expected that that road will be connected at the boundary of the State with the line now completed, thence to St. John. We may then look for an increased traffic from that source.

The Grand Trunk Railway with which we are now connected at Danville, has been greatly improved during the past year, and the liberal plan now adopted by that Company, for running our passenger trains between Danville and Portland, receives the hearty approval of all the patrons of this road.

During the past year conferences have been held between the directors of this company, and of the Portland and Kennebec, and the Somerset and Kennebec Companies, with the view of harmonizing their interests, and of uniting them under one corporation, and of course one management. During the twenty years past a great amount of time, efforts and money have been spent by these two companies, that has not inured to the benefit of any one, and there seems likely to be no end to these troubles, except by uniting their interests into one management and one corporation. The result of such an arrangement to the companies embraced by it, would beyond all question prove highly beneficial. It will stop the waste above alluded to and reduce the expenses of management, and thus enable them to give greater facilities to the communities through which they run, besides enabling the stockholders to realize something on their property. And above all and more than all, it will enable them to go into the money market with their securities, based upon the combined property of the new corporation, with vastly increased credit to raise money to meet the bonds of the several companies, soon to mature; while the public will obtain increased accommodations and facilities of inter-communication between the several parts of the two lines of road now practically closed to this kind of traffic. For instance, while these roads are separate, as they are now, the productions of Somerset county cannot reach any portion of the line of the Maine Central Road east of the point of crossing at Kendall's Mills, and *vice versa*. Nor can the productions pass from the various places on the line of the road east of Kendall's Mills, or from the line of the road between Danville and Waterville on to any part of the line of the Portland and Kennebec or Somerset and Kennebec roads, and *vice versa*, with any such facility as such a valuable traffic should possess. All of this traffic now lost to both lines, would at once be provided for and would be a new business, and a valuable one to the new corporation. And if our State, so bountifully supplied with water along the lines of these roads, is to become a manufacturing community, as it must, if it will increase or even maintain its population, these facilities of inter-communication will become doubly necessary and valuable. For these among other reasons, your Directors have come to an understanding with the Directors of the roads aforesaid, as to their consolidation, subject of course to your approval, and have joined with them in the effort to obtain such legislation as will enable them best to carry out the proposed arrangements.

Keeping in view the fixed policy of your board, to keep the road and rolling stock in first rate condition, a larger outlay has been made the past year than in any former year upon the track, and upon the rolling stock and in improvements in buildings upon the line, larger than will be required during the year to come.

By the Report of the Treasurer, you will see that $300,000 of the bonds of the Penobscot and Kennebec Company and $100,000 of the Maine Central Railroad Company, will mature during the year to come, and it will be necessary to provide the means to meet this indebtedness at an early day. The only means available to the company are, the issue of a new series of bonds, either to be exchanged for the old or to be sold, and the avails appropriated to pay them. All the powers for this, required of the Stockholders, have been heretofore granted, and it will be the first duty of the board to be elected, to attend to this important object. The bond shave been created, but their issue has been delayed until the results of the efforts to procure the necessary legislation to create bonds based on the credit of the consolidated company should be ascertained.

The company have 15 locomotives, 16 passenger, 3 smoking, 1 passenger and baggage, 7 mail and baggage, 8 saloon, 258 merchandise, and 29 cattle cars. Miles run by passenger trains, 86,-265; by freight trains, 92,710; by other trains, 45,268—total, 224,243. Passengers carried, 183,-849. Freight moved, 97,989 tons.

The standing of the company is shown by the annexed general account. The funded debt amounts to $2,377,480, of which $78,080 is payable in stock. The stock bonds and stock coupons, amounting to $78,120, have all matured, and are payable in capital stock. The $1,000 Million Loan bonds, being over due, will be paid on presentation. The $1,100,000 Loan bonds were issued from August, 1860, to September 1861, on 30 years, and are cash bonds. The 1st mortgage, Penobscot and Kennebec R. R. Co., are cash bonds, and mature as follows: $20,000 on the 21st of April of each year, up to and including 1874, and $500,000 on the 2d of October, 1874. The 2d mort. bonds, P. & K. R. R. Co., are cash bonds, and will due August 1, 1870. The $400,-000 Loan bonds of this company, of which $307,-700 are outstanding, were issued from December 1, 1862, to May 1, 1863, on eight years, and are cash bonds.

GENERAL ACCOUNT.

Construction		$4,121,694 10
Lands of Pier Co., and city lot at Bangor		51,606 78
Real estate		23,722 05
Bills receivable and accounts		10,339 61
European and North American R.R. Co., Geo. K. Jewett, guarantee		20,000 00
Dexter and Newport R.R. Co. stock		5,000 00
Titonic Water Power Co. stock		5,000 00
Somerset R. R. Co. stock		51,120 94
Wood and materials on hand		75,882 32
Cash		19,159 90
		$4,383,525 70
Capital stock		$1,639,800 00
Million Dollar Loan	$1,000	
Bonds of $1,100,000	1,095,600	
Bonds of $400,000	307,700	
Stock bonds, $500,000	50,200	
Stock bonds, $360,000	26,600	
First mortgage, City of Bangor bonds	600,000	
Second mort. P. & K. R.R. Co.	294,900	
Third mort. P. & K. R. R. Co.	200	
Stock coupons	1,820	
		2,377,520 00
Bills payable and accounts		73,253 96
Profit and loss		292,851 74
		$4,383,525 70

President.—R. B. DUNN.

Directors.—R. B. Dunn, F. W. Hill, J. W. Palmer, A. P. Morrill, A. D. Lockwood, J. H. Drummond, and George L. Ward.

Secretary.—J. H. DRUMMOND.

Treasurer.—JOSHUA NYE.

Superintendent.—EDWIN NOYES.

Intercolonial Railway.

We learn that substantial progress is being made in the work of the Intercolonial Railway. The contracts are now let, and the work is being actively prosecuted on the entire length from Riviere du Loup to Miramachi, and from Sackville to Truro in Nova Scotia. The contracts between Miramachi and Monckton, all that remains to complete the entire line, will be let on the 6th of October next. The estimates for July and August reached the large sum of $200,000 per month, and all the labor that is available is being employed upon the works. To attempt in fact to do more than is being done, would so greatly enhance the cost of labor as seriously to embarrass the contractors, and impede rather than promote the completion of the railway. The extent of work being actually done, however, may be estimated from the large monthly estimates. The difficulties arising from the action of contractors in the first instance, in offering to do work under fair-paying prices, have been overcome; and that, too, without even the suspicion of improper conduct on the part either of the Government or the Commissioners; and the contracts are now in the hands of responsible men, at prices which justify the belief that they will be able to carry them through. We may therefore, look forward to a steady progress, and, let us hope, an early completion of this great interprovincial communication.—*Montreal Gazette.*

Hartford and New Haven and New York and New Haven Railroads.

The stockholders of the Hartford and New Haven Railroad Company, at a special meeting held in Hartford on the 7th inst., voted unanimously to approve of a contract entered into between the directors of that company and the directors of the New York and New Haven Railroad Company for a perpetual union of the property and interests (but not a consolidation of the stock), of the two companies, under the provisions of an act of the Connecticut Legislature passed in 1869. The contract was also approved by the stockholders of the New York and New Haven Railroad Co., at a meeting held in New Haven for that purpose on the same day. The contract unites the two roads under one board of management, composed of five directors from each. The earnings of both roads go into a common fund, from which the expenses are to be paid, and the net earnings are to be divided in the proportion of forty-three per cent. to the Hartford and New Haven road, and fifty-seven per cent. to the New York and New Haven road. The stockholders of the New York and New Haven Railroad Company also voted to authorise a lease of the Shore Line Railway; also to accept an amendment to the charter of the company, passed by the Connecticut Legislature, relating to bridges over the Housatonic river and Norwalk harbor. The stockholders of the Shore Line Railroad Company, at a meeting held on the same day, also voted to accept the action of the Directors of that road in regard to leasing the road to the New York and New Haven Railroad Company.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1868–'69.	1869–'70.
From passengers	$3,990,998 13	$3,799,257 80
" freight	9,291,478 89	8,187,597 10
" express	316,164 53	256,677 84
" mail	175,959 25	173,306 40
" miscellaneous	166,742 89	118,589 07
	$13,941,343 19	$12,535,428 21
Expenses, viz:		
Repairs of engines	$586,574 47	$590,449 48
" cars	902,372 25	917,685 53
" build'gs.	52,414 61	147,640 45
" fences	53,262 46	73,797 22
" bridges	328,822 06	259,912 92
" track	1,420,116 36	1,542,026 86
" tools, etc	196,490 11	182,022 51
Fuel used by locomotives	1,090,539 50	976,349 68
Fuel and lights used on cars and at stations	159,348 04	143,036 31
Oil and waste used	114,289 32	117,248 49
Office and station furniture and exp.	72,912 62	54,608 23
Furniture & fixtures for cars	23,494 39	16,713 09
Foreign agents	35,437 47	43,238 44
Advertising	12,705 88	21,801 67
Stationery, etc	67,066 39	55,565 78
Engineers, etc	564,164 64	550,559 03
Conductors, etc	379,302 64	369,360 19
Laborers & switchmen at stations	657,462 56	653,492 20
Agents & clerks at stations	480,741 39	498,435 88
Superintendence	83,788 37	80,787 40
Rents	29,178 68	38,613 78
Loss and damage	74,629 25	64,247 49
Injury to persons	36,764 54	40,853 21
Teaming freight, etc.	23,183 21	10,205 76
Insurance	2,646 33	22,721 50
Clearing snow & ice	12,241 18	32,338 72
Miscellaneous exp.	47,591 59	102,924 69
Operating exp.	$7,507,540 31	$7,606,631 51
State and Co. taxes	312,352 48	306,754 11
U. S. tax on earn'gs	99,711 93	95,454 71
Revenue tax stamps	4,915 10	4,477 01
Total expenses	$7,924,519 82	$8,013,317 34
Earnings less operating expenses & taxes	$6,016,823 87	$4,522,110 87

Less the following amounts—		
Interest on bonds	$1,111,995 50	
Interest and exchange	5,747 29	
Dividends paid on outstanding stock of Chicago and Milwaukee R. W. Co	1,698 60	
Sinking Funds	45,120 00	
Rent of Chicago, Iowa and Nebraska R. R.	557,950 46	
Rent of Cedar Rapids and Mo. River R.R.	485,741 78	
		2,208,253 63
Net income for the year		$2,313,857 24
Add balance to credit of Income Account May 31, 1869		1,914,655 50
Total amount of net income		$4,228,512 74
From which deduct—		
Dividend 5 per cent. free of tax, on common and preferred stock, paid June 30, 1869	$1,714,599 25	
Dividend 5 per cent. on preferred, and 4 per cent. on common stock, less tax, paid December 30, 1869	1,565,427 20	
Dividend 2 per cent., less tax, on preferred stock, payable June 20, 1870	407,062 00	
		3,687,088 45
Leaving balance to credit of Income Account, May 31, 1870		$541,424 29

The convertible privilege attached to the consolidated Sinking Fund Bonds was largely availed of up to the first of May last, at which time it expired, by its own limitation, on all outstanding bonds of this issue.

Payments were made during the year of 10 per cent. Equipment bonds, to the extent of $550,000, leaving a balance of $825,000 of these bonds to be retired at maturity in three equal semi-annual payments, expiring November 1st, 1871.

The effect of these payments is to release from the operation of the equipment mortgage a large and valuable equipment of engines and cars, which have been fully maintained, now held under the Trust Deed, costing $2,750,000, and to revest the same under the lien of other existing mortgages, thereby adding to their values, and especially enhancing the security of the consolidated sinking fund bonds.

The decrease in net earnings from those of the previous year amounted to $1,252,213 02, a large share of which was immediately due to the unexpected falling off in business which attended and followed the period of the harvest of 1869. During the months of August, September and October of that year, the decrease amounted to $614,059 63, or to nearly one-half of the entire net losses of the fiscal year.

The decline in the prices of grain, consequent upon the limited demand at the seaboard for consumption and export, and the general disturbance of business throughout the country resulting from unsettled values of all kinds of merchandise, the violent fluctuations in gold in September last, and the depressed condition of trade, effectually checked those commercial operations which ordinarily give activity and abundance to the shipments of grain and other products along our lines before the close of navigation.

The effect of this state of things was felt far into the winter and spring, during which time the company sought to encourage shipments by accepting lower rates for freight, and as a consequence received less revenue from the same amount of business than accrued from the business of a corresponding period in the preceding year.

Added to these conditions—which to a greater degree affected the earnings of all the lines, and in many instances augmented the cost of operat-

ing, by the preparations which were made for business that was not realized, and by increased and unstable prices of supplies—there were other and exceptional causes which are referred to in detail in the General Superintendent's report, published herewith, that particularly affected the earnings of the respective divisions of the road.

The business of the Milwaukee and Madison divisions show but little change—there being a slight increase in the number of passengers, and a decline of less than three per cent. in gross earnings on the Milwaukee division; and a loss on freight and passengers, amounting to $10,168 48 for the year, on the Madison Division.

Compared with the previous year, there was a considerable loss in earnings, mostly from a decrease in freights, on the Wisconsin Division. This is partly attributable to the short crops, which afforded less transportation than was anticipated for distribution among competing lines, whether by rail or water; and partly to the increased activity of other railway lines, whose success more directly depended upon concentrating their efforts on this field of competing traffic, and in securing to themselves a large share of the transportation of Minnesota and Western Wisconsin. The completion and connection of our system of roads with the Winona and St. Peter and the La Crosse, Trempealeau and Prescott railroads owned by this company, will place us in a more favorable position to secure an increase from these sources in the future.

Reference is made by the General Superintendent in his report to the great amount of transportation of construction materials which ceased with the completion of the Union Pacific railroad, causing a large decline in the receipts of the Galena and Iowa divisions. This item of business was of course exceptional and temporary, and as large as it was, the belief was entertained that a sufficiently compensating business would spring up soon after the opening of the Pacific line to offset its loss. The through business, together with the natural increase of local traffic, will at no distant day justify this view, and exceed all former earnings; but the early completion of three other competing lines to Council Bluffs and Omaha during the last year, at a time of unusual stagnation in the trade of California, has divided up the through traffic as fast as it was developed, among the four eastern and southeastern lines now converging at Council Bluffs. This company, however, retains its legitimate share of the traffic, and with its facilities, directness, and important position, must continue to command its full proportion of the business.

The Peninsula division, occupied chiefly in the transportation of iron ore, is in a prosperous condition, and its business steadily increasing. The peculiarity of this service requiring large expenditure and outfit for earning in a few months, during lake navigation, almost the entire revenues of the year, might, under less favorable circumstances, justify higher rates for transportation than are now charged for it. Taking into account the increased wear and tear of so short a season, and the natural deterioration during the balance of the year of the large equipment exclusively employed in this trade, it is gratifying to know that the demand for Lake Superior ores assures a degree of permanence to the business essential to the prosperity of this division.

Sixteen miles of railroad have been constructed and put in operation by the Winona and St. Peter Railroad Company, from Waseca to Janesville, Minn., during the past year, making 121 miles of that road now completed west from Winona, under the auspices and control of this company. A further extension of about twenty-five miles to Saint Peter, including a branch to Mankato, will be made the present season, which will open up still further a fine prairie country, and passing through the belt of the Big Woods, near the central portion of the State, to the Minnesota River, will intersect the Saint Paul and Sioux City railroad and reach a commanding position, to draw from these sources, and from the rich, productive and older-settled counties tributary to the valley of the Minnesota River, a large accession of business.

In connection with this work, progress has been made in preparing the La Crosse, Tempealeau and Prescott railroad for the rails, and it is in contemplation to complete this line the present year, from Winona to the Milwaukee and Saint Paul Junction, near La Crosse; thus forming, with the Winona and Saint Peter railroad, a continuous line, extending from Saint Peter, Mankato and the Minnesota River valley, at the west, to Milwaukee, Chicago, and their connections to the east.

Since the publication of the last annual report, the company has brought to successful termination most important and protracted negotiations, set on foot in 1868, for the modification of the terms of the lease of the Chicago, Iowa and Nebraska railroad, which embraces 81½ miles of our line, between Clinton and Cedar Rapids, in the State of Iowa.

This lease, which is in perpetuity, was made by the Galena Railroad Company before consolidation, and fixed the amount of annual rental to be paid by the Chicago, Iowa and Nebraska Company at 47½ per cent. of the gross earnings of its road. From limited earnings as a local road, paying a moderate yearly rental, the business has grown to large proportions, yielding to the lessors correspondingly large returns for the use of the property. At the same time it has been necessary to keep pace with the growth of business by increased equipment and material improvements, and considerable expenditures have been incurred for these purposes. Within the last two years a superior and substantial iron bridge, combining in its different sections the merits of the best iron bridges in the country, has been built in place of the old wooden structures across the east channel of the Mississippi River, connecting this division with the Illinois shore.

In view of these facts, this company felt warranted in urging upon the Chicago, Iowa and Nebraska Company a concession in the terms of rental, as being not only equitable and necessary, but best calculated to promote the ultimate interests of both parties, and the development of additional business in the future. This result has been amicably attained, and a permanent reduction of the rental to 37½ per cent. made, to take effect from and after December 1st, 1869. The saving for each year in the future will amount to a little more than 23½ per cent. on the rental required to be paid under the original lease.

The permanent improvements, new equipment, extensive renewals and thorough repairs put upon the road during the year, and referred to in the report of the General Superintendent, have preserved the road and rolling stock in good condition, enlarged their capacity for an increased business, and been ample to maintain the value of the property.

The following *resolutions* were offered for the action of the stockholders at the last annual meeting, by Mr. J. L. Ten Have Frzn, of Amsterdam, and seconded by Mr. A. G. Dulman, of New York, both stockholders and representatives of the large amount of stock held abroad by the Dutch investors, in Holland.

Resolved, By the stockholders of the Chicago and Northwestern Railway Company, in their annual meeting assembled, at their office in Chicago, Illinois, on the 2d day of June, A. D. 1870, that said Company does hereby accept, as an amendment to this charter, for the purpose of making the same a component part thereof, a certain act of the Legislature of the State of Illinois, entitled "An Act to amend an act, entitled 'An Act to Provide for a General System of Railroad Incorporations,'" approved November 5th, 1849; which said act was approved March 22d, A. D. 1869, and is as follows:

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That it shall be lawful for any railroad company organized and doing business, or which shall hereafter be organized under any law or laws of this State, by resolution of its Board of Directors, or Executive Committee, to divide its Board of Directors into three classes, numbered consecutively, the term of office of the first class to expire on the day of the annual election of said Company then next ensuing, the second class one year thereafter, and the third class two years thereafter.

At each annual election after such classification, the stockholders of such Company shall elect, for a term of three years, a number of directors equal to the number in the class whose term expires on the day of such election. All other vacancies to be filled in accordance with the by-laws of said Company.

SECTION 2. This act shall be a public act, and take effect and be in force from and after its passage.

And does also, and in like manner, and for the like purposes, accept a certain act of the Legislature of the State of Wisconsin, entitled "An Act to Provide for the Classification and Election of Railroad Directors," approved on the 16th day of March, A. D. 1870, and is as follows:

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. The terms of office of the Directors of any Railroad or Railway Company of this State may be extended in the manner herein provided.

SECTION 2. Any Railroad or Railway Company organized and doing business under any law or laws of this State, may, by resolution of its Board of Directors, divide its Board of Directors into three classes, numbered consecutively, each of which shall be composed as nearly as may be of one-third of the Directors; the term of office of the first class to expire on the day of the annual election of said Company then next ensuing; the second class one year thereafter, and the third class two years thereafter. At each annual election after such classification the stockholders of such company shall elect, for a term of three years, a number of Directors equal to the number in the class whose term expires on the day of such election. All other vacancies to be filled in accordance with the by-laws of said Company.

SECTION 3. This act shall be a public act, and be in force from and after its passage.

And the Board of Directors of this Company are hereby authorized, empowered and directed to make the classification provided for in said two acts, hereby made part of this Company's charter, dividing the said Board of seventeen Directors into three classes, the first class consisting of five Directors, the second of six Directors, and the third of six Directors.

Resolved, That the President and Secretary of this Company are hereby authorized and directed to file a certified copy of this resolution in the office of the Secretary of State for the State of Illinois, and in the office of the Secretary of State for the State of Wisconsin, and in the office of the Secretary of State for the State of Michigan, and when so filed, the same shall operate as an amendment of the articles of incorporation of the Chicago and North Western Railway Company, as successor of the Peninsula Railroad Company of Michigan, filed February, A. D. 1862, and of the articles of consolidation between the two Companies aforesaid, dated October 21st, 1864.

A vote of the stockholders and bondholders was taken on the foregoing resolutions, and the whole number of votes cast was 327,886, all of which were in favor of said resolutions. More than two-thirds of all the stockholders of the Company having voted for said resolutions, the Chairman declared the same duly adopted by the Company as an amendment of its charter and of the articles of association.

The operating expenses of the road for the year, including taxes, were 60.68 per cent. of earnings. In 1868–'69, they were 56.84 per cent. The United States, State, county and town taxes were 3.25 per cent. of earnings. The average earnings per mile of road were $10,843.80. In 1868–'69 they were $12,059.99.

The lines comprising the different divisions of the road are as follows:

	Miles.	
Wisconsin Division:		
Chicago to Fort Howard	242.2	
Kenosha to Rockford	72.4	
		314.6
Galena Division:		
Chicago to East bank of Mississippi River, opposite Clinton	187.0	
(Double track from Chicago to Junction, 80 miles.		
Junction to Freeport	91.0	
Elgin to Richmond	83.0	
		261.0
Iowa Division:		
Length of bridge from east bank of Mississippi River to Clinton	1.1	
Clinton to Cedar Rapids, (Chicago, Iowa, and Nebraska Railroad,)	81.3	
Cedar Rapids to Missouri River, opposite Omaha, (Cedar Rapids and Missouri River Railroad)	271.6	
		354.0
Madison Division:		
Belvidere to Madison		67.6
Peninsula Division:		
Escanaba to Lake Angeline Mine	67.9	
Branches and extensions to mines	5.9	
		78.8
Milwaukee Division:		
Chicago to Milwaukee		85.0
Total length of road		1,156.0

The business of the different Divisions of the road during the past and preceding years compare as follows:

	1869.	1870.
Wisconsin Division	$3,143,969 41	$2,846,585 30
Galena "	4,622,395 78	4,238,403 08
Iowa "	4,290,894 24	3,419,086 90
Madison "	227,883 41	217,714 93
Peninsula "	534,085 66	723,306 07
Milwaukee "	1,122,114 39	1,090,331 98
Totals	$13,941,343 19	$12,535,428 21

There has been expended during the year for permanent improvements, and charged to construction, the sum of $1,030,368 70; and for additional rolling stock, all of which has been charged to new equipment, the sum of $241,451 02.

The additional equipment consists of: 4 locomotive engines; 8 first class and 1 second class passenger cars, 1 mail, 1 way, 2 common and 1 extra boarding cars, 20 box, 4 stock, 31 coal, 4 flat and 315 iron ore cars.

The company now have 259 locomotives, 133 first class and 31 second class passenger cars, 150 caboose and way, 110 baggage, mail and express, 7 boarding, 3,674 box, 908 platform, 315 stock, 84 coal, and 851 iron ore cars.

The number of passengers carried during the year was 2,276,548; do., carried one mile, 115,457,459. Tons of freight carried, 2,222,978; do., carried one mile, 364,747,240. Increase in passengers, 44,607; and in mileage of do., 4,653,193. Increase in tonnage, 11,152. Number of miles run by locomotives, 5,913,288; do., by cars, 68,831,406.

The capital stock of both classes on the 31st of May, 1870, was $35,046,922.82, including the amount of $1,500,000 of preferred stock authorized to be issued by the board of directors of the preceding year. On the 31st of May, 1869, the amount was $31,249,259.03—showing an increase of $3,792,663.79. The account of common stock now stands at $14,676,629.40; preferred stock, $20,370,293.42; amount of bonds, $15,692,110—total stock and bonds, $50,739,032.82.

There has been a reduction in the various classes of bonded debt, amounting to the sum of $2,142,500—the whole amount of bonds retired during the year having been $3,059,500, and the amount of bonds issued, $917,000.

The dividends declared during the year will be seen to have amounted to seven per cent. on the preferred and four per cent. on the common stock—leaving a surplus of $541,424.29 at the close of the year.

GENERAL BALANCE SHEET, MAY 31, 1870.

Old Construction:		
Cost of road and property in accordance with terms of consolidation, to May 31, 1869		$39,925,538 62
Add for amounts charged since for account of Old C. and N.W.R.W., and for purchase of stock of the C. & M. and B. & M. R.R. Cos.		23,176 00
		$39,948,712 62
New Construction:		
Balance to debit of this account May 31, 1869	$3,606,862 17	
Add for amount expended during the year for new rails.	465,143 08	
Right of way and depot grounds	122,871 33	
Construction of new buildings	122,033 08	
Addit'nal side tracks.	83,583 42	
Construction of new fences, gates and crossings	19,051 88	
Construction of Halstead and Indiana street viaducts in Chicago	59,687 22	
One third of the cost of new iron bridge over east channel of the Mississippi river	62,697 43	
Discount on securities	95,319 26	
		4,637,248 87
New equipment:		
Balance to debit of this account May 31, 1869.	$5,221,400 72	
Add for new locomotives and cars purchased and built during the year	241,451 02	
		5,462,851 74
Securities on hand:		
G. & C. U. R.R. Co's bonds held for sinking fund	$209,000 00	
Other stocks & bonds	19,750 00	
Subscript'n to Northern Pacific R.R. Co	6,666 66	
Jay Cooke & Co., fiscal agents North'n Pacific R. R. Co.	100,000 00	
Subscription to Jay Cooke & Co., fiscal agents for shares & bonds of Northern Pacific R. R. Co.	38,888 88	
Winona and St. Peter R. R. Co	364,087 95	
		738,393 49
Materials on hand		866,829 00
		$51,654,035 72

Common stock:		
Amount outstanding May 31, 1869.		$14,590,305 61
Issued since for stock of B. & M. R. R.		2,360 00
For bonds of Peninsula R. R		77,500 00
For settlement of old claims		6,463 79
		$14,676,629 40
Preferred stock:		
Amount outstanding May 31, 1869	$16,658,953 42	
Issued since for st'k of C. & M. R. W.	12,580 00	
For conv. of Cons. S. F. bonds	2,105,000 00	
For bonds of Peninsula R. R. Co	77,500 00	
For settlement of old claims	16,260 00	
For 15,000 shares sold in June, 1869, as authorized May 26, 1869	1,500,000 00	
		20,370,293 42
Funded debt:		
Preferred S.F. bonds.	$1,249,500 00	
Appleton Extension bonds	184,000 00	
Green Bay Extension bonds	800,000 00	
Funded coupon (interest bonds)	755,000 00	
General First Mortgage bonds	8,592,500 00	
First Mort. bonds of G. & C. U. R.R. Co.	1,807,000 00	
Second Mort. bonds G. & C. U. R.R. Co.	985,000 00	
Elgin and State Line purchased bonds	138,000 00	
Mississippi River Br. bonds	200,000 00	
Seven per ct. equipment bonds	101,000 00	
Ten per ct. equipment bonds	825,000 00	
Consolidated S. F. bonds	2,077,000 00	
First Mortgage bonds Peninsula R. R. of Michigan	855,000 00	
		18,069,000 00
First Mort. bonds C. & M. R. R. Co	$397,000 00	
Third Mort. bonds C. & M. R. R. Co	6,400 00	
Second Mort. bonds M. & C. R. R. Co.	182,000 00	
Third Mort. bonds M. & C. R. R. Co.	10,500 00	
First Mort. bonds C. & M. R. W. Co	1,129,000 00	
First mort. bonds B. & M. R. R. Co	354,000 00	
		2,078,900 00
Operating debts	$2,560,819 45	
Less operating assets	1,643,030 84	
		917,788 61
Income account—balance to credit May 31, 1870		541,424 29
		$51,654,035 72

President.—JOHN F. TRACY.

Vice President.—M. L. SYKES, JR.

Directors.—J. M. Burke, H. H. Baxter, Geo. S. Scott, A. G. Dulman, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Wm. L. Scott, Milton Courtright, Erie; R. P. Flower, Watertown; Henry R. Pierson, John B. Turner, Geo. L. Dunlap, Henry H. Porter, John F. Tracy, Chicago.

Secretary and Treas.—ALBERT L. PRITCHARD.

Gen'l Manager.—GEO. L. DUNLAP.

Gen'l Sup't.—JOHN C. GAULT.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600		
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 66	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,160,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,325	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref....100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*..100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	-------	J'n &J'ly	Jan.'68$2
" Street	-------	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Ohi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar. ...100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passump. Rivers.100	139,003		
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,678,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	982,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,640,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	-------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	July '70 3
Hannibal and St. Joseph..100	3,000,000	-------	Aug'70 3½
Do. do pref.100	5,253,830	-------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000	-------	-------
Leeds and Farmington*.....	-------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'68 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	-------	-------
Maine Central.....100	1,611,500	-------	-------
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	-------	-------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	-------	June'69 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	-------	-------	-------
" " 1st pref 100	-------	-------	-------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,702,400	-------	-------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	-------	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	-------	-------
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	-------	-------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern.....100	895,000	-------	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000	-------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	-------	-------
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '70 3
North Eastern (S.C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	-------	Jan.'70 1½
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	-------	-------
" " pref.100	8,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4,848,220	J. & J.	July '70 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	-------	-------
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	-------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,666,000	J. A J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	562,200	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	-------	-------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Petersb g..100	847,100	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,460	-------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	-------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	-------
" " " pref.100	2,040,080	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,841	-------	-------
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,289,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	-------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	-------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 50	656,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	-------	-------
South Shore 100	259,685	-------	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141	-------	-------
Stockbridge & Pittsfield*100	448,700	-------	-------
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	-------	-------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	-------	-------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	-------	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	-------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	-------	-------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref.100	1,300,000	-------	-------
Tol., Wabash and West....100	11,700,000	-------	-------
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	-------	-------
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	-------	-------
Virginia Central 100	3,353,679	-------	-------
Virginia and Tennessee....100	3,506,300	-------	-------
Western Union 100	2,707,693	-------	-------
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,778	-------	-------
Winchester and Potomac....	-------	J. & J.	July '70 3
Warren.....100	1,647,650	-------	-------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	5,228,596	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred)..... 10	1 175,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000	-------	-------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	-------	-------
Union..... 50	-------	-------	-------
" preferred 50	2,907,850	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	-------	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	-------	Dec'68 2½
Short Mt. Coal..... 50	800,000	-------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	-------	June'70 3
Am. Merchants Union Exp.100	18,000,000	-------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	272,109	128,166	35,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342.745	2,360,767
1869	212,604	218,982	391,308	485,048	568,270	566 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	413,104	394,176	488,333	633,768	768,720	729,274	783,099	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408.999	426,752	359,102	330.169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	351 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,566	391,685	363,736	501,667	501,259	463,109	403,691	545,995	4,682,515
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375.860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	347.053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,541	455,607	632,652	736,555	584,156	479 236	393,468	5,084 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,123	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	669,605	729,759	716,378	683,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,668	888,214	1,063,237	1,448,942	1,541.057	1,211,530	879.900	11,032,749
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	12,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,375,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,164,520	1,080,946	1,246,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,529,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578.253	571.348	661,971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,993
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889.967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,671	665,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	86,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	108,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98.482	108.461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413.974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488.388	530,871	429,785	390,034	4,668,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,508	4,981,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,089	174,002	172,180	216,624	295.956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.168	339,794	306,186	318,066	3,188,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,200,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325.501	321,013	392,942	456,973	511,820	410,826	390,671	4,500,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,566	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,647	724,732	1,040,102	801.195	[illegible]	7,250 669
1870	396,171	382,823	377,000	443,132	780,700	755,737	636,434	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332.400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3,798,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 [illegible] 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,450	214,400	218,639	223.236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	258,066	270,934	246,266	249,987	260,219	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	.....	.....	.....	.....	[illegible]
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,878	466,557	454,826	4,088,887
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125.635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	792,685	10 035 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256.284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,884	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166.015	222.953	198.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,668	167,398	164,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,847	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	287,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,859,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283.833	484,209	450,203	429,898	323,270	399,439	4,015,208
1869	284,193	240,395	242,705	311,833	312,530	348,991	310,800	450,246	470,720	422,369	323,377	434,284	4,252,342
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,766	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	707,948	802,586	706,602	623,560	617,585	758,467	857,832	827,388	716,829	5,709,188
1870	628,520	500,139	539,288	706,603	748,450	.....	643,058	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	114¼
.. .. coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	111¾
.. .. .. (5-20s).....coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	111¼
.. .. .. (5-20s).....coupon		6	" "	1884	111¾
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	111¼
.. .. .. (5-20s).....coupon		6	" "	1884	111¾
Loan of March 3, 1865 (5-20s)...registered	188,380,300	6	" "	1885	111¾
.. .. .. (5-20s).....coupon		6	" "	1885	112
.. .. 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1886	110¼
.. .. .. (5-20s).....coupon		6	" "	1886	110¾
.. .. 3d series (5-20s)...registered	347,714,500	6	" "	1887	110¼
.. .. .. (5-20s).....coupon		6	" "	1887	110¾
.. .. 4th series (5-20s)...registered	30,737,850	6	" "	1888	110¾
.. .. .. (5-20s).....coupon		6	" "	1888	110¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¾
.. .. .. (10-40s)....coupon		5	" "	1904	106¾
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	44,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	.....	Due.	....
Treasury Notes (7-30s).....	611,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090,590	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	*nil.*	.....	Dem.	....
Fractional Currency	40,854,384	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'05	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100¼
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85¼
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	90
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	74
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87¾
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861.....	800,000	6	"	1871	101¾
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¼
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'80-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95¼
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	97
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95¾
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98¼
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106¾
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111¼
.. —	50,000	6	" "	1877	105¾
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'78	111
.. —	720,000	6	" "	'74-'76	111
.. — .. .. 1862.....	1,430,000	6	" "	1876	110¼
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99¾
.. —Two Million Loan	1,728,000	6	" "	'78-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,276,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90¾
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90¾
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98¼
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99¼
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103¼
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	848,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105¼
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107¾
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	51
.. — .. (new).....	3,959,045	6	" "	'92-'98	80
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	100¾
.. — .. (")....	2,400,000	6	" "	1886	102¾
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —		5	" "	"	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
.. —	4,724,000	5	Various.	'72-'82	102
.. —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	111
.. —	4,907,150	6	Feb. & Aug.	1872	106
.. —	7,999,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,760	6	" "	1871	106
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,167,000	6	Mar. & Sept.	1882	99¾
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99¾
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¾
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,262,971	6	" "	'70-'90	60¼
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,180	6½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60¼
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60¼
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	67
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	68¼
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,866	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'60-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,890,608	7	April & Oct.	New York.	1893	87
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,280	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £360,200	1,746,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	400,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	89
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Chenaw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1861	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	26
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1876	96
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R. W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	364,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1897	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	78
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	76½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	282,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94½
2d Mort. (General) for $2,600,000	1,033,000	7	March & Sept.	" "	1891	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1892	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	86
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,004	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	88
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	82½
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1891	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	105½
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	104½
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	114
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$123,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1873	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampe. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	8	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	94½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1867	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18–	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	965,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell.						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1859	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'60–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1890	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western.						
1st Mortgage	600,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage	550,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	66½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	34½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,500,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	71
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	74½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,308,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	800,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1896	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	89
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Bos ici.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	298,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	100½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £399,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam			**den and**	**A**		
			mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York.	2,146,579	*			4,188,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,363	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,500	20,3 1,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	80
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)		—	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	87	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,776	289.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	148½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg	1,073,622	274,686	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,608	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460.741	14,038,169	6,015,251	640,007	175,725	—	100	3
Nov. 30, 1869	25.8	1.9	45.0	—	29	35	17	583	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,196,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,028	Boston and Maine.....Mass., N. H. & Me.	4,879,295	716,719	273,629	102,0 1	4,471,274	—	217,487	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	408,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	980,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Eri	e.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...r'enn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	rns 110 m	iles recent	ly complet	ed.)	—	100	....
Dec. 31, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115
Dec. 31, 1869	60.2	—	3.1	—	8	31	8	86	Camden and Atlantic..... New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	712,362	—	—	—	332,925	335,000	—	—	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper.b	y West J	ersey.)		6	100	80
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.5	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	90
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	367	Central Ohio..... Ohio.	5,506,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	1 0 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,8 9,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)		—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	200,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)		—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	864	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	53.6	496,525	4,733,511	15 301,755	718,576	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,088	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	150
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,800	3,145,287	10	100	113
Dec 31, 1869	78.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)		—	100	....
May 31, 1869	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased	and oper.b	y Chic. a	nd N.W.)	660,337	10	00	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	83
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,090,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,805	806,788	5,231,980	2,708,049	10	100	114
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	18	468	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,518	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	....
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	75
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	6	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,783	120,462	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,306	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	101.0	559,259	.....	.....	795,469	145,405	—	100	21½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,069,361	*	.....	.....	1,669,361	1,309,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	[46,046	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	.....	3.7	130.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57.875	17,670	—	100	....
Oct. 31, 1869	340.0	405.2	229.2	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	92¾
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,386	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286.387	.....	.....	.....	.....	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,958	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,660	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,100	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59	29,006	.....	(Operated by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,864	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint). O.	7,786,469	*	(Leased	De .1 1	869 to Pb	g Cin. & S	t. L. at	80,000 p.a.	196.5	954,319	22.208,215	35,720 003	1,709,708	562,298	6¼	—	—
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	83
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.0	29 0	13.0	22.0	21	41	9	234	Long Island.....New York	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 700	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington. Ky.	4,576,896	*	72,825	33.540	848,315	2,628,000	1,051,312	155,517	175.0	315,181	6,705,055	4,381,111	563.872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leased	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871.7 0	8,780.50	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,6.6	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869, n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester. ¶. Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	eiver.)	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,982	128.8	224,243	.....	.....	128,589	128,589	—	100	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,6 1 977	942 664	585,638	160,639	—	100	30
Mar. 31, 1870	19.0	—	1 6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	132,510	102,110	10	100	135¼
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	1,391,346	147,681	—	50	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles. Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,388	5,312,725	4,110,937	925,075	99,037	291.0	816,569	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233 364	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	307,987	6,903	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	514,376	64,343	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,007	587,027	627,192	12,125,600	8,876,580	247,141	863,782	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	6	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	.....	(Oper.	by Erie.)	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	44,068	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	.....	.....	.....	7,250,668	3,020,786	14s	100	65½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	124,638	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150 765	284,206	85,468	1,232,728	531,500	50 643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	484,960	502,000	328,521	18,291	40.0	41.848	625 721	.....	66.211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.3	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1 000 0 0	.....	.....	.....	2 .0	24,1 8	617,707	856.855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	56	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	88½
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15 000	89,375	28.7	236,052	8,850,778	5,539,980	472,574	93,814	10	100	144½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶.....Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶. Tenn. & Ky.	4,600, 58	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	6	230	Naugatuck .....Connecticut.	1,984,990	*	71,547	161,764	1,818,900	146,000	32,803	201,008	57.0	197,782	.....	.....	58l 9 29	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	.....	.....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp. Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,996	—	100	....
Dec. 31, 1869	38.9	....	38.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250 000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80.210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶. La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Mo.	n of Ne	w York C	ity.]	.....	.....	.....	.....	.....
Sept. 30, 1869	297.8	296 0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,581,131	8	100	98½
Sept. 30, 1869	441.8	296.0	640.0	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	3.3,183,904	580, 62 876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.0	.....	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	130 6	2.1	45.5	—	41	61	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	133
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	446	New York and New Haven. N.Y. & Conn.	6,775,825	900,000	449,7.2	114,677	6,000,000	1,061,500	360,246	883,528	7 6 8	838,173	69,247,430	6,736,280	2,160,561	837,115	10	100	180½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,270	.....	.....	3 401,324	691.000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	683,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centra	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	158	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	139,430	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ ....South Carolina.	2,143,131	*	26,178	23,701	1,058,950	845,000	276,987	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1865	72.0		3.0	118.0		50	20	11	782	North Louisiana and Texas	La				(In progress.)																			
Dec. 31, 1866	233.5	147.8	....			50	20	11	782	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000		422.2				1,296,961	301,779						86	
Oct. 31, 1869	55.6	12.1	28.8			29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,98.	991,064		3,150,000	3,588,480	135,476		67.7	460,148			1,132,731	463,114	5	50	84			
Dec. 31, 1868	94.3	2.5	17.6			18	19	10	419	Northern	Canada.									96.5		4,785,284	13,598,080	561,370	128,943		100				
Oct. 31, 1869	138.0		123.0			134	67	35	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	88			
Mar. 31, 1868	69.0	13.0	....			24	16	5	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	363,362	3,068,400	125,908	146,259	811,904	52.0	371,630	5,688,462	15,270,340	625,318	219,285	8	100	111½			
Sept 30, 1869	21.3		4.5			6	19	6	32	Northern New Jersey	N. J. and N. Y.	927,452	*			1,100,000	400,000			35.3	46,773			325,369	65,764	8	100				
Nov. 30, 1869	59.4	7.0	12.0			21	22		542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	860,598	213,074	2,363,700	754,000	49,920	241,630	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	108½			
Jun. 30, 1869	113.0	32.0	14.0			91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)				146.0	279,621		3,845,141	253,994							
Mar. 30, 1869	118.4	4.0	18.0			31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	988,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	85½			
Dec. 31, 1868	340.0					79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,854,125	4,964,000			340.0		30,256,534		2,964,041	663,427		100	34½			
Oct. 31, 1869	98.0	3.5	21.5			28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	330,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	91			
Nov. 31, 1869	130.5	12 2	43.9			38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,188	6	100	96½			
Sept. 30, 1868	259.8	9.9	9.0			27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,842	287,728	279,957		100	72			
Dec. 31, 1868	5.0	4.0	....			....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479		100				
Sept. 30, 1869	28.6		3.2							Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782		100				
Sept. 30, 1869	36.3		24.7			7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100				
Feb. 29, 1868	283.0		....			52	48	26	705	Pacific ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338		100				
Dec. 31, 1868	47.6		....			15	23		131	Panama	New Granada.	5,000,000				7,000,000	1,192,000			47.6						24	100	83			
Dec. 31, 1868	14.5		14.5							Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100				
Dec. 31, 1868	12.0		....							Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)					100				
Dec. 31, 1868	16.1									Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100				
Dec. 31, 1868	22.0									Pemberton and Hightstown	Penn.	838,786				339,650	160,000					(Leased t	o Camden	and Amboy.)			100				
Oct. 31, 1869	354.9	36.5	494.9			477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,064,452		643.0	9,574,632			17,250,812	4,757,785	10	50	118½			
Oct. 31, 1869	47.0	16.9	53.0			23	4		2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225			
Dec. 31, 1868	46.0		....							Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R. I. and Pac	ific.)		126,000	8	100				
Jun. 30, 1869	86.0		....	....		7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100				
Dec. 31, 1868	61.0	21.3	4.7			12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,290		82.3				212,892	93,883		100				
Oct. 31, 1869	46.0		4.5			6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	9,272		50	53½			
Oct. 31, 1869	287.6	2 0	86.6			108	38	15	1,009	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,278,856			3,262,705	loss.		50				
Oct. 31, 1869	17.0	3.0	25.0			22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	876,303			697,620	287,492	10	50	160			
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140			9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,526,071	483,853,367	11,275.241	5,002,408	10	50	96½			
Oct. 31, 1869	26.5		35.8							Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	118			
Oct. 31, 1869	95.9	37.9	107.5		59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	105½			
Oct. 31, 1869	193.0	8.0	24.0		77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154		201.0	1,849,510			2,434,101	531,333		50				
Oct. 31, 1869	59.0		18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,603	16,286,331	608,919	207,354		50				
Oct. 31, 1869	468.3		139.2		210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,663,000	72,093		480.6	5,253,584			8,131,631	2,891,199	9	50				
Nov. 30, 1869	18.7		1.4							Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½			
Sept. 30, 1868	23.0		....		3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)				23.0	34,971			60,642	5,313		100				
Dec. 31, 1868	63.0	9.0	7.0		17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100				
May 31, 1868	51.3		5.5		16	4		156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		392,709	6,680	51.3	258,977			518,592	130,420	6	100	112½			
Mar. 31, 1868	50.0		....							Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concord.)			24,500	7	100				
Mar. 31, 1868	26.0		....							Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern.)		77,755	24,737		100				
Nov. 30, 1868	14.5		..		3	5	2	25	Providence, Warren and Bristol	R. I. & M.	486,813	*			437,917	150,000			14.5	50,896			112,572	21,541		100				
Nov. 30, 1869	43.4	1.0	12.0		21	24	5	812	Providence and Worcester	R. I. & Mass.	1,568,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½			
Dec. 31, 1868	97.0		....							Raleigh and Gaston ¶	North Carolina.																100				
Dec. 31, 1868	78 8	8.5	....							Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667		100				
Oct. 31, 1869	40.0	8.0	4.1		8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879		50				
Sept. 30, 1869	71.0	110.0	27.0		34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93			
Sept. 30, 1868	140.5	1.5	11.3		24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091		100				
Sept. 30, 1868	75.5		5.0		12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742		100				
Sept. 30, 1868	22.1	2.7	....		6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72		100				
Sept. 30, 1868	38.3		....							Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in o	peration.)				100				
Sept. 30, 1868	22.0		....	31.0						Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100				
Dec. 31, 1868	12.0		....	78.0						Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under c	onstructio	n.)			100				
Sept. 30, 1869	141.1	48.5	23.4		38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054.197	1,274,134	501,998	10	100	120			
Dec. 31, 1868	119.0				39	31	12	739	Rutland	Vermont.	6,500,000								166.3	694,409	4 069,421	11,712,202	993,239			100	30			
Dec. 31, 1868	175.0		....							St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000				(About $5	0,000 a mo	nth.)				100	72½			
Dec. 31, 1868	132.0	34.0	....							St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St.	Louis.)	517,941		100	30½			
Dec. 31, 1868	195.0	15.0	15.0		32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000			120.0				612,000	171,000		100	46½			
Dec. 31, 1868	161.0		....							St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)	240,000			100				
Dec. 31, 1868	68 7	8.2	....							St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under co	nstruction.)				100				
Dec. 31, 1868	68.0		....		95					St. Louis, Vandalia & Terre Haute	Ill.											(Under co	nstruction.)				100				
May 31, 1868	80.0		....		7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404		100				
Dec. 31, 1868	86.0		....	200 0	7	4	6	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,998,075	100,000	233,656	5,791	86.0	142,341	1,791,700		292,960	100,415		100				
Dec. 31, 1868	16.0		....							Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	50				
Nov. 30, 186	16.0		....							Salem and Lowell	Massachusetts.	386,425	82,542		1,690	243,305	226,900	353	91						17,500	1½	100				
Nov. 30, 1869	16.9		2.0							Sandusky, Mansfield and Newark	Ohio.	3,050,236	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052		100				
Dec. 31, 1868	116.3		10.0		10	11	4	199	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,289,150	97,000	106,120		54.0	155,070			172,494	27,393		50				
Oct. 31, 1869	54.0		7.0		7	2	2	88	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50				
Oct. 31, 1869	11.0	12.8	8.5							Seaboard and Roanoke	Va. & N. Carolina.						290,000										100				
Dec. 31, 1868	80.0		7.1		13	5	4	127	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909		100				
Feb. 29, 1868	81.3		6.3		13	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,092	1,079,100			160.0				218,441			100				
May 31, 1868	196 0		....	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450	*			869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50				
Oct. 31, 1869	28.0		4.5							Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,160	264,000	121,900		25.0		265,000	155,000	32,260	11,145		100				
Dec. 31, 1868	43.0		2.1		4	3	2	46	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)			100				
Dec. 31, 1868	20.0		....							Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,876			289,288	68,334		100				
May 31, 186	50.0		2.5		10	15	5	35	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000			100				
Dec. 31, 1868	101 ?	6.5			10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109 0	373,510	7,127,219		605,543	214,124		100				
Dec. 31, 1868	63.0	9.0	7.0		17	30	12	220	South Branch	New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100				
Dec. 31, 1868	18.0		....							South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819.275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706		100				
Dec. 31, 1868	137.0	106.0	21.9		43	22	18	360	South Carolina and North Alabama	Ala					900,000						(In progres	s.)				100				
Jun. 30, 1869				183.0						South Shore	Massachusetts.	462,167	39,426		9,566	269,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,9°2	9,513		100				
Nov. 30, 1869	71.5		1.9		3	12	2	8	South Side (L. I.)	New York.	1,97 .555	*			497,750	850,000			63.0	150 500	5,597,645	2.0 4,921	221 815	66.8?2	10	100				
Sept. 30, 1869	57.0	0.7	3.0		11	21	5	75	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,366.600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560		100				
Sept. 30, 1868	128 0	7 8	12.0		15	7	4	178	Southern Central	New York.					880,000				(Under construction.)							100				
Sept. 30, 186	....			98.0						Southern Minnesota	Minnesota.	1,500,000	*											250,000			100				
Dec. 31, 1868	80 0		....	23.5	9	4	2	119	*Southwest Pacific* ¶	Missouri.									91.0							100				
ec. 31, 1868	91.0		....	236.0																													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	18.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	7.0	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,10	.....	.....	448,700	.....	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	18.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	50	....
Sept. 30, 1869	51.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	6	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	889,342	2.9,868	23,184	8	100	101
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	92,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	2,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	480,907	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52
Sept. 30, 1868	85.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,738	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass., R. R.)			.....	32,000	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			5,066,650	.....	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	28½
Dec. 31, 1868	406.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	58,635	2,098,992	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,418,955	263,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	106½
Nov. 30, 1869	99.0	8.0	5.8	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	184.5	1,208,809	14,520,100	47,067,328	1,788,406	513,300	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	60½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 633	.....	140.0	(Leased to Rutland.)			.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	392,872	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,882	16,554.017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	166,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	22 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	35.5	201,280	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	35.1	27.6	13.5	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	10
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	439,405	.....	.....	758,785	140,149	—	50	31
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.4	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	160,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,362	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	15.0	....	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,663	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilson.....New Hampshire.	238,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,960	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	50	123
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)			—	.....	.....	.....	912,108	686,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,006	.....	.....	.....	64,000	897,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	5,739,800	14,875,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	67½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,000	102.0	.....	.....	.....	460,135	162,972	—	100	28
Oct. 31, 1869	237.0	6.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	736,303	268,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	16½
Oct. 31, 1869	46.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,268	.....	.....	.....	2,002,746	2,682,310	195,252	.....	45.0	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,350	.....	.....	.....	2,907,350	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	¾
Oct. 31, 1869	128.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	15
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal.....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467		100	100	....
Nov. 30,'69	1.05			Albany st. Freight (B'ton).Mass.	49,749	150,000		4,377	3,404	Loss.		100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372		100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267		100	100	....
Nov. 30,'69	2.65			Boston and Chelsea.....Mass.	110,000	110,000				8,300	6½	100	100	38½
Nov. 30,'69	3.06			Boston & West Roxbury.Mass.	41,000	41,000						100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.60	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00		28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000		30,153	Loss.		100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999		100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000		72,720	5,718		100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.)			100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957		100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.		100	100	....
Nov. 30,'69	28.52			Cambridge (Boston).....Mass.	734,670	727,800	150,000	94		77,500	9.0	100	100	101½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997		100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067		100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000		738,600	180,104		100	100	....
Sept. 30,'69	3.50		4	Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562			8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000		835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272		12,444	2,749		50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456		100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000		376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000		308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545		100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000		348,021	123,493	19½	50	15	30
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000			136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000		37,890	10,205		100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		82,066	7,0-3		100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	38
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	256,225	114,010	130,000	3,000	72,802	4,770		100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	160,111	41,995	9,950	1,955	7,280	222		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31,'68	.....			Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....		.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....		.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000			22,390	2,405		100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258		25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830			31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010		100	100	20
Nov. 30,'69	3.76			Malden and Melrose (Btn).Mass.	60,264	49,224			oper. M'	dlesex.		100	100	....
Nov. 30,'69	1.00			Marginal Freight (Boston).Mass.	190,646	119,000		33,636	13,679			100	100	30½
Nov. 30,'69	3.34			Medford & Charlest. (Btn).Mass.	36,000	21,000	4,500		oper. M'	dlesex.		100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000		6,201	28,732	Loss.		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,492	1,250,000		233,457	821,382	134,567	10.0	100	100	67
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000		110,179	3,330		100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000		2,808	9,757	Loss.		100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,000	6,772	1,313		100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462		50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark.....N.J.	300,000	300,000	500,000		169,088	29,747		100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230			27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000		40,434	13,645		20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	286,307	5,500		86,642	26,385	8.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,453	134,686	40,052	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,800	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		41,495	9,677		50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.		100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.		100	100	....
Nov. 30,'69	9.58	60	11	Salem and Danvers.....Mass.	192,000	150,000	35,800	15,354	41,144	3,997		100	100	....
Oct. 31,'69	3.48			Schuylkill River (Phila.).....Pa.	47,463	50,000						50	5	....
Sept. 30,'69	18.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000		527,472	108,834		100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	46½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000		7,408	105,467	29,407		50	16	....
Sept. 30,'69	3.88	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'69	6.99	265	40	South Boston.....Mass.	411,559	400,000		14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000		1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000			oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000		14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000			8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	28	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750			240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245		100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103		100	100	....
Sept. 30,'69	4.50			Troy and Cohoes.....N.Y.	70,000	70,000		oper. b	yTroy&	Lansb.		100	100	....
Oct. 31,'69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000		463,368	112,426	20	50	20	43
Nov. 30,'69	.....	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354		100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566		100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	15,000		20,051	3,483	5½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750		16,650	8,145	Loss.		100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000		108,739	28,824	11	100	100	....
Dec 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000		393,732	93,936	10	50	50	65
Oct. 31,'69	4.30	14	6	Wilkesbarre and Kingston...Pa.	94,632	50,000		12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966				25	25	....
Nov. 30,'69	2.70			Winnisimmet (Boston).....Mass.	62,152	54,750		626	3,690	2,812	4	100	100	....
Nov. 30,'69	4.00	44		Worcester.....Mass.	89,573	75,800	72,000	24,000	net now	oper'g		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1883	76½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A. & O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J. & D.	1884	81½
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	88
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	....
Worcester: 1st Mortgage	72,000	6	A. & O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & St. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	600,000	7	....	....
Catawissa,* pref. and guar....	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	82
Chicago and Alton, pref....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	87½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,622,100	6	6	85½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,968,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred....	8,536,910	7	7	48½
Hannibal and St. Joseph, pref....	5,253,836	....	....	115½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	19
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	....	8	8	....
" " 2d pref.	....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	81
Mine Hill and Schuylkill Haven,* guarnteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref....	3,500,000	7	7	73½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	....	7	....
Rutland, preferred....	....	7	7	75
St. Louis, Alton and T. H., pref....	2,040,000	7	7	58½
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	676,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	67½
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	....	6	....	32½
Mariposa Mining, p sf....	4,774 409	7	7	10

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 — @	35 —
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		30 — @	31 —
Pig, American, Forge		27 — @	29 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		STORE PRICES.	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		80 — @	85 —
Bar, Common		75 — @	80 —
Scroll		97 50 @	130 —
Ovals and Half-round		100 — @	125 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ¼@3-16 inch		85 — @	120 —
Hoop		105 — @	160 —
Nail Rod	per lb.	— 7 @	7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	11½
Sheet, Single D. and T. Common		— 5 @	6
Rails, English	(gold) per ton.	57 — @	60 —
Rails, American, at Works in Penns.	c'y.	70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @	— 18
English Spring (2d and 1st quality)	— 7 @	— 10
English Blister (2d and 1st quality)	— 10 @	— 17
English Machinery	— 11½ @	— 14
English German (2d and 1st quality)	— 13 @	— 15
American Blister "Black Diamond"	— — @	— 12
American, Cast, Tool, do.	— — @	— 18
American, Spring, do.	— 9 @	— 11
American Machinery do.	— — @	— 12
American German do.	— 9 @	— 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 10 0lb —	—@ 4 50
Clinch	—	@ 6 25
Horse Shoe, Forged (No. 10 to 6)	per lb.—	23 @ — 28
Copper	—	35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold).per lb.	— 37 @ — —
Straits	(gold).	— 36 @ — 35½
English	(gold).	— 32½ @ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 —	9 25 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 75 @ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 13½ @	— 14
Crude, 40 @ 47 gravity (in shipping order)	— — @	— 17½
Refined, prime L. S. to W. (110 @115 test)	— — @	— 26½
Refined, Standard White (in ship'g order).	— 25½ @	— —
Refined, prime White (in shipping order).	— — @	— 26½
Refined, S. W. (in jobbing lots)	— 27 @	— —
Refined, S. W. (in tin)	— 30 @	— 31½
Naptha, Refined, (65 @ 73 gravity)	— 11 @	— —
Residuum	per bbl. 4 — @	— —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	22 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Canton Co.	....	....	....	....	....	....
Central Pacific 6s.	88½	88½	88½	....	88½	88½
Central of N. Jersey	103	104	104	....	105	105½
Chicago & Alton	112½	113	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	93½	....	94	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	150
" 8s, 1883	....	....	....	....	111	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	82½	....
" pref.	88½	88½	89½	88	88	87½
" 1st M.	....	....	....	....	....	93
" S. F.	....	....	....	....	....	....
" Consol.	90	91	....	....	....	....
Chic., Rock Isl. & Pac.	113½	....	113½	....	113½	
Chicago & R. I. 7s, 1870.	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	....	....	....	....	97½
Clev., Col., C. and Ind.	....	....	80	80	....	....
Clev. and Pittsburg	106	106½	105½	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	95	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	....	....	....	....
" 1 M.	82½	....	....	....	....	82½
" 2 M.	....	....	....	60	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	123	122½	....	....	....
Del. Lack. & Western.	100½	101½	101½	101½	102½	103
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	23½	22½	23½	23½	....	23½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	93½	....	....	....	....	....
" 5 M. 7s, 1888	80	....	....	....	....	....
Great Western 2d mort.	....	82½	....	....	....	....
Hannibal & St. Joseph	113½	....	112½	....	....	....
" pref.	115½	....	114½	....	....	114
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	104	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	136
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92½	92½	92½	92½	92½
Lake Shore Div. bonds.	93½	....	....	....	93½	93½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	99½	....	99½	
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10½	....	....	....	....	10
" Tr. 10s ctfs.	....	....	37	....	....	....
Milw. and St. Paul.	62½	61½	.. .	62½	62½	62½
" pref.	79½	80½	80	80½	80½	80½
" 1st mort.	....	....	93	93	93	93
" 3d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	104½
" 7 3-10s con.	....	91½	92½	....	....	....
Missouri 6s	90½	90½	90½	....	90½	....
" H. & St. J. 1s.	90½	....	....	....	....	....
Morris and Essex	....	....	89	....	88½	88½
" 1st mort.	....	....	101	....	....	....
" 2d mort.	....	....	....	....	93½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96	96½	96½	96½	96½	96½
" certificates	91½	92½	92½	....	92½	92½
N. York and Harlem	134	....	....	....	....	133
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	61	....	....	51½	50½	61
" new	....	28½	29	29	29½	30
Ohio and Miss.	34½	34½	34½	34½	34½	34½
" pref.	....	....	....	....	73½	....
" 1st M.	....	....	....	....	....	99
Pacific Mail S. S. Co.	40½	41½	41	41½	41½	41½
Panama	85	83	....	84	83	83
Phila. and Reading.	96½	96½	96½	96½	96½	96½
Pitts., Ft. W. & Chi. gtd.	....	....	94½	94½	95	95
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	97½	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s.	62½	....	60½	....	....	60½
" new	60½	....	....	....	....	60½
Tol., Wab. & Western	52½	....	52	....	....	52
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	86	....	....	....	....	88
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	80½	81½	....	....	....	81½
Virginia 6s, ex-coupon	97	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	107⅜
U. S. 5s, 1874, coup	....	108¼	108	....	....	....
U. S. 5s, 10-40s, coup	106	106	106¼	106¼	....	....
U. S. 5s, 10-40s, reg	105⅞	....	....	106¼	106¼	106⅜
U. S. 6s, 1881, reg	114¼	....	....	....	....	114¼
U. S. 6s, 1881, coup	114¼	114¼	114¼	...	114	114
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " 1 y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111¾	....	....	111¼	....	111⅜
U. S. 6s, 5-20s, c. 1862	112¼	112¼	112¼	113	113	113
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	111¼	111¼	111¼	111¼	111¼
U. S. 6s, 5-20s, reg. '65	....	111⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¼	111¼	....	111¾	112	....
U. S. 6s, 5-20s, r. n. '65	....	....	110¾	....	....	....
U. S. 6s, 5-20s, c. n. '65	110¼	110¼	110¼	110¼	110¼	110⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	110¼	110¼	110⅜	110⅜	110⅜	....
U. S. 6s, 5-20s, reg. '68	....	110¼	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅜	....	110⅜	....	....	....
U. S. 6s, Pac.R.R.issue	111⅜	....	111¼	111	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
" preferred	37¼	37¼	....	37¼	....	....
Camden and Amboy	115	....	114¼	....	115	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	95	....	....	....	93	....
" 6s, 1889	....	....	....	90¾	....	....
" mort. 6s, '80	95	....	....	96	....	95¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	34¼	34¼	33¾	33¾	33¾	33¾
" 6s, 1884	....	....	....	....	....	....
" Gold L	88¾	....	....	....	....	89⅛
" R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	58¾	58¾	58¾	58¾	58¾	58¾
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	42	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51	....	....	51¼	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	94¾	....	....	94¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	44
Pennsylvania R. R	58¾	58¾	59	59¼	58¾	59¾
" 1st M	....	....	....	102¾	....	....
" 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	106	106	....	....	....	....
" 6s, 2d series	....	108	....	....	....	....
" 6s, 3d series	111	111	....	....	111	....
" 6s, W L	106	....	....	....	....	....
Philadelphia City, 6s	101¾	101¾	101¾	....	101¾	101¾
" new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48¾	48¾	48¾	48¾	48¾	48¾
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	94
" 7s	....	....	....	....	....	88¾
Schuylkill Navigation	....	....	....	....	....	....
" pref	17	....	17	....	....	....
" 6s, 1882	71	....	71¼	71¼	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	9¼	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	24	....	24	23⅝	
13th and 15th sts.	....	....	....	20	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	95	....	....	....	....	95¼
" 1886	....	....	....	....	....	....
" 1890	95	....	....	....	....	....
" 1884	....	....	....	....	....	....
Balt and Ohio	131	....	....	....	....	132
" bonds, 1875	....	....	....	....	....	....
" " 1880	93¾	....	94	....	....	....
" " 1885	....	....	95¼	....	....	95¼
Marietta & Cin. 1st M	92	....	....	....	....	....
" 2d M	75	75¼	....	....	....	75
Northern Central	....	....	43¾	....	....	44
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	147¼	148	148	147¾	149	148¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	149¼	....	....	149¼
Boston and Providence	146¼	....	....	....	....	....
Boston, Hartford & Erie	....	3¼	3¼	3¼	....	....
" 7s, new	....	25¼	....	....	25	25
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	134
Eastern	120¼	....	121	....	....	120½
Fitchburg	132	....	132½	....	....	132¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	120	119¼	119	119¼
Northern, N. H	111	....	111	....	....	111¼
Ogdens. & Lake Champ	....	....	85	....	....	85½
" pref	....	....	....	....	....	....
Old Colony & Newport.	96¼	96¼	96¼	....	96¼	96¾
Ph., Wil. & Baltimore	....	53¾	....	53	53¼	52¾
Portl'd, Saco & Ports	113	112¼	....	....	....	112¼
Union Pacific	....	25¼	27¾	....	....	....
" 6s	....	80	80¾	80	....	....
" Land Grant 7s 70	72	....	....	71	71	....
" Income 10s	....	....	74¼	75	74¾	74¼
Vermont & Canada	....	....	....	....	....	106¾
Vermont & Mass	....	....	61	60¼	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	101¾
Metropolitan	....	....	67	67	....	....	67
Middlesex	....	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....	....
Copper Falls	5	4¾	4	5	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 19.	August 26
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	55 — 65	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	55 — 65	60 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	22½ — 23½	21½ — 22½
Detroit and Milwaukee 1st mort. 7s	63 — 67	70 — 74
Do. 2d mort. 8 p. c.	63 — 67	70 — 74
Erie shares 100 dol. all paid	— —	— —
Do. sterig 6 p. c. convertible bonds	63 — 63	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —101	100 —103
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	102 —107	105 —106
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	78 — 82
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	96 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	87 — 89	88 — 90
Do. $50 shares	43 — 46	43 — 46
Philadelphia and Erie 1st mort. 1881	90 — 92	91 — 93
Do. with option to be paid in Phila.	90 — 92	91 — 92

American Railroad Journal.

Saturday, September 17, 1870.

Stock Exchange and Money Market.

Money has been in good supply in the call loan form at from 4@6, chiefly at 5 per cent. per annum. In the line of commercial credits, there has been a rather more urgent call for accommodation at rates ranging from 7@10 per cent. per annum, for strictly choice to good paper. Lenders have shown somewhat less disposition to make long time advances, and the course of the market has been rather against mercantile borrowers. A once prominent commission house, in the domestic dry goods line, in Boston and this city has been compelled to suspend, during the week, with reported heavy liabilities, chiefly to New England creditors, including four or five manufacturing companies. The suspension did not occasion much surprise. It had little, if any effect, on the loan and discount market, here, where the notes of the suspended firm had not been current for months past. The speculative requirements for Money have been comparatively moderate in view of the unusual dullness at both the Gold and Stock Exchanges. The city banks, in their last weekly exhibit showed a loss of about 3⅞ millions of deposits, and 1⅝ millions of legal tender notes, with a gain of less than half a million of specie. They added slightly to their circulation, and cut down their loan and discount average a trifle. Their legal tender average is now about 48 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 196⅞ millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 18¾ millions against 41⅛ millions July 16th. The U. S. Sub Treasury lost about $198,000 of its currency balance; and about 1⅞ millions of its coin reserve during the week. Toward the close, Money worked rather easier for borrowers generally, without any material variation in rates.

The specie reserve of the city banks according to the latest return is $18,718,309, against $14,942,066 same time last year. The city bank deposits are now $196,852,430, against $188,828,324 week ending Sept. 11, 1869. The legal tender reserve amounts to $48,072,195, against $51,487,867 same time last year. The circulation now stands at $32,897,168, against $23,964,196 same time last year. The loans are now $271,796,731, against $268,864,533 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $75,321,678 a day, against a daily average of $59,425,479 the preceding week. The current weeks' exchanges average about 71 millions a day. The city banks, last week, reported a gain of $432,680 of specie, with a loss of $3,839,123 of deposits, and of $1,658,577 legal tender notes. They reduced their loans, $177,414; and added to their circulation, $160,543.

The city bank exchanges on Wednesday were about 60¾ millions.

The coin reserves of the Treasury Department on Monday were over $98,498,178 including $24,842,820 on deposit on private account; currency balances, $35,576,449.

National Bank notes to the amount of $398,460 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $328,571,924, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $29,136,295 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,435,629. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,044,850; and for the public deposits, $16,341 500—making a total of $558,386,350. The Treasury Department last week redeemed and destroyed $493,100 of worn and mutilated fractional currency, and issued $719,591 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 10, were $4,929,360 in coin, (including $4,158,000 from customs duties,) and $4,985,097 in currency; payments, $5,126,925 in coin, (including $534,985 of coin interest,) and $6,855,347 in currency; balance at the close of the week, included $62,832,753, of coin, against $63,030,318 the preceding Saturday, and $10,192,946 of cur

rency, against $12,068,196 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $739,560 in coin, (including $579,000 from customs,) and $950,686 in currency; payments $133,088 of coin (including $91,100 of coin interest), and $709,534, of currency. On Tuesday, receipts, $562,928 in coin (including $539,000 from customs), and $302,143 in currency; payments, $74,535 in coin (including $69,235 of coin interest) and $243,870 of currency. The balance at the close of business on Tuesday included $11,029,933 of currency, and $63,927,617 of coin, against a balance a week previous of $11,808,540 currency, and $63,763,210 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53 001,692, including $15,-645,267 from customs; aggregate payments, $55,-169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $3,-724,023 of coin certificates, received for customs.

Government revenues have yielding more liberally, since our last, especially in the line of customs at this port. The excises, during the week yielded about 3¼ millions; customs at the port of New York, $4,031,203, and at the outports about $1,350,000 (in coin) more, making the grand total income for the week equal to about $9,417,-683 in currency. The income of the Government, from excises, since July 1, 1870, has been about 43¼ millions.

The Gold market has been comparatively quiet, through the week, and the fluctuations in the price have not been important, the range having been from 113½@114¾; and the closing quotation on Wednesday 114¼, against 114⅛ the preceding Wednesday. The speculative demand has been less confident. The customs inquiry has been liberal, and the export drain light. The export drain of Gold last week was only 1⅜ millions against 1⅛ millions, week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at 114.14. The aggregate of the bids was $5,510,000. The shipments thus far this year have been about 46⅝ millions, against 25¼ millions same time in 1869; over 65 millions same time in 1868; nearly 41 millions same time in 1867; 53⅜ millions same time in 1866; and 20¾ millions same time in 1865. On Wednesday of the current week, the specie exports were $206,395. The exchanges at the Gold Exchange Bank, which were 64⅜ millions on Thursday of last week, run up to 69⅜ millions on Monday of this week, and were only 26⅝ millions on Tuesday. On Wednesday they were 32⅜ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $64,659,382.

The customs demand for Gold last week, averaged $692,166 a day; thus far, this week, it has averaged $559,000 a day, or equal to a weekly aggregate of $3,354,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $69,620; and since Jan. 1, 1870, $7,751,658, against $9,875,812 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $98,243,808 against $94,715,901, same time in 1869.

The exports of specie, from this port, last week, were $1,382,487 against $56,439 same week last year; and since Jan. 1870, $46,608,939, against $25,217,628 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $534,985; and since Jan. 1, 1870, $65,804,-006 against $67,882,177 same time in 1869.

The customs revenue of the port on Wednesday was $717,000; and the coin interest disbursements were $50,197.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 3, was $5,517,000, against $5,461,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Sept. 3, were $23,564,000, against $26,258,000 same time last year.

Under its official programme for September, Government will sell Gold during the month as follows: Wednesday, September 21, $1,000,000; Wednesday, September 28, $1,000,000. And purchase Five-Twenties, as follows: Thursday, September 22, $2,000,000; Thursday, September 29, $1,000,000.

Foreign Exchange has shown less activity, but rates have been generally quoted steady, though closing weak, with a downward tendency, under freer offerings of bills drawn by the Canadian banks who are transferring hither their London funds, money in the open market in London being plenty at three per cent. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109¾; sight bills on London 110⅛@110⅜. The offerings of produce bills have been more liberal. The week's exports of domestic produce have been to the currency value of $4,430,966, and since January 1, 1870, $127,224,436, against $134,120,941 same time in 1869.

Government securities have been rather more active, and with light offerings, prices have shown more firmness. There has been more of an investment call; and some export inquiry has been noted. On Thursday of last week, Government increased its acceptances of Five Twenties a million, over the amount specified in the advertisement, inviting offers. Larger Gold sales and heavier bond purchases, on Government account, are looked for, through the Fall months. On the 15th inst., Government bought in a million of Five Twenties at about the open market rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114@114⅛; U. S. Five Twenties of 1862, 118@118⅛; U. S. Five-twenties of 1864 at 111⅛@111⅝; U. S. Five Twenties of 1865 at 112@112⅛; U.S. Five-twenties of 1865 consolidated, 110⅜@110⅛; U.S. Five Twenties of 1867, 110⅜@110¼; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 106⅜@106⅝, U. S. Six per cent. currency bonds, 111@111⅛.

State bonds have been in less demand, but generally quoted steady in price.

Railway bonds have been in moderate investment demand, including Central Pacific Sixes, which closed on Wednesday buoyantly at 88¾@89. The earnings of the Central Pacific Road since April 1st have been $3,710,892, or at the rate of $744,178 a month, which is equal to $8,930,136, or nearly nine millions, per year. The Union Pacific Sixes closed on Wednesday at 81¼@81½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been less active, closing very dull, though on the basis of fairly supported prices.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 31.	Sept. 7.	Sept. 14.
Consols	92⅛	91⅞	92⅛
U. S. 5-20's of 1862	88½	88¾	90
U. S. 5-20s, 1865	87½	88¼	89¼
" 1867	86¾	87¼	88¼
" 10-40s	83	84	85
Erie	17½	18¼	18
Ill. Central	111½	112	112½
At. and Gt. West	22	23⅛	23⅛

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 93¾.

General business has been more active, in the leading lines. Domestic produce has favored buyers in price, in most instances. Middling upland cotton closed on Wednesday at 19¾ cts. per lb. The stock of cotton now here is given at about 9,000 bales. The receipts at the port this week, have averaged about 2,950 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 17,501 bales, against 14,638 bales same time in 1869–'70; exports same time 11,777 bales, against 2,589 bales same time in 1869–'70; stock on hand at latest dates, 55,701, bales, against 13,369 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,082 pkgs., against 16,695 pkgs., same time in 1869. From Boston, 4,864 pkgs. in 1870, against 6,189 pkgs. same time in 1869.

The Cotton crop of 1869-'70 is now reported as having yielded 3,114,592 bales, against 2,260,557 the preceding cotton year.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 8@17c. per lb.; week's receipts, 8,161. Milch cows continue very quiet at $40@$100 each, receipts, 62. Veal calves have been in fair demand at from 5@13c. per lb.; receipts, 3,273. Sheep have been in request at from 3@6½c.; lambs at 6½@8½c. per lb.; receipts, 41,862. Hogs continue in limited request at 9¾@10⅛c. per lb., all live weight; receipts, 41,862.

There has been a livelier trade in foreign goods, particularly in dry goods, at firm rates. The dry goods entries at this port, last week, were $2,-201,560 making with the general merchandise imports, a total of $5,817,267.

Freights have shown rather more animation, at, however, variable and towards the close less buoyant rates. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. 3d. by steamer per bbl.; grain at 6@6½d. by sail, and 8¼@8½d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 488.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 13, and since the beginning of the year:

	1869.	1870.
For the week	$3,124,362	$4,430,966
Previously reported	130,996,579	122,798,470
Since Jan. 1	$134,120,941	$127,224,436

The imports for the week ending Sept. 10, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,105,307	$2,201,860
Gen. merchandise	3,892,566	3,615,407
Total for the week	$6,997,873	$5,817,267
Previously reported	212,809,059	205,648,215
Since January 1	$219,806,932	$211,465,482

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23⅜; do. Fund Act, 1868, 25; New York State 7s, Bounty Loan, reg., 107⅜; California 7s, 112; Georgia 7s, 91; South Carolinia 6s, new, Jan. and July, 69; Louisiana 6s, 72; do., 8s, Levee bonds, 87½; Pacific R.R. 7s, guar. by Mo., 96; Great Western (Ills.) 1st mort., 1888, 88; St. Louis and Iron Mt. R. R., 46½: do. 1st mort., 85⅞; Morris and Essex const. bonds, 85; Hannibal and St. Joseph 8s, coup., 104⅛; Galena and Chicago 1st mort., 99; Toledo, Peoria and Warsaw 1st mort., W. D., 80; Am. Dock and Imp. 7s, 96½; Union Pacific R. R., 26⅞; Joliet and Chicago R. R., 90; Albany and Susquehanna R. R., 85; New York and New Haven R. R., 150½; do. scrip., 140; Western Union Telegraph, 84⅝; do. 7s, 90; Adams Exp. Co., 65⅜; Am. Mer. Union Exp., 41; U. S. Exp., 38; Wells Fargo Exp., 40½; Brooklyn 6s, W. L., 92¾; Central gold, 0.20; Grass Valley gold, 0.29; Smith and Parmalee gold, 0.90.

Philadelphia.—Wilmington and Reading 7s, 94; Pennsylvania and New York Canal 7s, 91¾; Harrisburg and Lancaster R. R. 6s, 94¾; West Jersey R. R. 7s, 96½; do. 6s, 90¾; West Pennsylvania R. R. 6s, 81½; Sunbury and Erie 7s, 103; Warren and Franklin 1st mort., 84; Phila. and Reading 6s, 1880, 97⅛; Belvidere Delaware 2d mort., 85½; Oil Creek and Allegheny River R.R., 45½; do., bonds, 81; Union Canal, ⅛; Clinton Coal, ⅛; Pittsburg 5s, 72½. The latest quotations are: City 6s, 101¾@101⅞; do. free of tax, 101¾@101⅞; State 5s, coupon, 105@—; do., 6s, W. L., 103@—; do., 1st series, 106@106⅛; do., 2d series, 107@107; do., 3d series, 111@111¼; Reading, 48¼@48⅜; do., 7s, 1893, 104@104¾; do., mort. 6s, 1880, 97½@97½; Camden and Amboy, 114¾@115; do., mort. 6s, 1889, 95@95½; do., 1888, 92@93; do., 1889, 90@90½; Penn. R.R., 59⅜@59½; do. 1st mort., 102½@104; do., 2d mort., 103¼@104; Little Schuylkill R. R., 42@43; Morris Canal, 25@30; do., pref., 66@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7¾@8⅛; do., pref., 16½@17; do. 6s, 1882, 72@72¾; Elmira and Williamsport pref., 40@42; do., 7s, 1873, 91@94; do., 5s, 60@61; Lehigh Coal and Navigation, 33½@33¾; do., 6s, 1884, 84@84; do., R. R. Loan, 89½@90; do., Gold Loan, 89@89¼; North Pennsylvania, 41¼@42½; do., 6s, 96@96½; do., 7s, 94@95; do., Chattle 10s, 113@115; Philadelphia and Erie, 26¾@27⅛; do., 6s, 93½@94; Minehill, 51½@51¾; Catawissa, 10@10; do. pref., 87¾@88; Lehigh Valley, 58½@58¾; do. 6s, 96⅛@—; do., 6s, reg., 98@99⅝; Fifth and Sixth streets, (horse,) 37½@39; Second and Third, 49@50; Thirteenth and Fifteenth, 20½@21; Spruce and Pine, 23@24; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 14@14¼; Union, 43@50.

Boston.—Vermont Central 1st mort., 85; do., 2d mort., 39; Vermont Central and Vermont and Canada 8s, 1889, 103; Stanstead, Shefford and Chambly 7s, 82½; Phila., Wil. and Balt. 6s, 1887, 94¾; Lake Superior and Mississippi R. R 1st mort., 6s, 88; Old Colony and Newport 7s, 102¾; Cheshire R. R., 6s, 90½; Missouri River, Ft. Scott and Gulf 10s, 101; Burlington and Missouri R. R. 7s, Land Grant, 87; Cincinnati, Sandusky and Cleveland R.R., 21⅛; do., 7s, 1890, 78; Norwich and Worcester R.R., 103½; Connecticut and Passumpsic Rivers pref., 85¼; Rutland pref., 75; Summit Branch R. R., 37¼; New Bedford and Taunton R. R., 100; Indianapolis and Cincinnati R. R., 16¾; Boston Water Power Co., 15; Cary Imp., 7⅞; Maine 6s, 1889, 98; Rhode Island 6s, 1882, 99⅞; Massachusetts 6s, 1873@1874, gold, 111; do., 1875, 109⅞; Boston 6s, 1880, currency, 100; do., 5s, 1882, 98; Cambridge 6s, 1875, 99; Bath 6s, 1887, 90½; Chicago 7s, 1895, 98½; Cincinnati 6s, 1885, 92¼; do., 7-30s, 1890, 102⅜; Cook Co., Ills., 7s, 1880@1885, 98; Hartford 6s, 1880@1881, 97¼; Charleston 6s, 1890, 98¾; Dana Mining Co., 25c.; Hanover, 28c.

Baltimore.—Pittsburgh and Connellsville bonds, 91½; Orange, Alexandria and Manassas bonds, 76⅞; Virginia and Tennessee R. R. 8s, 82; Orange and Alexandria 2d mort., 77¼; Western Maryland R. R. 6s, guar. by Washington Co., 80; Central Ohio R. R., 25; Maryland Defense bonds, 104; Virginia 6s, old, reg., 53¾; Memphis City 6s, 56. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91¼@91½; Baltimore and Ohio, 130@135; do., 6s, 1875 94@95½; do., 1880, 94@95; do., 1885, 95½@96; Northern Central, 43½@43¾; do., 6s, 1885, 92½@93½; do. 1900, 90@90⅛; do. 6s, 1900, gold, 91½@91¾; Parkersburg Branch, 8@9; N. W. Va. 1st mort., 93@95; do. 2d mort., 93@95; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 91½@91¾; do., 2d mort., 75@75⅛; Central Ohio, 24@26; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@—; do., 2d mort., guar., 88@—; do., 6s, pref., 64@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77¾@78½; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 75@80; do, 3d mort., 8s, 86@—; do., 4th mort., 8s, 75@76; Orange, Alexandria and Manassas 7s, 76@76¾; Virginia and Tennessee 8s, 82@82¼; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 95@95¼; do., 1884, 93¾@95½; do., 1886, 94@95; do., 1890, 93@94½; do., 1893, 91½@93; do. 5s, 1838-'70, 75@80; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 103½@104; City Passenger R. R. 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00; Bare Hill, 0.00@0.20.

☞ The Fort Wayne, Muncie and Cincinnati Railroad Company commenced running regular through trains from Fort Wayne to Cincinnati on the 12th inst.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS
OF THE CENTRAL PACIFIC RAILROAD,
AND ALL ITS BRANCHES.
No. 5 NASSAU ST.,
NEW YORK, Sept. 13, 1870.

☞ THE EARNINGS OF THE MAIN LINE of the CENTRAL PACIFIC RAILROAD since Jan. 1, are as follows:

January	$413,104 41
February	394,176 47
March	488,332 91
April	633,768 06
May	768,719 77
June	729,274 46
July	783,099 64
August	806,040 00

The total amount of its First Mortgage Bonds is $28,620,000, which includes the $2,735,000 issued on the Western Pacific R. R. The cash value of its property is OVER ONE HUNDRED MILLIONS; its capital stock is one hundred millions, and none to be had less than par; its princely earnings, in its first year—its economical and careful management—its entire freedom from floating debt—its sinking fund out of its surplus earnings, which will be invested in its own bonds—the fact that it is a finished road and fully equipped, all combine to make its bonds fully equal in intrinsic value to the bonds of the Government itself. We do not hesitate to recommend our most intimate friends to fund their 5-20s and other governments into these bonds, and thus capitalize the difference of twenty to twenty-two per cent., thereby increasing their income from four and a half to SEVEN PER CENT., and we firmly believe the time is not far distant when these bonds will be scarce at par and above.

The bonds are dealt in at the Stock Exchange, the same as Government bonds; the market price, to-day, is 88¾ to 89; they are all 1,000s, interest six per cent., January and July, principal and interest both payable in United States gold coin, dollar for dollar, in the City of New York.

FISK & HATCH.

We receive deposits and allow interest thereon, make collections, and do a general banking business.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ An election in the City of Memphis to test the sense of the qualified voters on the issuance of $500,000 of bonds for funding the past-due debt having resulted in favor of the measure, the mayor of that city has been granted leave of absence till the 4th of October, to visit Baltimore and New York, to have the bonds prepared, and see as many of the holders of the debt as he can, and explain to them the financial condition of the city, with a view of inducing them to fund their past-due claims.

Journal of Railroad Law.

RAILROAD COMPANIES—AGREEMENT TO CARRY TIME FREIGHT—ITS EFFECTS—WHEN CARRIER IS AN ABSOLUTE INSURER.

The recent case of Strohn and ano., *vs.* The Detroit and Milwaukee Railroad Company, (23 Wis., 126,) was an action for damages accruing to the plaintiffs from a failure of defendant to carry goods of the plaintiffs from Milwaukee to New York, and deliver them at the latter city within fifteen days, as it is alleged that defendant contracted to do; also for damages resulting from improper handling, &c.

Verdict and judgment for plaintiffs, and defendant appealed.

The following is the opinion of the Court delivered by

COLE, J.—The first point made by the counsel for the appellant is, that the judgment of the County Court should be reversed for certain matters contained in the general charge. It is said that the charge is intemperate in its language, partisan in its spirit, and well calculated to prejudice the defendant's cause in the minds of the jury. It appears to us that some of the remarks of the County Judge, if not marked by a spirit of partiality amounting to prejudice, were certainly calculated to exert an improper influence upon the finding of the jury, and, were proper exceptions taken to them, would require a reversal of the judgment. But the exceptions are not sufficient to enable the appellant to avail himself of this objection to the charge. The general charge consists of about forty folios, and the exception is as follows: "The defendant thereupon excepted, first, generally to the charge; and second, to the rejection of those instructions asked for by the defendant, and to all that part of the charge wherein those points desired by the defendant that were given, were in any wise qualified or against him; and to all that part of the charge wherein the Court has commented on the evidence, and to all the remarks to the jury, not relating to points raised, or to the merits of the case."

Now, it is very evident that this exception does not point out to the mind of the judge, nor call his attention to, the particular portion of the charge to which objection was taken. Had it been more specific, the judge might possibly have corrected his charge, or made some explanation which would have removed the unfavorable impression left by the remarks now complained of. The charge was lengthy, combining a variety of propositions and topics; and merely to say that one excepts to those parts of the charge "wherein the Court has commented on the evidence, and to all the remarks to the jury not relating to the points raised on the merits of the case, really amounts to nothing more than a general exception. It is quite too loose and indefinite to raise any question upon any portion of the charge. Gilman *vs.* Thiess, 18 Wis., 528.

We cannot, therefore, reverse the judgment for this objection to the charge. But the accusation is sufficient to raise the question as to the rejection of certain instructions asked by the defendant, and we think the first instruction asked and refused should have been given. That instruction was as follows: "before the jury can find a verdict for the plaintiffs in this case, they must find the fact that there was a contract, on the part of the company defendant, to carry the goods in question through to New York, within fifteen days from the date of their delivery to defendant at Milwaukee; mere statements, that the ordinary time of carriage was from ten to fifteen days, if honestly made and without intent to deceive, will not be sufficient to overrule the within contract.

It was claimed by the plaintiffs, that the railroad company, by its agents, has entered into a contract to transport certain property belonging to them from Milwaukee to New York within fifteen days. The defense was, that the company had made no time contract, but that certain bills of lading, or receipts introduced on the trial, contained the true conditions of the contract. The general freight agent of the company at Milwaukee stated, that one of the plaintiffs came to him to learn at what rates they would undertake the carriage of the goods by his line, saying that he (plaintiff) would have to give bonds for the liquors, and that it would require they should be got to New York within a month, and then asked if the witness would guaranty the transportation in that time; that he replied he would not guaranty any time, but the usual time in which freight went through was fifteen or twenty days. Of course it was material for the plaintiffs, in order to maintain the action, to show that there was a contract on the part of the defendant to carry the goods to New York within fifteen days from the date of their delivery in Milwaukee.

This was their case. And the instruction was, that the jury must find the fact that such a contract was entered into, and that mere statements that the ordinary time of carriage was from ten to fifteen days, if honestly made, were not sufficient to show such a time contract, nor to overcome and destroy the presumption which would otherwise arise upon the bill of lading. It appears to us that this was a proper instruction to give the jury, and that it was pertinent to the testimony. The bills of lading were before the jury. And the main question was, whether they constituted the real contract between the parties, or whether there was a different parol contract made before the bills of lading were given. And it is clear that mere statements by the agent that the ordinary time of carriage was from ten to fifteen days, would not be sufficient to show such parol contract, nor overcome the effect of the bills of lading or receipts as evidence of the real contract. It is said that the instruction was not technically correct because the words "within contract" are used at the close. These words obviously refer to the bills of lading or receipts which had been offered in evidence. We do not think the instruction could have been misunderstood by the jury.

Another question discussed upon the argument was, whether it was within the scope of the authority of the freight agent at Milwaukee to make the time contract alleged. The County Court held in effect the law to be, that if the agreement to transport the goods as to time was within a reasonable time, then it was within the scope of the employment of the agent to make the contract, and that it would bind the company.

It is claimed that this view of the law is erroneous. For, it is said, admitting that the local agent might contract for the transportation of goods within a reasonable time, yet when he contracts to deliver within a specified time, he imposes upon the company an obligation greatly beyond the liability which the common law imposes upon a carrier; that in the latter case nothing will excuse, not even an impossibility of complying with the contract to deliver within the time, nor an act which would excuse a delivery when the contract was to deliver within a seasonable time. We do not understand, however, that when a railroad company by its agent agrees to deliver goods within a prescribed time, it becomes an absolute insurer of the goods, and must deliver at all events or pay for the property. We suppose if the goods were destroyed by an act of God or the public enemy before the time for delivering them expired, this would excuse the carrier on the special contract.

The parties are presumed to contract with reference to the responsibility which the common law imposes upon the carrier in ordinary cases, the carrier assuming the risk in respect to the time. Such, it seems to us, is the extent of liability assumed by the special agreement. And with this understanding as to the meaning and obligation of the time contract alleged to have been made, we think the County Court was correct in holding that it was within the scope of the employment and duty of the agent to make it, and bind the company.

We were requested to pass upon the question of the authority of the agent to make a true contract, and we have done so, although not strictly necessary in the disposition of this appeal. We therefore deem it unnecessary to pursue the discussion further at the present time.

The judgment of the County Court is reversed, and a new trial ordered.

Cotton Crop of the United States.

In our last annual review we limited our estimate of the growing crop at three million bales, but remarked that "only the fear that the frost may not hold off to allow compensation for the late spring, prevents our estimate exceeding three million bales." That fear proved to be altogether unfounded, and the crop has exceeded the assigned limit. The fall and winter of 1869 was the most remarkable season ever known in the culture of cotton. Our readers all remember the mildness at the North which cut off most of our usual supply of ice. Throughout most districts at the South there was absolutely no limit from external causes to the maturing crop. With a beautiful picking season, and under the stimulus of a high price, every boll was gathered. It is the opinion of experienced cotton-growers that the growth was gathered cleaner than ever before, there being no waste from any source.

Prices have fluctuated, but the general tendency has been downward throughout the year. Opening in September, 1869, at 35, it ran down to 27 at the close of that month; in October it fluctuated mostly between 25 and 27; in November it ranged a cent or two lower; in December it rallied a little; in January it touched 26 again, and was stronger throughout the month; in February there was a steady fall, reaching into March, when it was quoted at 21; a little rally and no further heavy decline carried the season forward to May, at the close of which the heavy downward surge set in, which continued throughout June and July, with sales of middling on the spot as low as 19, and for future delivery at a much lower figure. August averaged a little better, the panic about the war being partially over, and holders having more confidence in the staple.

In making up our comparison of the crop we have taken, as is our custom, the figures com-

piled by the *Shipping List*, to which we are indebted for an advance copy. The following will show the yield in different sections as nearly as these can be divided :

COMPARATIVE PRODUCT OF COTTON.

	1867-8.	1868-9.	1869-70.
Louisiana	579,231	794,205	1,142,097
Alabama	366,193	280,726	305,956
Texas	114,666	147,817	246,284
Florida	34,639	13,392	23,194
Georgia	495,005	357,253	485,374
South Carolina	240,225	198,943	246,593
North Carolina	38,587	35,912	58,884
Virginia	187,487	160,418	203,981
Tennessee, &c.	374,860	321,891	322,386
Mnf. at South			79,843
Total bales	2,430,893	2,260,557	3,114,592

The exports of course show a large increase divided in destination as follows :

EXPORTS OF COTTON TO FOREIGN PORTS.

	1867-8.	1868-9.	1869-70.
To Gt. Britain	1,228,596	989,500	1,475,444
" France	197,515	224,527	346,706
" N. Europe	145,042	177,182	255,315
" other ports	84,663	56,434	96,094
Total bales	1,655,816	1,447,643	2,173,559

The total consumed in the United States, including all burned at the ports, can never be given with perfect accuracy, and there is much dispute on this point. The following are the figures given in our quoted authority.

HOME CONSUMPTION OF COTTON.

	North of Virginia.	Elsewhere.	Total.
1856-7, bales	665,718	154,218	819,936
1857-8, "	452,185	143,376	595,562
1858-9, "	760 218	167,433	927,651
1859-60, "	786,521	185 522	972,043
1860-1, "	650,357	193,383	843,740
1865 6, "	594 000	72,000	666,000
1866-7, "	690,000	80 000	770,000
1867-8, "	884,281	81,385	965,666
1868 9, "	846,756	79,498	926,254
1869-70, "	777,841	85,265	862,606

We now present our usual comparison of the total crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened ; the period of the war has been filled up with accepted estimates :

COMPARATIVE CROP STATEMENT.

1820 '1	430,000	1845-'6	2,100,537
1821-'2	455,000	1846-'7	1,778,651
1822-'3	495,000	1847-'8	2,347,634
1823 '4	509,158	1848-'9	2,728,596
1824-'5	569,249	1849-'50	2,096,706
1825-'6	720,027	1850-'1	2,355,257
1826-'7	957,281	1851-'2	3,015,029
1827-'8	727,593	1852-'3	3,262,882
1828-'9	870,415	1853-'4	2,980,027
1829-'30	976,845	1854-'5	2,847,339
1830-'1	1 038,848	1855-'6	3,527,845
1831 '2	987,477	1856-'7	3,939,519
1832 '3	1,070,488	1857-'8	3,113,962
1038-'4	1,205,324	1858-'9	3,851,481
1834-'5	1,254,328	1859-'60	4.669,770
1835-'6	1,360,725	1860-'1	3,656,086
1836-'7	1,422,930	1861-'2..(est).	4,800,000
1837 '8	1,801.497	1862-'3..(est).	1,500,000
1838-'9	1,360,532	1863 '4..(est.).	500,000
1839-'40	2,177,835	1864-'5.. est.).	300,000
1840-'1	1,634,945	1865-'6	2,154,476
1841-'2	1,683,574	1866-'7	1,951,988
1842 '3	2,378,875	1867-'8	2,480,893
1843 '4	2,030,409	1868-'9	2,260 557
1844 '5	2,394,503	1869-'70	3,114,592

The Sea Island crop included in the last mentioned total amounted to 26,656 bales. The highest heretofore given was 47,592 bales in 1858-9 ; the smallest was 18,054, and this was the total for the year 1868-9.

In regard to the growing crop there is less difference of opinion as to the actual growth than there is in respect to the quantity likely to be gathered. The stand is good for nearly four million bales, if it can all mature and be picked. At present there is every indication of an early frost and a cold winter, but these signs may all fail, and the fields be left in their green glory until the last boll has ripened, and been duly pocketed. All that the yield falls below the even millions will be due to causes still to operate upon the growing and picking of the crop. We do not look for the maturing and picking of over 3,500,000 bales, and a very bad picking season would reduce the yield considerably below this amount. —*Journal of Commerce.*

Illinois Central Railroad.

The statement of this Company for the month of August, 1870, is as follows :

LAND DEPARTMENT.

Acres Construction Lands Sold	5,597.80	for	$56,535 79
Acres Int. Fund Lands sold	....	....	....
Acres Free Lands sold	280	for	5,739 60
Total sales during month of August, 1870	5,877.80	for	$62,275 39
To which add Town Lot Sales			1,180 00
Total of all	5,877.80	for	$63,455 39
Cash collected in August, 1870			$176,857 75

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 267 Miles.	Total. 974 Miles.
Freight	$518,735 00	$92,432 00	$611,167 00
Passengers	136,178 18	40,637 75	176,815 88
Mails	6,375 00	1.029 08	7,404 08
Other sources	64,000 00	1.970 92	65,970 92
Tot'l Aug., '70	$725,288 13	$136,069 75	$861,357 88
Total actual earn'gs, Aug. 1869	$720,330 61	$121,032 72	$841,363 33

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Sept. 13th, 1870, and each bearing that date.

Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

107,217.—Refrigerating Car, Alfred Booth, Chicago, Ills.

107,248.—Piston Packing, Walter J. Ford, Chicago, Ills.

107,265.—Steam Engine, Wm. S. Bolton and John F. Spencer, London, England.

107,274.—Piston Packing, Franklin McConnell, Dowagiac, Mich.

107,308.—Safety Valve, Nicholas Thomas, Chicago, Ills.

107,330,—Car Starter, John Bevan, Hudson, N. Y.

107,387.—Coating for Steam Pipes, Boilers, &c., W. T. Kosinski, Philadelphia, Pa.

107,408.—Journal Box for Railway Cars, Abijah L. Raplee Edwin, assignor to Carrie R. Laman, Painted Post, N. Y.

Reissue—No. 4,117.—Balance Slide Valve, Thomas M. Herriott and Samuel Myers, South Pittsburg, Pa. Patent No. 84,278, dated Nov. 24 1868.

No.4,121.—Boat for transporting Railroad Cars, Jessie Wheelock, Lancaster, N. Y. Patent No. 22,759, dated Jan. 25, 1859.

Schuylkill Navigation Co.

The President of the Schuylkill Navigation Company gives notice to the holders of certificates of the loans of 1872, 1882, and boat loans and car loans of 1863 and 1864, to present them at once at the office of the company in order to receive in commutation therefor the new certificates guaranteed by the Reading Railroad Company, as agreed upon in the lease of the Canal to the Railroad Company. Receipts will be given for the old certificates until the new are ready for delivery. While we have always thought the leasing of the Canal on the terms announced was a good bargain for the parties interested in that work, we are glad to learn that it is likely also to prove an equally good thing for the Railroad Company, which has already infused into it a little of the spirit of improvement and energy so eminently characteristic of the management of that road. For whatever difference may exist as to the financial management of the Reading Railroad Company in the past, there is no question that in the extent and perfection of its machinery and equipment, and in the thoroughly good condition of its entire line of railway, down even to its most unimportant lateral roads, it is probably not equalled by any other railroad of like extent in this great country of railroads, and it is, probably, not too much to say, that in entire completeness and good condition it is not surpassed by any other in the world. Those who travel in Europe in search of sights, and write in admiration of the railways found abroad, very often forget, or perhaps never knew, (for objects of interest that may be seen at any time are often not seen at all) that we have a road connecting with our own city, and engaged in a trade that directly interests every household, that in many important respects far surpasses them all. Those who have never passed to the Schuylkill coal regions over the Reading Railroad, and followed the tortuous windings of its branches and lateral roads to the mouths of its many mines, we commend a September or an October visit, when the mountain sides are dressed in their richest and most variegated colors, as a trip, in novelty and instruction richly repaying the time and outlay.—*Phila. Ledger.*

Taxes on Dividends and Coupons.

Section fifteen of the act of July 14, 1870, to reduce internal taxes and for other purposes, provides that there shall be levied and collected for and during the year 1871 a tax of two and one-half per centum on the amount of all interest or coupons paid on bonds or on any other evidences of debt issued and payable in one or more years after date by any of the corporations in said sections enumerated, and also on the amount of all dividends, incomes and gains declared after the passage of the act by any bank, savings institution, trust, insurance, railroad, canal, turnpike, canal navigation and slack water companies, wherever and whenever the same shall be payable. Owing to the peculiar phraseology of the section the Internal Revenue office rules that no tax is to be withheld upon the interest or coupons of said companies falling due during the last five months of the current calendar year, but that such interest must be returned, like other interest, in the annual income returns in March next. It also rules that the tax upon dividends during the same period accrues at the rate of two and one-half per cent., but for a similar reason the law providing that it shall be collected during the year 1871, it should not be assessed and collected until the expiration of the present year. A circular of instructions to this effect will be immediately prepared and sent to all the revenue officers through out the country.

Union Pacific Railroad.

The securities of the Union Pacific R. R. Co. have been placed upon the Official List of the New York Stock Exchange.

Messrs. Morton, Bliss & Co. have been appointed Transfer Agents, and the United States Trust Company Registrars, of the Stock.

The Road is 1,038 miles long; and the Bonded Debt and Capital Stock is as follows:

First Mortgage Bonds	$27,237,000
Land Grant Bonds	9,856,000
U. S. Subsidy Bonds	27,236,512
Income Bonds	10,000,000
Capital Stock	36,745,000
Total Capital Stock and Bonds	$111,074,512

Arkansas Midland Railroad.

The directors of the Arkansas Midland Railroad Company have contracted with J. H. Segar & Co., to build the road from Helena to Little Rock. The work is to commence in December, and the grading is to be finished to White River by November 1871. The cars are to run to that point by March, 1872, and the road is to be completed to Little Rock in two years thereafter. The line passes through the richest and most populous portion of Phillips, Monroe, Prairie and Pulaski counties, crossing White River in the neighborhood of Clarendon. The road has state aid to the amount of $15,000 per mile, the work is comparatively light, and there can be no doubt, if properly pushed, it can be completed in the time designated. The distance is about ninety miles.

Frederick and Pennsylvania Line R. R.

The Frederick *Republican* publishes the following statement in reference to the condition of the work on this road:

From Frederick city to the Emmittsburg Pike no work has as yet been done; and from this point to the Monocacy the work is nearly completed. From the Monocacy, which is three miles from the city, the work is being pushed forward with energy to within half a mile of Georgetown, then there remains about one mile of the work not commenced, and from that point to within half a mile of Woodsboro' the work is completed. This makes ten miles of the road. From Woodsboro' the work is nearly completed to Bruceville, which is half a mile beyond the Western Maryland Railroad. The bridges are not yet commenced at the two Pipe creeks, and considerable work is to be done there. From Bruceville the work is completed to Taneytown, except about half a mile, wanting trimming up and a few embankments and excavations to complete. From Taneytown to Piney Run the work is in a state of forwardness, all complete with a few exceptions of about one and a half miles; and from Piney Run to the Maryland State line the work has not been commenced, which is one mile of light character, which can be soon completed. From the State line to Littlestown, two and a quarter miles, the work is being pushed forward with energy, and less than two months will complete the work.

☞ It has been decided to build a railroad from Lewiston, Me., to Mechanic Falls, connecting the Androscoggin Railroad with the Grand Trunk Railroad. The road is to be completed on or before next summer.

☞ The Platteville and Calamine Railroad is to be extended from Platteville to Dunleith. The route is being surveyed.

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Office of the
Chesapeake and Ohio Railroad Company,
Richmond, Virginia.

Notice to Contractors.

PROPOSALS will be received until 12 o'clock noon on the 21st September, at Charleston, West Virginia, and until 12 o'clock noon on the 28th September, in Richmond, Virginia, for the construction of about TWO THOUSAND LINEAR FEET OF "HOWE TRUSS" BRIDGING, in spans varying from 50 to 150 feet, on the line of the Chesapeake and Ohio Railroad, between the Falls of Kanawha and the Ohio River. Bids will be received for all, or part of the above. Specifications may be had on application to W. A. KUPER, Principal Assistant Engineer, Charleston, W. Va. Also at the same times and places for the GRADUATION, &c., of a Section on New River, about thirty-five miles above its mouth, including a TUNNEL 1,800 feet in length.

The right to reject any or all proposals is reserved.

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TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

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next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH.
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

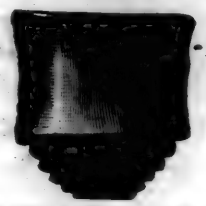
INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

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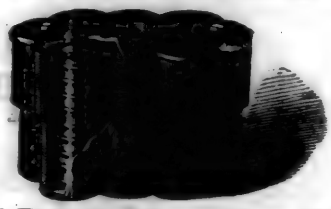
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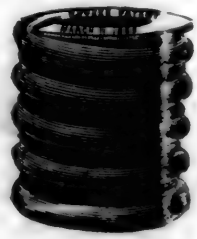
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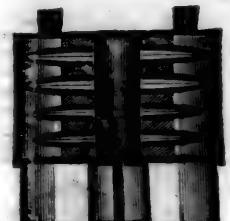
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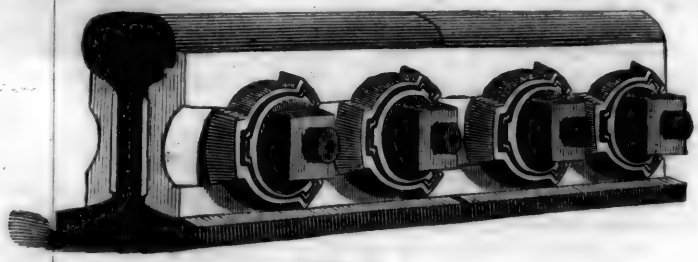
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

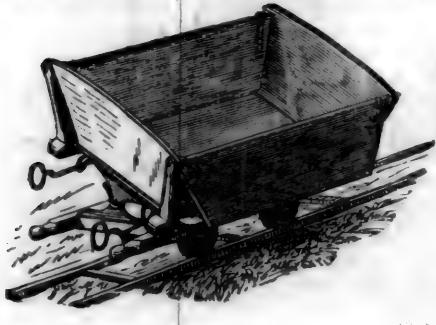
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Sept. 20, ALASKA, CAPT. GRAY, connecting with the COLORADO, CAPT. FARNSWORTH.

Steamer JAPAN, will leave San Francisco Oct 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Sept. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Sept. 17, only.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18k Gold Cases, $30. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXVI., No. 39.] SATURDAY, SEPTEMBER 24, 1870. [WHOLE No. 1,797. VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 24, 1870.

International Coal Railway.

The Cape Breton *News* gives the following description of this work which is intended to connect the extensive coal areas at Bridgeport directly with the navigable waters of the harbor of Sidney. The first sod of this railway was turned in October, 1869. It is expected to have the road completed, and shipping over it commence during the present month:

The length of the road is 12½ miles, having a gauge of 4 feet 8½ inches, laid with a heavy T rail, weighing 56 lbs. to the yard, of best iron, and with heavy fish joints secured by four screw bolts.

The heaviest grade, against the traffic, on the road is 26 feet the mile.

An important and costly part of the work is the substantial, handsome shipping pier, built on abutments, heavily ballasted, and measuring in length from the shore into the harbor a distance of 1,000 feet, and 34 feet wide, with a bulkhead or cross pier at the end 120 feet long. Surmounting this crib structure is firm, solid trestle work, of massive timber, to extend its entire length of 1,000 feet and prepared to receive three railway tracks, and having at both sides and at the end 7 shipping berths.

The depth of water at the end of the pier, at low tides, is 28 feet. The height of wharf and trestle work from the water is 28 feet. The trestle work extends inwards from the shore end 250 feet to meet the railroad, and is supported by a number of heavy stone cross piers, decreasing in height till the edge of the embankment is reached. To meet the demand at the pier, in addition to the existing works, coals will be raised from the new shaft at Bridgeport, where a hoisting engine and machinery are being placed in position.

Peoria and Wenona Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Silas Ramsey, C. H. Deane, J. B. Carrigus, E. W Quincy, D. K. Smith, E. H. Baldwin and G. L. Fort. President, Silas Ramsey of Lacon, Ills; Secretary, Charles H. Dean, of Peoria; Treasurer, J. B. Carrigus. The route of the proposed road is from Wenona westward to Lacon, 20 miles, where it is to cross the Illinois River by a bridge authorized by the charter. Thence the route is southwestward about ten miles to Lawn Ridge, and thence due south about twenty miles to Peoria. The charter authorizes the company to make the bridge at Lacon a toll bridge. The Secretary writes that the company has a grade ready for use from Wenona and Lacon, and that work will be commenced on the route very soon.

Marshall and Cold Water Railroad.

This company was organized at Marshall, Mich., on the 8d inst., by the election of the following board of directors: A. L. Green, of Olivet; F. V. Smith, J. G. Parkhurst, and H. C. Lewis, of Coldwater; M. V. Wagner, H. J. Perrin, Geo. Ingersoll, C. S. Crane, C. P. Dibble, P. A. Spicer, of Marshall, and L. J. Fisk, of Allegan. At a subsequent meeting of the directors, A. L. Green was elected President; George Ingersoll, Secretary; C. P. Dibble, Treasurer, and D. B. Dennis, Assistant Treasurer. The length of the road is twenty miles. Capital stock, $200,000. Mr. Green is President of the Jonesville, Marshall and Grand River Railroad and this new organization is to take the place of the southern division of that road. It will connect at Coldwater with the Lake Shore and Michigan Southern Railway and also with the Mansfield, Coldwater and Lake Michigan Railway, and the division from Jonesville to Marshall will be abandoned. The work on this road will be commenced in October and pushed forward with energy, expecting to lay the track by the 1st of July next.

Grand Rapids and Indiana Railroad.

The laying of the last rail on the Grand Rapids and Indiana Railroad, south of the city, which was accomplished on the 13th inst., marks a vastly important era in the history of Northern and Western Michigan. It places the Muskegon and Grand Rivers in close business connection with the Ohio Valley, and opens a new and extended market for the plaster, lumber and other productions of a vast country whose capacity for the supply of those important productions is unlimited and as yet scarcely developed. The Continental Improvement Company have vigorously prosecuted the construction of this road. Since the middle of April last, as we are informed by that vigilant railroad man, Receiver Williams, 160 miles of track has been put down, in spite of the many difficulties which occurred in getting the ties and iron as fast as wanted. Some of this track was spiked down on the ties in less than ten days from the time it came hot from the rollers at Pittsburg, 500 miles distant. We are assured that the work of grading on the next twenty-mile section, north of Paris, will soon be commenced, the locating engineers having completed and reported their line through to the Manistee River, fifty-five miles north of Paris. Contracts for this work will be made without unnecessary delay. Gov. Baldwin, accompanied by an invited party of our citizens, took an inspection trip over the road from this city to Paris yesterday, and was highly pleased with the very excellent character of the work. The party, in addition to Superintendent Shaw, Receiver Williams, Commissioner Howard, and Director White, of the railroad company, included Hon. T. W. Ferry, Judge Whitney, Mayor Aldrich, W. D. Foster, N. L. Avery, Henry Fralick, Col. Briggs, T. H. Lyon, Jr., H. M. Hinsdill, D. L. Latourette, Dr. Ferris, C. Rice, and other gentlemen. The weather was very fine, and the trip an exceedingly pleasant one. A special engine and a new beautiful car were employed for the occasion, and the excursion train made its round trip without regard to the time-table or anything else but the pleasure of the party. The managers of the road were quite attentive in pointing out the many interesting features along the route, to which we have little space for reference here. About four miles north of Morley we pass over what is called "The Summit," being the highest elevation on the completed portion of the road, which point is 362 feet above the crossing of the D. and M. railway, in this city. The grade was so well perfected that we could hardly realize the fact that we reach such an altitude in passing over the apparently level road-

bed. Before reaching Big Rapids, the track passes over a gulch, at the foot of which a small, clear stream flows, seventy-five feet below. The bridge is about 300 feet long, and is a structure of great strength and beauty, built with special reference to permanence and safety. Our train stopped on the north end of this bridge, where the view down and along the gulch is quite picturesque and romantic. Returning, our train made the distance of sixty-five miles in two hours and a half, including two stops of at least ten minutes each. The track is an exceedingly smooth one, and all were delighted with the ride. The Governor must warmly commend it, and all the party gave enthusiastic evidence of their pride and satisfaction. We cannot doubt that the Executive certificate with reference to the completion of the third section of the road will be cheerfully given, and that the Company will at once secure the patents for the lands it is entitled to, and which it has so fully and faithfully earned.—*Grand Rapids Eagle.*

Louisville, Cincinnati and Lexington R. R.

The earnings of this road for the year ending June 30, 1870, were as follows:

From passengers		$502,378 88
" freight		391,836 50
" express		34,379 98
" mail		17,193 81
" telegraph		1,353 96
" miscellaneous		1,605 17
		$948,748 30
Expenses viz:		
Conducting transportat'n.	$224,079 81	
Motive power	139,781 93	
Maintenance of way	277,956 72	
Maintenance of cars	60,491 95	
General expenses	24,592 99	
		726,903 40
Net earnings		$221,844 90
Add balance on hand July 1, 1869		477,010 50
Profits in conversion of scrip		215 11
Total		$699,070 51
From which deduct—		
Interest on bonds	$207,762 06	
Dividends on pref. stock	80,406 87	
Interest and discount on loans	45,510 85	
State tax on capital stock	4,865 00	
Improvement account	9,265 01	
Loss by defaulting agent	203 90	
Bills receivable, worthless	726 60	
		348,723 29
Balance to credit side of General Acc't.		$350,337 22

The consolidation of the Louisville and Frankfort and Lexington and Frankfort Railroad Companies into the Louisville, Cincinnati and Lexington Railroad Company, adopted at the last annual meeting of the stockholders of the two first mentioned companies respectively, and under which you organized at the first general meeting of stockholders of this company on the 5th of October last, has been fully ratified and confirmed by an act of the General Assembly, approved February 9, 1870, with a proviso that your Board shall hereafter consist of twelve directors instead of nine, as provided in the agreement of consolidation. A supplemental act provides that ten of the directors shall be elected annually by the stockholders, the stock owned by the State of Kentucky not being entitled to vote therefor; and that two directors shall be appointed annually by the Governor so long as the State shall remain a stockholder.

Further legislation authorized the issue and sale or hypothecation of additional mortgage bonds to the extent of one million of dollars, and of additional capital stock to an amount not exceeding one million of dollars. Authority was also conferred on this company to construct and extend branch roads through Scott and other counties, receiving and applying to such objects county, city, or town bonds in payment for subscriptions to the capital stock of this company, on such terms and conditions as may be agreed.

FINANCIAL.

The one million dollars additional bonds authorized have been issued, by order of the Board of Directors, payable thirty years after their date, on the 1st of April, 1870, and bearing interest at the rate of eight per cent. per annum; and a mortgage lien has been made, to secure the payment thereof, on the property and franchises of the Company, subordinate to liens previously existing. The greater part of these bonds have been hypothecated as collateral in lieu and substitution of the unsold preferred stock hitherto pledged on the floating debt of the Company, and in the negotiation of further loans to meet the cost of the construction of connecting roads at Louisville and into Cincinnati. About half a million of dollars of preferred joint stock which was hypothecated for debt have been thus retired.

The floating debt of the Company is, in greater part, at long time; and, while it can be carried on the bonds as collateral without great inconvenience, is costing the Company a less rate of interest than would be paid on the proceeds of the bonds at any price at which they could now be negotiated. Besides the saving in interest, the Company has made a considerable saving in premiums on gold by making gold loans to meet our bills for iron. Our second bonds are generally known and treated as a good security, and with the connections of our road completed and its business established, will be sought for investment in our home market at a price materially higher than they will now command. Should no unforeseen trouble defeat the completion of the Cincinnati and Newport railroad bridge this season, and no great financial reversion unsettle ordinary moneyed values, we can have no difficulty in disposing of the securities of the Company during next summer, and liquidating the floating debt. The securities of the Company already issued are sufficient, even at the present market value, to pay all the liabilities of the Company, build its connections, and leave a balance of between $100,000 and $200,000; but the Company could not think of selling the preferred stock bearing nine per cent. at anything near its present market value. It is far preferable to carry a small portion of the floating debt until it can be paid from earnings, and sell no more preferred stock.

CINCINNATI BRANCH.

Your Short Line Branch road from Lagrange to Covington, though still uncompleted, has been open for business and in constant operation during the year past, and has made a gratifying success in demonstrating to the traveling and shipping public its comfort, capacity, and safety as a first-class road. But the embarrassment of its unfinished connections, both at Louisville and Cincinnati, with the necessary delay and expensive haul of both freight and passengers, have deprived it of the business to which its location and advantages entitle it, and essentially reduced the profits on the business it does command. These great obstacles have unavoidably existed a year too long; and have occasioned very serious loss and embarrassment to the operations of the road and the finances of the Company.

CONNECTIONS.

The protracted controversy in the City Council as to the route of connection through Louisville has been terminated by a contract between this Company, the Louisville and Nashville Railroad Company, and the city of Louisville, fixing a satisfactory route for the construction of a connecting road at the joint cost of the two railroad companies; and we expect to be put in possession of the roadway and commence work upon its construction by the date of your meeting. The iron has been provided, and the connecting line should be finished and in operation by the middle of November. The connecting road through Newport will also be completed during the fall; and we have the most confident assurances that the railroad bridge across the Ohio River at Newport will be finished by the 1st of December.

The funds required on our part to build these connections have been arranged for, at long time and lenient rates of interest, on pledge of the second bonds of the Company. The strong companies with which we connect at either end have exhibited a gratifying interest and appreciation of the value of our connections in the liberal aid they have agreed to extend for its completion.

OPERATIONS OF THE ROAD.

The business operations of the Company, its earnings and expenditures during the past year, and present assets and liabilities, are stated in the subjoined tables of the Auditor and Treasurer with great clearness and precision.

I believe it is the history of all new roads that the first year of their opening has never developed the business they are to command; but in our case, operating an unfinished road, with a long break over which we have to haul at either end, against two competing roads without these embarrassments, and with scarcely any county roads open to our new depots on the line to command local business, the earnings exhibited for the past year can be no criterion from which to judge of or scarcely to estimate our future earnings. I believe the earnings of the new line will be at least doubled, and without any increase of expenditures, after the completion of its connections becomes generally known to the public. The operating expenses, which for the first five months of the past fiscal year look very large, but were necessarily greater on account of operating a new and unsettled road than ordinarily, have been reduced to about an average of fifty-six thousand dollars per month; at about which standard, or not exceeding sixty thousand per month, they can be maintained, even with a considerable increase of business and earnings. These expenditures include always a full monthly proportion of the annual outlay for rails, ties, and other material and labor necessary to keep up the renewals and repairs of the road and equipments in the best operating condition. The good condition and quality of the road bed, its tunnels, bridges, and culverts, are not only well maintained, but annually improved.

Should our confident expectations of increased business on the new line be realized, the net revenues of the Company will at once exhibit a handsome margin above the current liabilities, on account of interest and dividends on preferred stock. But sound policy would dictate that the stockholders should not be urgent for a too hasty resumption of dividends on the common stock. The first surplus earnings available for dividends will be worth a great deal more to the common stock if applied to the reduction of the floating debt and the permanent retirement of the unsold preferred stock. The common stock of the Company is so small in amount, compared with the length of the roads and value of property, that a comparative small margin of net earnings above the interest account will pay good dividends. If the policy thus indicated by pursued, and no more preferred stock be sold, I am sanguine that within a few years the balance of the floating debt not paid by the sale of bonds will be paid off from earnings, and the common stock be in receipt of dividends at the rate of ten per cent. per annum.

CONCLUSION.

I cannot conclude this report without expressing my profound regret at the great loss to the Company I am sure you realize in the retirement, from illness and subsequent death, of my distinguished predecessor, the late Hon. W. A. Dudley, the first President under your present organization, and who had so long, faithfully, and efficiently managed your affairs as Chairman of the Joint Committee of the two previous companies. It is a sad reflection that he could not have lived to conduct to a brilliant success and complete the

triumph of his great enterprise in the projection and rapid construction of the important and valuable link in the great line of travel and transportation between the North and South, which your Short Line Branch road to Cincinnati is destined to constitute.

This calamity has brought to the head of your organization a President without experience and with limited knowledge of railroad management, who can only promise his faithful and best efforts to serve your interests.

In the practical business of operating the road I have to acknowledge the invaluable aid of our very able and experienced Superintendent, Colonel Gill. The Company has been fortunate in securing the services of Mr. Gimperling as Assistant Superintendent, whose entire control in the movement of trains exhibits a general success and freedom from collisions or other mishaps that will compare favorably with any other road in the the country.

The receipts and expenses from all sources for the year ending June 30, 1870, were as follows:

Receipts:

Transportation receipts	$948,748 30
Bills payable	279,033 77
Sale of bonds	50,000 00
Sale of preferred stock	6,328 68
Acc'ts for labor and material unpaid	20,403 52
Forfeited per centage on construction contracts	5,238 05
Due foreign roads on ticket sales	9,703 28
Collected from sundry parties	6,364 46
Decrease in supplies on hand	39,927 32
Profits in Lexington and Frankfort R. R. scrip redeemed	215 11
	$1,365,962 49

Expenses:

Operating expenses	$726,903 40
Construction Cincinnati Branch	266,701 02
Improvement account	9,255 01
Louisville and Frankfort R. R. bonds redeemed	6,000 00
Lexington and Frankfort R. R. scrip redeemed	827 60
State tax on capital stock	4,865 00
Interest on bonds	191,113 31
Dividends on preferred stock	77,128 97
Dividends on common stock	3,541 51
Interest and discount on loans	45,510 85
Default of station agent	206 90
Bills receivable, worthless	726 60
Increase in cash on hand	33,182 32
	$1,365,962 49

The company have 26 locomotives, 10 twelve-wheel and 12 eight-wheel passenger cars, 8 baggage, 6 express, 164 box, 24 stock, 100 platform, 6 caboose and 183 road cars. Number of miles run by locomotives with passenger trains, 376,178; with freight trains, 170,548; distributing trains, 74,184—total, 620,895; of which, 345,336 miles were run by coal burners at a cost per mile for fuel of 8.37 cents and for repairs 2.72 cents; and 275,559 miles by wood burners, at a cost per mile for fuel of 10.79 cents, and for repairs 6.04 cents. Av. cost per mile for fuel, 9.46 cents; and for repairs, 4.19 cents. Total cost per mile run, 24.79 cents. Total mileage of cars, 3,330,319. Number of passengers carried, 440,615; total mileage of passengers, 13,955,245. Av. number of miles traveled by each passenger, 31.65. Number of tons hauled, 180,603; number of tons hauled one mile, 12,174,094; average distance each ton was hauled, 67.41 miles. Earnings per total revenue mile, $1 83.95; expenses, do., $1 40.94—net earnings do., $0 43.01. Expenses per total engine mile, $1 17.05. Proportion of operating expenses to earnings, 75.56.

General Account, June 30, 1870.

Cost of Road and Equipments:		
Louisville and Lexington Railroad, 93.50 miles		$2,186,910 36
Cincinnati Branch, 77.60 miles		4,633,440 49
		$6,820,350 85
Sundry Assets:		
Stock in turnpike Cos.	$5,000 00	
Stock in Louisville Fair Grounds Association	5,000 00	
Real estate	62,290 10	
Stock of supplies	84,451 47	
Cash on hand	50,717 64	
		207,459 21
		$7,027,810 06
Funded Debt and Capital Stock:		
Lou. and Frank. R. R. Co. 6 per ct. bonds		$82,000 00
Lex. and Frank. R. R. Co. 6 per ct. bonds, due in 1874		25,000 00
City of Louisville 6 per cent. bonds, due in 1881		100,000 00
Cincinnati Branch 7 per cent. bonds, due in 1897		3,000,000 00
L., C. and L. R. R. 2d mort. 8 per cent. bonds, due in 1900		1,000,000 00
		$4,207,000 00
State of Kentucky perpetual loan, at 6 per cent.		74,519 50
Nine per cent preferred stock		1,500,000 00
Common stock		1,623,482 82
		$7,405,002 32
Less unsold:		
Cincinnati Br. bonds	$322,000 00	
L., C. and L. R. R. bonds	1,000,000 00	
Preferred stock	651,300 00	
		1,973,300 00
		$5,431,702 32
Bills payable:		
Loans, &c		1,162,998 17
Unpaid accounts:		
Accounts for labor and material unclaimed	$44,244 79	
Forfeited per centage on construction contracts	5,238 05	
Interest on bonds uncalled for	21,303 75	
Dividends on stock uncalled for	15,123 53	
Due foreign roads on ticket sales	10,326 29	
Due sundry parties	4,311 67	
	$100,548 08	
Less due us from:		
Post office department	$3,809 97	
Bills receivable	2,133 72	
Station agents	3,188 53	
Sundry parties	8,643 51	
	17,775 73	
		82,772 35
Balance to credit of income acc't.		350,337 22
		$7,027,810 06

President.—Norvin Green.

Vice President.—Joshua F. Speed.

Directors by the Stockholders.—Joshua F. Speed, J. Guthrie Coke, J. W. Kalfus, J. M. Monohan, G. Spratt, J. B. Wilder, G. W. Sutton, M. C. Johnson, F. K. Hunt, Henry Bell. By the State of Kentucky: J. Lyttleton Cooke, E. D. Standiford.

Gen'l Superintendent.—Samuel Gill.

Ass't Superintendent.—J. E. Gimperling.

Secretary and Treasurer.—W. H. Beynroth.

Auditor.—Wm. Mahl.

Engineer.—G. R. Talcott.

Gettysburg Railroad.

In accordance with the decree of the Supreme Court foreclosing the mortgage, Mr. Swope, the trustee, advertises the sale of the Gettysburg railroad, to take place at the Merchants' Exchange, Philadelphia, on Thursday, October 13th. As there seems to be no probability of the resident bondholders forming any combination to purchase the road, we take it for granted that it will pass into new hands, possibly the Pennsylvania or the Reading Railroad Company.

In the franchises of the Gettysburg Railroad Company, holding their right of way from the Susquehanna to the Potomac, the road has a value over and above the bed, rolling stock, &c. The revenues of the line from Gettysburg to Hanover now pay all working expenses and six per cent. on the full amount of the mortgage bonds. Were the link from New Oxford to York or Columbia completed, and the road extended to the Baltimore and Ohio road, the local traffic would be largely increased besides opening up an immense trade, in connection with the Cumberland coal region and the lines of railway pushing southwest through the Shenandoah Valley. As a through line from Philadelphia or New York to the Southwest, the route via Gettysburg to Hagerstown is from thirty to forty miles shorter than by the Cumberland Valley road.

By legislative enactments the bed of the old "tapeworm," in the construction of which the State expended over a half million of dollars, was transferred to the Gettysburg Railroad Company, and will pass to the purchasers, with the franchises, including the right to tap the Baltimore and Ohio road. We have no information as to the purposes of either the Pennsylvania or Reading Companies. Into whosoever hands the road passes, we hope that it will be extended.—*Gettysburg Star.*

Erie Extension Canal.

The Erie *Dispatch* of September 17th says: "Yesterday it was currently rumored that the canal had been sold to parties representing the Pennsylvania Railroad Company and there is now no doubt that a formal transfer of the property has been made. The price understood to have been paid is upwards of a quarter of a million of dollars, mostly in railway bonds. The sale was the staple of street talk yesterday, the business connections of the purchasers giving color to the belief that the canal would hereafter be operated by the Pennsylvania Railroad, as an adjunct instead of a competitor of the Erie and Pittsburg Railroad. Speculation is rife as to the probable effect of the sale upon the freight tariffs both by canal and rail. The general opinion favors the idea that the canal will be put in repair, and that no advance of rates detrimental to the business of the city need be anticipated from this unexpected movement."

☞ Judge Strong, in the U. S. Circuit Court, Philadelphia, has rendered his decision in the case of the Philadelphia and Reading Railroad Company *vs.* Barnes, Collector of Internal Revenue. The opinion decides the law to be the same as it stood before the passage of the act of July 14, 1870, the dividends and interest paid by railroad companies on and after January 1, 1870, were not liable to an internal revenue tax, and that the act of July 14, 1870, could not be accepted as a legislative exposition of the meaning of the former law, so far as it applied to the present case. There were a number of cases involving the same question.

☞ Drew Co., Arkansas, has voted, by a majority of 678, aid to the amount of $100,000 each to the L. R., P. B. and N. O., and M., O. and R. R. railroads.

Finances of Florida.

At the close of the war the State of Florida had afloat about $2,000,000 railroad bonds, of which she had guaranteed the interest. Nearly all these have been called in and cancelled, and the Legislature has authorized an issue of bonds, to be secured by first mortgage bonds of the railroad, to the amount of $16,000 per mile for each mile of constructed road from Jacksonville to Pensacola, 374 miles, and from Gainesville to Tampa Bay, 160 miles. Two hundred and twenty-three miles of the road from Jacksonville, west, is in running order, and $3,000,000 in State bonds has been exchanged. As the road is extended the company is entitled, for each section of twenty miles completed, to receive State bonds to the amount of $16,000 per mile in exchange for its first mortgage bonds. The time for completion of the road is limited to five years, and the entire amount of bonds authorized would be about $8,000,000. The State is authorized to enter upon and sell the roads upon failure of the companies for any one year to pay the interest on the bonds.

The bonded debt of the State itself, as appears from official data, is as follows:

Seven per cent. bonds, issued in 1851, to defray expenses in Seminole war	$220,000
Eight per cent. bonds, issued by Constitutional Convention	30,000
Six per ct. bonds, payable in thirty years, issued under new constitution, 1868	300,000
Six per cent. bonds payable in twenty years, issued under new constitution, 1869	200,000
Total	$750,000

The bonds, issued under the new constitution, were for the purpose of funding floating obligations and past due interest incurred by the old government. The constitution requires the Legislature annually to levy sufficient tax to meet the interest upon the public debt and defray the current expenses of the government. One half of one per cent. upon the assessed valuation of the property is deemed sufficient for that purpose, and is a much lighter tax than in many other States.

Of the seven per cent. bonds $132,000 is in the Indian Trust Fund at Washington, and the State claims indemnity from the federal government for the entire amount of these bonds issued for expenses in the Seminole war. Over 50,000 people have been added to the population of the State since the war, and her present enumeration is stated at near 200,000, against 140,000 in 1860. The city of Jacksonville alone numbers 12,400 inhabitants, having quadrupled since the war. Under the new government the State has entered upon a fresh career of prosperity, and it is expected that 400 miles of railroad will be added within the next two years, the Legislature having made liberal provisions for their construction and also for the improvement of the navigation of her internal waters.

American vs. Foreign Manufactures.

The *Ironmonger*, a London paper published in the interest of the iron and steel manufacturers of England, has the following suggestive paragraph:

"We are running a great risk in England of being beaten by America in the manufacture of axes, shovels, hoes, and other manufactures of the kind. The Pittsburg steel, both cast and rolled, is fully up to the best English—in fact, to such a degree that it is not only supplanting our produce, but in every shape of tool it is being exported to the European continent. American bolts and hinges exceed ours, and medium American cutlery of all kinds is cheaper and better than any manufactured here. We trust that our Sheffield houses will look to their laurels, and strive to maintain the superiority of make and world-wide command of the trade for which they have hitherto been celebrated."

Steam on Canals.

The feasibility of a new plan for propelling boats through the canals by steam is again being discussed. The latest invention was made by a Mr. Goodwin, and consists of a new steamboat, propelled by a single wheel, and this, instead of being of the ordinary construction, consists of a water-tight drum, having the paddles arranged on its periphery, and they do not pass straight across the drum, but are arranged in V shaped lines. The sides of the boat are extended forward, and between them is hung the drum or paddle which we have described. These two sides are thus made to inclose the entire depth and breadth of water to be displaced, so that when the wheel is put in motion the boat is not forced against the water which lies in front of it, thereby piling the water up and throwing it off against the banks; but, instead of this, the water is drawn in under the wheel and forced under the bottom of the boat, being discharged at the rear end, so that the water instead of being higher at the front of the boat, is actually found to be the highest behind it. In this way, instead of the boat having to displace a large amount of water by sheer pressure at the bow, thereby piling the water up and thus opposing a most powerful resistance, the water is displaced by the action of the wheel and passes under the boat. There has been considerable experimenting with steam as a motor upon the Chesapeake and Ohio Canal, but not altogether with the desired success, and it remains to be seen if the desideratum is really attained in the above-named invention.—*Cumberland Alleganian.*

Ogdensburgh and Lake Champlain R. R.

The Directors of the Ogdensburg and Lake Champlain Railroad Company present to the Stockholders their Fifth Annual Report, being for the year ending March 31, 1870:

Gross Earnings for eleven months ending February 28, 1870		$1,025,021 95
Expenses for the same period	$633,372 98	
Paid for wharf property at Ogdensburg	15,346 19	
Paid for building warehouse at Ogdensburg.	21,000 00	
		669,919 17
Net earnings for eleven months.		$355,302 78
Received of the trustees and managers of the Vermont Central and Vermont and Canada Roads, instalment for March under the contract hereinafter referred to		32,051 66
Net earnings for twelve months, ending March 31, 1870		$387,354 44
Balance of net earnings on hand, April 1, 1869.	$208,922 55	
Received for premium on sale of equipment bonds and preferred stock	7,092 09	
		216,014 64
		$603,369 08
From which has been paid:		
One dividend of three per cent. on common stock & tax.	$96,925 00	
Two dividends of four per cent. on preferred stock and tax	168,339 60	
Interest on bonds & tax.	57,358 08	
Profit and loss	9,506 84	
		332,129 97
Net earnings on hand, April 1, 1870		$271,289 11

Which consists of the following items:

Cash and available assets	$288,524 31
Real estate and other assets	88,779 25
	$377,303 56
From which is to be deducted:	
Bills payable and other liabilities	106,064 45
	$271,239 11
From this amount has since been paid the dividend on the first of April, on preferred stock	80,000 00
Balance	$191,239 11

So that the financial condition of the company on the first of April, was as follows:

Cash and available assets		$288,524 31
Deduct notes & liabilit's.	$106,064 45	
Dividend, April 1st	80,000 00	
Unsettled claims, estimated	10,000 00	
		196,064 45
Balance of cash assets on hand, April 1st		$92,459 86
The gross earnings as will appear from the foregoing statement for eleven months, ending Feb. 28, 1870, were		$1,025,021 95
The gross earnings for March, which were received by the trustees and managers of the Vermont Central, and Vermont and Canada Railroad were		54,343 07
Gross earnings for twelve months, ending March 31, 1870		$1,079,365 02
Expenses for same period, exclusive of the cost of wharf property and warehouse		668,064 44
Net		$411,300 58
The gross earni'gs for twelve months, ending March 31, 1869, were		$1,045,221 70
Expenses for same period		688,382 46
Net		$356,839 24
Showing a gain in gross earnings of		$34,143 32
And a reduction in expenses of		20,318 02
Net gain		$54,461 34

There is included in the item of expenses for the past year the cost of building 27 freight cars, one locomotive, and one passenger car.

The equipment of the road has been maintained and kept in good repair.

The proceeds of the sale of $200,000 of equipment bonds, issued a year ago, has been expended in the purchase and building of 100 platform, 148 box, and 1 passenger cars, and 1 locomotive.

Our equipment at the present time consists of 340 platform, 744 box, 19 passenger, and 7 baggage cars, and 33 locomotives.

During the past year 2,000 tons of new iron have been put in the track, and 60,000 ties, besides 50 miles of repaired iron, so that at the present time the track is in most excellent condition.

The repairs on the bridge at Rouse's Point have been completed, so that it is in capital order and will require no material repairs for several years; the other bridges have been kept fully up to the standard which safety requires, and are in good condition.

The roofs of the freight house and repair shops, at Malone, have been covered with slate the past year, involving an expenditure of between four and five thousand dollars.

The brick warehouse at Ogdensburg, to which reference was made in the last annual report, has been built at a cost of $21,000 being $4,000 less than the estimate. This building is 80 feet in width by 400 feet in length, divided by brick walls into four warehouses, each 80 feet by 100 feet and connected by iron doors.

The building is of brick with slated roof, and

admirably adapted to the purposes for which it was designed, viz.: the protection from fire of large amounts of freight.

In view of the large and increasing lumber business, the directors deemed it judicious to extend their water front at Ogdensburg, and have purchased, at a cost of $15,346 19, a property adjoining the depot grounds, having a frontage of about 2,000 feet on the St. Lawrence River, and an average depth of about 400 feet.

$4,600 of first mortgage bonds are yet outstanding, and will be paid on presentation.

$25,200 of second mortgage bonds are yet outstanding and will be converted into the common stock of the company on presentation.

The Court of Appeals of the State of New York have affirmed the decision of the Supreme Court in the suit *versus* parties interested in the old Corporation: that decision declared that the parties had no standing in Court.

On the 24th of February last, the Directors entered into a contract with the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, by which the management of the road and all its property was transferred to them for twenty years, this company receiving as a compensation therefor, in monthly instalments, a sum equivalent to the interest on the equipment bonds, dividend on preferred stock, and six per cent. for three years, seven per cent. for three years, and eight per cent. for fourteen years, on the common stock, free of government tax; this contract contains, also, proper stipulations for keeping the track, buildings and equipment, in good order and repair, and the addition of such equipment from time to time as may be necessary therefor.

At the same time, the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, entered into a contract with the Northern Railroad of New Hampshire, the Concord, the Lowell and Nashua and Boston and Lowell Roads, by which these last named parties agree to hold their share of the gross earnings of all business coming from our road as security for the performance of all the stipulations in our contract, and agree to reserve from the same a sum sufficient to pay the monthly instalments, and our Treasurer is authorized to draw for the same, on the first day of every month, on the Manager of the Boston and Lowell Railroad; this last named contract has been assigned to us.

The contract was deemed eminently advantageous to our stockholders, and not less so to the parties with whom the contract is made.

TRIAL BALANCE, MARCH 31, 1870.

Cost of road	$5,077,000 00
Equipment purchased by loans of 1869	500,000 00
Real estate for sale, not wanted for railroad purposes, and other assets not available as cash	88,779 25
Cash and balances due from other other roads and individuals	288,524 31
	$5,954,303 56
Capital stock	$3,051,800 00
Preferred stock	2,000,000 00
First mortgage bonds	4,600 00
Second mortgage bonds	25,200 00
Equipment bonds of 1868	300,000 00
" " 1869	200,000 00
Bills payable	90,000 00
Unpaid divid'ds, coupons & vouchers	11,464 45
Net earnings	271,239 11
	$5,954,303 56

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, S. E. Peabody, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, I. D. Farnsworth, Chas. J. Morrill, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Counsellor.—WILLIAM C. BROWN.

Boston and Maine Railroad.

The annual meeting of the stockholders of this company was held in Lawrence, Mass., on the 14th inst. Frances Cogswell, Esq., President, in the chair. The Annual Report which was formally presented in print, having previously been distributed among the stockholders, was unanimously accepted. The following gentlemen were elected directors for the ensuing year: Francis Cogswell, Andover; Peter T. Homer, Boston; Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; George C. Lord, Boston; Amos Paul, South New Market; John E. Bickford, Dover.

It was voted to amend the by-laws so as to fix the date of the annual meeting on the second Wednesday of November, beginning with the year 1871, and to have the official reports made up on April 1 and October 1 each year. The reason for this change was the amendment of the statutes by the recent Legislature, whereby the time for making up the annual reports of railroad corporations is changed.

The article relating to the issue of new stock was then taken up.

Brackett L. Jones of Stratham wanted to know what the money was to be used for, and when informed that it was intended to pay the floating debt, expressed his surprise to know that the corporation was in debt. He thought there was a surplus.

P. T. Homer explained that the power to issue stock was desired in order to meet financial emergencies. When money could be hired at 5 per cent. it would be well to carry on a floating debt, as the stock if issued would be compelled to pay a dividend and to pay State taxes. In a financial crisis it would be policy to avoid paying high interest by redeeming the debt, and in such case the stockholders would be called on to take the stock.

The President further explained that the floating debt had accrued and was constantly accruing in consequence of increase of rolling stock, engines, new depots, &c., within the past four years. A branch was now being built from North Andover to Bradford, which would cost $150,000, and large tracts of land had been purchased with a view to future rather than present needs. If gentlemen were willing to go without their dividends in order that the floating debt might be paid, the directors would be happy to comply with their wishes.

Without further discussion it was voted to authorize the directors to issue 4,500 shares of new stock to stockholders at par, at the discretion of the directors.

The article relating to deep water communication was taken up, and the report of the committee recommending reference of the subject to the new Board of Directors was accepted, and the matter was so referred.

☞ The New Bedford and Taunton Railway Company reduces its passenger rates after the first proximo. This is owing to the repeal of the United States tax on fares, which goes into force on that date.

☞ The tender for the construction of the first section (38 miles) of the Glencoe and Buffalo branch of the Great Western (Ca.) Railway has been let to Henry Yates, Esq.

Kansas Pacific Railroad.

On the 30th of August, a train consisting of nine Pullman's Palace cars, with baggage car and commissary car attached, left St. Louis, having on board some ninety-six invited guests of the Kansas Pacific R. R. Co. The party included besides the Postmaster General, the second Assistant Postmaster General, the President's Private Secretary, representatives of various railroads, gentlemen interested in telegraphic lines and land companies, and a large number of journalists from the different States. The excursion was intended to celebrate the opening of the road, the last rail of which was laid some few weeks since, and the last ten miles of which was finished in one day.

The Pacific Railroad, as now completed, runs directly through the State of Kansas and part of the Territory of Colorado, a distance of 637 miles. It also has a branch road from Leavenworth to Lawrence, a distance of 34 miles, and another from Denver to Cheyenne, 100 miles, where it strikes the Union Pacific road. The undertaking was a most laborious and hazardous one but was pushed to its completion through the energy of its President, John D. Perry, Esq. Most of the road is on a line of good water courses, and veins of coal have been struck at several points. A route from Denver to Idaho has been surveyed, and if completed will put the East into direct communication with the Rocky Mountains. Along the whole line of the present road villages are springing up, and the advantages offered by the road to settlers are good, the prices low and interest but six per cent. The road passes through the valleys of the Kansas and Smoky Hill rivers, and across the Big Blue, Republican, Soloman and Saline rivers, the richest agricultural district in the State. After striking the Colorado border it skirts the edges of the Pine Ridges, from which lumber can be readily delivered to any point of the road on the Plains. The business of the road at present, although confined mostly to the cattle traffic, is very large, and the prospects for a thriving and lucrative business in other branches very flattering.

West Chester and Phœnixville Railroad.

The 1st Vice President of the Pennsylvania railroad, and 4th Vice President, Colonel Thomas A. Scott, and Mr. Roberts, in company with William E. Lockwood, President of West Chester and Phœnixville Railroad, and others interested in the new enterprise, on Saturday afternoon last, went over to the proposed line from the steamboat to West Chester. It is said that as soon as the necessary preliminaries are made the West Chester and Phœnixville Railroad will at once be put under contract as far as the steamboat. We understand that the Company is organized as follows: President, William E. Lockwood; Secretary, C. H. Pennypacker; Treasurer, William Painter; Directors, William E. Lockwood, Charles H. Pennypacker, William Painter, Joseph T. Murtagh, Daniel F. Jenks, William McCouch, William D. Christman.—*West Chester Record.*

☞ At a meeting of the stockholders of the Memphis and Raleigh Springs Railroad Company, held at Memphis on the 1st instant, the following directors were elected: E. F. Babcock, E. W. Brooks, C. N. Taylor, A. B. Newkirk, J. T. Swayne, A. J. Kellar, Geo. K. Duncan, H. L. Brinkley, A. J. White.

☞ John J. Richardson has been elected President, J. J. C. Abbott Vice President, and W. R. Worsley Secretary and Treasurer of the Canada Central Railway Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ..100	5,545,225	----------	----------
Atlantic & Gt. Western ..50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 8
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J. & O.	July'70 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,000	----------	----------
Do., do. pref.100	1,340,400	M. & N.	May '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F. M. A. N	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	980,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June '70 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J. A. J. & O	Jan. '70 1
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 80	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68½2
" Street.....	----------	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 1½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J & O	Aug'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Porta., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 80	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,390,646	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	May'70 2½
Dubuque and Sioux City..100	1,073,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	----------	July '70 3
East Tenn. and Georgia....100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.100	2,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	July '70 3
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. do pref.100	5,253,830	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Jan.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Jul. '70 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,616,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'66 2
Louisv., Cin. and Lex..... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323.376	J. & J.	Jan. '70 6
Millville and Glassboro' ...100	405,920	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7½
" " " pref.....100	9,744,.66	Feb. 1870	$7 & 3½
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----------	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'70 3
Nashua and Lowell..... 100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	----------	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	----------	----------
Norfolk & Petersb'g guar..100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000	----------	June'70 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Jan.'70 5
North Pennsylvania..... 50	3,150,150	----------	Aug.'70 5
Norwich & Worcester 100	2,363,600	J. & J.	July'70 3½
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 4
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	8,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J. A. J. & O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July '70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	----------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*..... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	25,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A. J. & O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'703½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, W'atert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	----------	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11½
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,[illegible]	----------	----------
Winchester and Potomac....	----------	J. & J.	July'70 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,238,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 4
Pennsylvania..... 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M. J. S. & D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J. & J.	Jan.'70 4
Lackawanna Coal.....—	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	F. M. A. & N	Aug'69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	----------	June'70 3
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	F. M. A. & N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	216,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,090	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170.044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354.554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.280	367,956	307,919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408.999	426,752	359,102	330,169	3,892.861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,608.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501 259	463,109	403,691	348,995	4,682,505
1870	293,978	328,825	344,366	334,663	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400.941	428.474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4 [illegible] 614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797.464
1869	333,319	306,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,408	5,084 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,7 9
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,760	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,916	1,246,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287.451	293,296	262.798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,046,9 5
1870	201,500	218,600	244,161	245,045	260,169	274,021	249,355	319,012	... ...	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414.543	410,336	372,593	359 463	3,445.82
1863	299,944	271,086	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424.581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	657.141	605,402	6 [illegible] 447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,206
1866	603,053	506,266	505,466	411,605	569,250	567,679	480,626	578,253	571.348	661,971	588,219	504,066	6,546.741
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,448	536,165	444,443	518.800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92.768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	108,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,789	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429.546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488.388	530,871	429.785	380,034	4,663,808
1868	362,021	338,385	378,735	452,429	399,300	365.117	308,502	437,600	521.326	543,886	436,399	437,503	4,991,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279.602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.950	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337.241	401,456	365,663	329.105	413,501	476.661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392.942	456,973	511,820	410,826	380.671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,008
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,782	1,040,102	801 [illegible]	[illegible]	7,250 669
1870	696,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155.586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290.916	304,463	349,285	344,700	350,348	372,618	412.553	284.319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,615	3 [illegible] 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234.633	322,521	366,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307.122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262.515	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,068,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032.149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	792 685	10 [illegible] 026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	833.742	887,793	874,974	436,990	10,657.124
1867	500,488	534,561	703,618	836.603	965,358	903,974	864,637	693,104	873,155	956,658	837,351	586.779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,406	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,586	756,467	857,532	867,288	716,920	8,709,183
1870	538,520	500,139	589,288	706,606	746,450	.....	643,058	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	112
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	112
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	188,380,500	6	" "	1885	112
.. .. .. (5-20s).....coupon		6	" "	1885	112½
.. .. 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1886	110½
.. .. .. (5-20s).....coupon		6	" "	1886	110½
.. .. 3d series (5-20s)...registered	347,714,500	6	" "	1887	111
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	39,737,850	6	" "	1888	110½
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	107
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'98-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	44,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	.....	Due.	....
Treasury Notes (7-30s).....	611,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090,590	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	nil.	.....	Dem.	....
Fractional Currency	40,854,384	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
.. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. .. (" extended)..	732,800	5	" "	1886	....
.. .. (new).....	660,200	8	" "	'94-'05	101
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. .. *.. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. .. Bounty Bonds.....	982,000	7	" "	'83-'86	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	100½
.. .. .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. .. .. Nov., 1863		6	" "	1883	....
.. .. .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. .. .. May 1, 1865,(free)		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. .. (" ")....	176,000	7	May & Oct.	1870	....
.. .. (Act March 12, 1866)....	3,164,500	7	Jan.' & July.	1886	....
.. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. .. (" ")....	75,000	6	May & Oct.	1874	....
.. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. ..	339,000	6	May & Nov.	1879	....
.. ..	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. .. (Levees).....	1,000,000	6	Various.	1886	74
.. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. .. (Funding).....	494,800	6	Various.	'86-'88	66
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. ..	171,000	6	Various.	'75-'78	100
.. —War Loan of 1861.....	800,000	6	"	1871	101½
.. .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. ..	2,252,112	5	" "	'89-'90	....
.. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. .. .. 1827.....	24,000	5	" "	1880	....
.. .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	97
.. .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1867.....	100,000	6	*	1873	....
.. ..					

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	98½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	6	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	109½
.. —	720,000	6	" "	'74-'75	109½
.. —	1,430,000	6	" "	1876	109½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	6	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	90
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	106½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,767,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	51½
.. — .. (new).....	3,959,045	6	" "	'92-'98	29
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	6	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	69½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	67
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	30
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	756,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	91
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	....
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	73 70
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	78
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	93
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	76½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	88
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	82½
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	106½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	72
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	94½
North Shore, L. I:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	....
Orange Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	103½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	95
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.):						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	98
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	96
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond,	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1868	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	82½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	69½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	73
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	9½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	25,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	100½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000					425,000			68.0	118,080			196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,564	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ...N. Y.	217,345	*			194,250	20,000			15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,206	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	132
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.									103.5	691,644			536,033	L158,572	—	100	4
Dec. 31, 1869	26.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355		—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*			995,800	2,244,500	902,636		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000				332,000	700,000			59.0	(Operated by Bondholders. —No returns.)				42,000	7	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000			600,000			600,000							—	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346				250,000				—	(Leased to Fall Brook Coal Co.)					7	100	75
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany... Mass. & N. York.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636		34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000		367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,851	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	50.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	149
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,614	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957			225,909	929	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,585,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780								—	(Leased & oper. by GrandTrunk Co.)				96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York.	3,396,088	*			950,000	2,389,000			—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127				428,472				1.60	28,606	664,730		49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000			2,500,000	1,500,000			—	(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*			1,632,000	9,957,000			279.0	.....			921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*			5,000,000	9,751,335			92.3	.....			4,229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157				1,120,805	990,000			60.2				320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362				332,925	300,000			—	(Leased & oper. by Camd. & Amboy.)				42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	5	15	2	67	Cape Cod .....Mass.	1,277,489	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380				447,000	200,000	202,205		—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*			426,900				34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased to Dela., L. and W.)				54,000	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000				1,701,000	1,701,000			—	(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000				8,000,000	7,620,000			—	(Leased and oper. by Chic. and N.W.)				475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*			4,666,800	786,000			284.0	974,915			2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c		15,000,000	3,400,000			74.0	.....			4,010,122	1,367,958	—	100	105½
Jun. 30, 1869	137.0	—	25.3	—	41	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	1.00	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,800,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0		(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....			403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000				380,000				—	(Leased to Erie & N.Centrl.)				30,000	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....			42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*				3,288,892			—	(No returns published.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500		109,496	53.6	495,525	4,733,611	15 601,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*			871,900	500,000	437,500		—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,582,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397			4,681,563	2,004,970	10	100	113
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,704,250	1,842,836	1,587,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....		(No returns.)	.....	.....	.....	.....	.....	100	.....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			660,337	10	100	119½	
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	115½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	376,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	3,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	21
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	93
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Navigation	Co.)			150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operated by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	De. 1 1	869 to P b	g Cin & S	t. L. at	80,000 p.a.]	196.5	954,319	22.208,215	35,730 006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	85
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,055,529	155,517	175.0	315,181	6,706,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfor.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	787	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,700	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	—	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,6 1 977	942,664	132,510	102,110	10	100	135½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,667	291.0	816,569	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶...Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1869	284.8	—	57.8	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,676	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,023,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	64½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150 766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	.....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.3	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1 000 0 00	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,216,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	....	.....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	.....	.....	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	479,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	46
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	51
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	92½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,823,234	*	.....	.....	9,000,000	16,707,646	.....	.....	842.2	7,885,910	313,183,904	559,362,876	22,071,553	9,244,621	8	100	....
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	58,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.8	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	888,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	....
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	90
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	.....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)															100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,98.	991,064			3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	5	50	83½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080	661,370	128,943	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,686	2,989,134				5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	87½
Mar. 31, 1868	99.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,668,400	125,908	146,259	311,904		52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000				35.3	146,773			325,369	65,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,580		66.4	413,172	7,312,851	11,085,863	741,607	171,957	8	100	103½
Jun. 30, 1869	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				145.0	279,621		3,345,141	253,994			
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,643	29,566,222	898,981	301,742	6	100	87
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534		2,964,041	663,427	—	100	33½
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	91½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		18,612	289,550	380,000	26,500			9.0				147,327	24,479	—	100	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535			3,086,592	1,064,338	—	100	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	*			7,000,000	1,192,000				47.6						24	100	79½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)			53,400	8	100	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000					(Leased	to Erie)					100	
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)			26,500	5	100	
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000						(Leased t	o Camden	and Amb	oy.)		100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,812	4,757,786	10	50	118½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						10	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											100	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3				212,892	93,883	—	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686			46.0	124,224			196,672	9,272	—	50	
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.	—	50	54
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303			697,620	287,492	10	50	160
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	96½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338		332,675		1,259,100			80,555		26.5				1,077,559	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,218,042	9,520,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50	107½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184			201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,695,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,181	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,584			8,131,531	2,891,199	9½	100	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000										27,450	6	100	85½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In hands of R	eceiver.)					23.0	34,971			60,042	5,313	—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219		605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			518,592	130,420	6	160	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased	to Concor	d.)		24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000					(Leased	to Eastern	.)	77,755	24,737	—	100	
Nov. 30, 1868	14.5	—	—	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896			112,572	21,541	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544		47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	100	
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390			92.3				254,899	30,667	—	100	
Oct. 31, 1860	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	680,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	
Sept. 30, 1868	38.3	—	—	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in o	peration.)					100	
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							100	
Dec. 31, 1868	12.0	—	—	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under c	onstructio	n.)			100	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18 064,197	1,274,134	501,998	10	100	120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4,069,421	11,712,202	993,239		—	100	27½
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000						(About $5	0,000 a mo	nth.)			100	72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased	to Ind. &	St. Louis.)	517,941	—	100	30½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000				120.6				612,000	171,000	—	100	46½
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased	to Chi. &	Alton.)	240,000		—	100	
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030						(Under co	nstruction	.)			100	
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under co	nstruction	.)			100	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.9				209,534	87,404	—	100	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,675	100,000	283,656	5,791		86.0	142,341	1,791,700		232,950	100,415	—	100	
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328				180,550	100,000					(Leased	to West J	ersey.)		16,533	6	50	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91							17,500	1½	100	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299			416,916	106,052	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,792	*			1,269,150	97,000	106,120			54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050						(Leased	to Phila. a	nd Readin	g.)		5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3				312,577	12,909	—	100	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0				218,441		—	100	
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000					(Le	ased by N	orthern C	entral.)		6	50	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265,000	155,000	32,260	11,145	—	100	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,063				100,000	37,800				20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)		100	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334	—	100	
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	.96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009				75.0				127,000		—	100	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109.0	373,510	7,127,219		605,543	214,124	—	100	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased	to Central	of New J	ersey.)		6	100	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,296,967		243.0	756,431			1,294,962	590,796	—	100	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala					900,000								(In progres	s.)			100	
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000				63.0	150,560	5,597,645	2,094,921	221 815	66,552	10	100	
Sept. 30, 1868	123.0	7.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,666,426	389,360	63,560	—	100	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.		*			880,000					(Und	er const	ruction.)				100	
Dec 31 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*												250,000		—	100	
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.										91.0							100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	—	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,789	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	—	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	130	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	—	—	—	.....	.....	.....	.....	.....	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	.....	.....	.....	.....	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	.....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	(Will form a part of the Rondout and Oswego Line.)		250.700		21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	101
Dec. 31, 1868	—	—	—	166.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	3,274,000	.....	654,000	2,620,000	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	396,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	106.0	105	47	25	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,013,207	1,123,588	—	100	52½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			529,680	236,987	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	—	—	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			.....	.....	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	25
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	—	—	—	—	—	—	—	—	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.0	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,278	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased to Vermont Central.)			—	—	8	100	106½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	61
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			—	—	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	—	—	(In hands of receiver.)						7.0							100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	—	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,696,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	—	—	(Under construction.)						—	.....	(Not in operation.)		—	—	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	—	—	(Under construction.)						—	.....	(Not in operation.)		—	—	—	100	....
Dec. 31, 1868	20.8	—	....	6 ½	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)			—	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	80
Oct 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			108.0	—	—	—	110,610	.....	10	100	122½
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	161.0	—	—	—	104,961	3,849	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,240,000	1,049,260	120,563	61,090	48.0	—	—	—	405,174	213,374	—	50	66½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	354.0	—	—	—	735,303	258,436	—	50	40
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	.....	.....	2,002,746	2,632,310	195,232	.....	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	87.6	—	—	—	48,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
																						124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	622,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb...N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102¼
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	8.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,921	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	160,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	163,535	108,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5¾	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	50
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36¼	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	628	3,600	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¼
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Hannibal and St. Joseph, pref.	5,253,836	...	...	115½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	74½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58½
Sandusky and Cincinnati, pref.	445,546	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,883,997	6	6	34
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @ 37 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ½@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11½
Sheet, Single D. and T. Common		— 5 @ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penns.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 17 @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		6 —@ 6 25
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 36½@ — 37
Straits	(gold).	— 34½@ — 35
English	(gold).	— — @ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 62½@ 9 87½	10 25 @ 10 75
I. C. Coke	7 50 @ 8 —	9 25 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 62½@ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 12½@ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 17
Refined, prime L. S. to W. (110 @115 test)		— — @ — 26½
Refined, Standard White (in ship'g order)		— 25½@ — —
Refined, prime White (in shipping order)		— — @ — —
Refined, S. W. (in jobbing lots)		— 27 @ — —
Refined, S. W. (in tin)		— — @ — 30½
Naptha, Refined, (65 @ 73 gravity)		— 10½@ — 10½
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	89	....	89½	90	90½	90½
Central of N. Jersey	106½	107	106½	106	....	106½
Chicago & Alton	113	....	....	....	....	....
" pref.	....	115	....	....	....	....
" 1 M	....	....	....	....	....	102
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	150	....	....	....	....	153
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	83	83	82½	82½	82½	82½
" pref.	88½	88½	87½	87½	87½	87½
" 1st M.	....	....	93	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	114½	115½	116½	115½	115½	115½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	97½	97½	....	....	....
Clev., Col., C. and Ind.	80	79½	....	....	....	82½
Clev. and Pittsburg	107½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	76½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	17½	17½	....	17½
" 1 M.	82½	82½	82½	....	....	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	123	123	122½	....	....	....
Del., Lack. & Western	103½	104	105	104½	104½	104½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	93	....	93	93	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	23½	....	....	....	....	....
" pref.	48½	....	48	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	86	....	....	....	....	....
" 4 M. 7s, 1880	83½	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	112½	....	....	113	....	....
" pref.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	136½	....	135½	....	....	136
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93	93½	93½	92½	92½	94
Lake Shore Div. bonds	93½	93½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	....	....	120	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	99½	99½	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10	10½	10½	10½	....	10½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	63½	64½	63½	63½	63½	64½
" pref.	81½	81½	81½	81	80½	81½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	92½	....	92	
Missouri 6s	90½	90½	90½	90½	90½	
" H. & St. J. iss.	....	90½	....	....	....	....
Morris and Essex	88½	89	....	89	89½	89½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	93½	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	91	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	93½	92	92½	92½	
" certificates	92½	88½x	89	87½	87½	87½
N. York and Harlem	133	133½	....	....	133	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	51	....	50½	....	51½
" new	....	29½	29	29	....	29
Ohio and Miss.	....	34½	....	33½	34½	33½
" pref.	....	....	....	....	73	73
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	42½	43½	43½	42½	42½	43½
Panama	83	81½	81	81	....	79½
Phila. and Reading	97	97½	97	96½	....	96½
Pitts., Ft. W. & Chi. gtd.	95½	95	....	94½	94½	x93½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	98	....	....	....
" 3 M.	....	95	....	....	....	....
Quicksilver Mining Co.	....	....	....	5½	....	5½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	97	....	....	....	98
" 2 M. pref.	....	....	....	....	....	85
" Income bds	....	76	....	....	....	77
Tennessee 6s	....	62½	....	62½	60	60½
" new	....	60½	....	60	60	60½
Tol., Wab. & Western	....	52½	52½	53½	52½	52½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	92½	92	....	....	93
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	81½	81	81	81	81½	82½
Virginia 6s, ex-coupon	....	....	....	....	....	....
" new	....	66½	....	....	65	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106⅝	....	106⅝	107	
U. S. 5s, 10-40s, reg	106¼	....	....	106⅜	....	....
U. S. 6s, 1881, reg	....	....	113½	114	114	
U. S. 6s, 1881, coup	114	113⅞	...	113⅞	114	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111⅛	111⅛	111⅛	....	111⅛	
U. S. 6s, 5-20s, c. 1862.113	112⅛	112⅛	112⅛	112⅛	113	
U. S. 6s, 5-20s, reg. '64	....	....	111½	....	....	
U. S. 6s, 5-20s, c. 1864.111⅛	....	111⅛	....	111⅛	111⅛	
U. S. 6s, 5-20s, reg. '65	....	111⅛	111⅛	....	111⅛	
U. S. 6s, 5-20s, c. 1865.112	112	112	112	112½	112⅛	
U. S. 6s, 5-20s, r. n. '65	....	110¼	....	110¼	110⅜	
U. S. 6s, 5-20s, c. n. '65.110¼	110⅛	110⅛	110⅛	110⅛	110⅜	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.110⅛	110⅛	110⅛	110⅛	110⅛	110⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅛	110¼	110⅛	110⅛	110⅜	
U. S. 6s, Pac.R.R.issue	111¼	....	....	....	111⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	....	37⅜	....	....	38	
Camden and Amboy	114⅛	114⅛	114⅛	114⅛	114⅛	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	98	....	....	....	....	....
.. 6s, 1883	....	....	....	93½	....	
.. 6s, 1889	....	90½	....	....	....	
.. mort. 6s, '89	93	....	95	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33⅜	....	33⅞	33⅜	33⅜	....
.. 6s, 1884	....	....	84½	....	....	....
.. Gold L	89	....	90⅛	89½	89⅜	....
.. R. R. L	....	....	89½	....	....	....
Lehigh Valley R. R.	58⅛	58⅛	58⅛	58⅛	58⅛	58⅛
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	51½
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	41½	....	
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	94½	....	94½	....	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	43⅜	....	
Pennsylvania R. R.	59½	59½	59½	59⅝	59⅝	59½
.. 1st M	....	....	....	....	....	....
.. 2d M	103⅜	....	....	103½	....	
Penn. State, 6s, 1st series	106	....	....	....	....	....
.. 6s, 2d series	107	....	107	....	....	....
.. 6s, 3d series	....	....	....	111	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	101⅛	101⅛	....	102	....	
.. new	101⅛	101⅛	101⅛	101⅛	101⅛	
Philad., Germ. & Nor	....	80	....	....	....	....
Phila. & Reading	48⅛	48⅛	48⅛	48⅛	48⅛	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	94	....	
.. 7s	88⅛	....	....	....	88⅛	
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	72	....	73⅛	....	73⅛	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	9	....	....	
Hestonville, (Horse)	....	....	....	14	....	
Chestnut & Wal.	44	....	....	....	....	
Green & Coates	....	39	....	....	....	
2d and 3d streets	....	49	50	....	....	
Spruce and Pine	24	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	95½	....	....	....	....	
.. 1886	....	94½	....	....	94½	
.. 1890	....	93½	94	....	....	
.. 1884	....	....	....	....	92½	
Balt and Ohio	132	....	....	....	132	
.. bonds, 1875	....	....	....	94½	....	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	96	96	....	....	
Marietta & Cin. 1st M.	91½	....	....	91½	....	
.. 2d M	75	74½	....	75	....	
Northern Central	....	....	43½	43½	43½	
.. bonds, 1885	....	....	....	....	....	
.. .. 1900	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	95	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	....	
City Passenger R. R.	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	....	....	....	148½	149	
Boston and Lowell	136	....	....	....	....	....
Boston and Maine	....	....	149	149	149	
Boston and Providence	....	....	146	....	145½	
Boston, Hartford & Erie	3½	4½	5	4⅜	5	
.. 7s, new	24½	....	25½	29⅜	28⅜	30
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	134⅜	....	....	....	....
Eastern	120	120	120½	....	120½	
Fitchburg	....	132½	132	....	132⅛	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119½	....	120	119½	....	120¼
Northern, N. H	....	....	....	....	112	....
Ogdens. & Lake Champ	85⅜	86	86	....	87	
.. pref.	....	....	110	110	....	
Old Colony & Newport	96⅜	96⅜	....	....	96⅜	
Ph., Wil. & Baltimore	53⅛	....	53⅛	53⅜	53⅜	
Portl'd, Saco & Porta	....	112½	....	....	....	
Union Pacific	27⅛	....	....	25⅜	....	25
" 6s	80	80	....	79½	....	
" Land Grant 7s	....	....	....	....	....	69⅛
" Income 10s	....	....	72⅜	72⅜	....	73
Vermont & Canada	106⅜	106⅜	....	....	....	106⅜
Vermont & Mass	....	61	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	102½
Metropolitan ..	....	....	....	....	....	68
Middlesex ..	....	....	76	....	....	74½
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	5½	5½	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 2.	Sept. 9.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	45 — 55
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	50 — 60	45 — 55
Do. Consol. 7 per cent. mort. 1890	22 — 23	23½ — 24½
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	107 —108	108 —108
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	97 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	88 — 90	88 — 91
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881	91 — 94	92 — 94
Do. with option to be paid in Phila.	91 — 94	92 — 94

American Railroad Journal.

Saturday, September 24, 1870.

Stock Exchange and Money Market.

The Money market has quoted easier for responsible borrowers, who have been enabled to provide for their urgent wants without difficulty, at 4@6 per cent. on call, and 7@9 per cent. per annum in the discount form. The speculative inquiry for aid has not been active. The mercantile demand has been good, and has been met with promptness, in all unexceptionable cases, at the going rates. The fall trade opens with unusual promise of a healthy and profitable movement through the season, and lenders evince more confidence in commercial credits. The city banks, in their last weekly return, showed a gain of nearly a million legal tender notes, with, however, a reduction of about 3⅜ millions in the deposit averages, and nearly 2¼ millions in their specie reserve. They diminished their loan and discount averages about 3⅜ millions, or equal to the falling off in their deposit line. Their legal tender average is now a little over 49 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now about 193½ millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 16⅛ millions against 41⅛ millions July 16th. The U. S. Sub Treasury lost $1,139,858 of its currency balance; and $2,185,089 of its coin reserve during the week.

The specie reserve of the city banks according to the latest return is $16,517,151, against $14,538,109 same time last year. The city bank deposits are now $193,479,916, against $188,390,130 week ending Sept. 18, 1869. The legal tender reserve amounts to $49,062,532, against $51,259,197 same time last year. The circulation now stands at $32,750,726, against $33,972,759 same time last year. The loans are now $268,408,700, against $266,496,024 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $69,961,551 a day, against a daily average of $75,321,678 the preceding week. The current weeks' exchanges average about 81 millions a day. The city banks, last week, reported a loss of $2,201,158 of specie, and of $3,372,514 of deposits, with a gain of $990,347 legal tender notes. They reduced their loans, $3,388,031; and their circulation, $146,442.

The city bank exchanges on Wednesday were about 62 millions.

The coin reserves of the Treasury Department on Monday were $99,281,083, including $21,317,000 on deposit on private account; currency balances, $34,274,829.

National Bank notes to the amount of $365,350 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $328,937,274, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $29,399,045 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,538,229. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,919,850; and for the public deposits, $16,341,500—making a total of $358,261,350. The Treasury Department last week redeemed and destroyed $664,300 of worn and mutilated fractional currency, and issued $262,293 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 17, were $3,996,108 in coin, (including $3,998,000 from customs duties,) and $4,987,351 in currency; payments, $6,181,197 in coin, (including $379,421 of coin interest,) and $6,127,210 in currency; balance at the close of the week, included $60,647,663, of coin, against $62,832,753 the preceding Saturday, and $9,053,087 of currency, against $10,192,946 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $553,300 in coin, (including $541,000 from customs,) and $428,082 in currency; payments $128,376 of coin (including $76,445 of coin interest), and $560,509, of currency. On Tuesday, receipts, $683,977 in coin (including $662,261 from customs), and $316,664 in currency; payments, $32,287 in coin (including $27,721 of coin interest) and $316,508 of currency. The balance at the close of business on

Tuesday included $8,920,817 of currency, and $61,723,977 of coin, against a balance a week previous of $11,029,933 currency, and $63,927,617 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,645,267 from customs; aggregate payments, $55,169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,940,456 of coin certificates, received for customs.

Government revenues have been yielding satisfactorily since our last. The excises, during the week yielded about four millions; customs at the port of New York, $3,234,456, and at the outports about $1,100,000 (in coin) more, making the grand total income for the week equal to about $8,984,623 in currency. The income of the Government, from excises, since July 1, 1870, has been about 48½ millions.

The Gold market has shown but little animation, since our last. The speculative inquiry has been devoid of spirit. The customs call has been fair. The export drain has fallen below a weekly average of a million dollars. The range of the price has been from 113⅝@114½, and the closing quotation on Wednesday was 113⅞, against 114¼ the preceding Wednesday. The war news from Europe has not been of an important character, and has not had much influence on the market. The export drain of Gold last week was considerably under a million, against 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at 113.65@113.81. The aggregate of the bids was $3,690,000. The shipments thus far this year have been about 48 millions, against 25¼ millions same time in 1869; 65⅜ millions same time in 1868; 41⅜ millions same time in 1867; over 53½ millions same time in 1866; and over 21 millions same time in 1865. On Wednesday of the current week, the specie exports were $430,668. The exchanges at the Gold Exchange Bank, which were over 53½ millions on Thursday of last week, run down to 19½ millions on Saturday, and were up to only 28¼ millions on Monday of this week, and were 35⅛ millions on Tuesday. On Wednesday they were 24⅜ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $62,063,281.

The customs demand for Gold last week, averaged $666,334 a day; thus far, this week, it has averaged $601,631 a day, or equal to a weekly aggregate of $3,609,786. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $148,779; and since Jan. 1, 1870, $7,900,432, against $9,884,124 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $101,643,583 against $97,854,901, same time in 1869.

The exports of specie, from this port, last week, were $810,465 against $313,119 same week last year; and since Jan. 1870, $47,419,404, against $25,274,067 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $379,421; and since Jan. 1, 1870, $66,183,427 against $68,410,770 same time in 1869.

The customs revenue of the port on Wednesday was $717,000; and the coin interest disbursements were $38,000.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 12th, was $6,104,000, against $5,973,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Sept. 12, were $24,403,000, against $27,101,000 same time last year.

Under its official programme for September, Government will sell Gold during the month as follows: Wednesday, September 28, $1,000,000. And purchase Five-Twenties, as follows: Thursday, September 29, $1,000,000.

Foreign Exchange has been in pretty fair supply and demand at about steady rates, as a rule. Bankers' sixty day bills on London closed on Wednesday at 109½@109⅞; sight bills on London, 110¼@110⅝. The offerings of produce bills have been rather less extensive. The week's exports of domestic produce have been to the currency value of $3,137,927, and since January 1, 1870, $130,362,363, against $137,873,202 same time in 1869.

There has been a moderate business transacted in Government securities, through the week. The offerings of bonds have been rather limited and prices have been very well supported. On Thursday of last week, Government again increased its acceptances of Five Twenties a million, over the amount specified in the advertisement, inviting offers. Its proposal for Thursday of this week was to purchase a million, with the usual reservation, but it was expected that it would accept a larger amount. The main inquiry for investment purposes has been for the later issues of the Five Twenties, which show a fractional advance in prices, closing buoyantly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114@114¼; U. S. Five Twenties of 1862, 112⅞@113⅛; U. S. Five-twenties of 1864 at 111⅞@112; U. S. Five Twenties of 1865 at 112⅛@112¼; U.S. Five-twenties of 1865 consolidated, 110¾@110⅞; U.S. Five Twenties of 1867, 110¾@110⅞; U. S. Five-twenties of 1868, 110⅞@111; U. S. Ten-forties at 107@107⅛; U. S. Six per cent. currency bonds, 111¼@111½.

State bonds have been in quite moderate demand, but without very important changes in price.

Railway bonds have been in more general request, chiefly for investment at buoyant prices, including Central Pacific Sixes, which closed on Wednesday buoyantly at 90½@90⅝, showing a further advance of near two per cent. in the price within the week, influenced in part by the reports of the liberal earnings of the road. The Union Pacific Sixes closed on Wednesday at 82¼@82½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been salable and steady at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, but irregular as to price, the later dealings showing rather more firmness and buoyancy.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 7.	Sept. 14.	Sept. 21.
Consols	91⅞	92⅛	92⅜
U. S. 5-20's of 1862	88¾	90	90½
U. S. 5-20s, 1865	88¼	89¼	89½
" 1867	87¼	88¼	88½
" 10-40s	84	85	85½
Erie	18¼	18	18
Ill. Central	112	112½	113
At. and Gt. West	23½	23½	23½

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 94⅛.

General business has been moderately active in the line of domestic produce, but at, in most instances, easier prices. The free arrivals of cotton have been against steadiness in the current values of this staple. Flour, Wheat and Pork closed weaker in price. Corn, Oats and Petroleum, stronger. Middling upland cotton closed heavily on Wednesday at 18¼ cts. per lb. The stock of cotton now here is given at about 12,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 35,149 bales, against 40,944 bales same time in 1869–'70; exports same time 14,821 bales, against 3,926 bales same time in 1869–'70; stock on hand at latest dates, 55,889, bales, against 28,705 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,309 pkgs., against 16,706 pkgs., same time in 1869. From Boston, 4,864 pkgs. in 1870, against 6,189 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in fair demand and steady; we quote the range at from 8@17c. per lb.; week's receipts, 8,084. Milch cows continue very quiet at $40@$100 each, receipts, 64. Veal calves have been in moderate demand at from 5@13c. per lb.; receipts, 3,245. Sheep have been in less request at from 3@6½c.; lambs at 6⅛@8½c. per lb.; receipts, 35,140. Hogs have been quiet at 9¾@10⅛c. per lb., all live weight; receipts, 15,468.

There has been more inquiry for foreign goods, and prices of seasonable stocks have been well supported. The dry goods entries at this port, last week, were $3,220,418 making with the general merchandise imports, a total of $6,353,999.

Freights have been less active, but shipowners have been firm in their views, with a light offering of room reported. For Liverpool we quote flour at 1s. 9d. by sail, and 2s.@2s. 3d. by steamer per bbl.; grain at 6½@7d. by sail, and 8½@8¾d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d. @⅜d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 482.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 20, and since the beginning of the year:

	1869.	1870.
For the week	$3,752,261	$3,187,927
Previously reported	134,120,941	127,224,436
Since Jan. 1	$137,873,202	$120,362,363

The imports for the week ending Sept. 17, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$3,519,829	$3,220,418
Gen. merchandise	4,168,733	3,133,581
Total for the week	$6,688,562	$6,353,999
Previously reported	219,806,932	211,465,482
Since January 1	$226,495,494	$217,819,481

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Central of New Jersey new bonds, 101; Chicago and Northwestern Interest bonds, 92; Ohio and Miss. consol. bonds, 87; New York and New Haven R. R., 150; do. 6s, 99; Hannibal and St. Joseph 8s, con., 105; Morris and Essex const. bonds, 88; St. Louis and Iron Mt. R. R., 1st mort., 86; Pacific 7s, guar. by Mo., 96; Jefferson R. R. 1st mort., 91; Cleveland, Painesville and Ashtabula 7s, 93; New Jersey R. R., 115; Great Western (Ills.) 1st mort. 10s, 1868, 105; St. Louis, Jacksonville and Chicago 1st mort., 93¼; North Carolina 6s, special tax, 23⅞; do. Fund Act, 1868, 24; California 7s, 112½; Louisiana 6s, 71; do., new, 65; Michigan 6s, 1873, 100: New York State 7s, Bounty Loan, reg., 107¾; Georgia 7s, 92; Ohio 6s, 1881, 102½; Alabama 8s, 101; Jersey City W. L., 92; Brooklyn 6s, W. L., 93; Am. Dock and Imp. 7s, 95; Western Union Telegraph, 34⅝; Quicksilver Mining pref., 8; Adams Exp. Co., 65¼; Am. Mer. Union Exp., 41¾; U. S. Exp., 86¼; Wells Fargo Exp., 42¼; Central gold, 0.19; Grass Valley gold, 0.29.

Philadelphia.—West Jersey R. R. 7s, 97½; Oil Creek and Allegheny River R. R., 45⅝; do., bonds, 80¼; Phila. and Reading 6s, 1843-'80, 97½; West Pennsylvania R. R. 6s, 81½; Belvidere Delaware 2d mort., 86; Sunbury and Erie 7s, 104; Warren and Franklin 1st mort., 84; Pennsylvania and New York Canal 7s, 92; Connecting R. R. bonds, 83; Pennsylvania R. R. Gen'l Mort. bonds coupon, 95⅞; McClintock oil, ¾; Union Canal, ⅝; Delaware Division Canal, 46. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101⅝@101¾; State 5s, coupon, 105@—; do., 6s, W. L., 105@106; do., 1st series, 103@104½; do., 2d series, 106@107; do., 3d series, 111@111¼; Reading, 48½@48⅝; do., 7s, 1893, 104@104¾; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 114½@114¾; do., mort. 6s, 1889, 95@95¾; do., 1883, 92@94; do., 1889, 91@92; Penn. R. R., 59¼@59⅜; do. 1st mort., 101½@102; do., 2d mort., 103@104; Little Schuylkill R. R., 41@42; Morris Canal, 25@30; do., pref., 66@67; do., 6s, 82@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16¾@17; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 40@41; do., 7s, 1873, 90@92; do., 5s, 60@61; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 84½@84½; do., R.R. Loan, 89½@89¾; do., Gold Loan, 89¼@89½; North Pennsylvania, 41½@42; do., 6s, 96@96¼; do., 7s, 94@94½; do., Chattle 10s, 113@115; Philadelphia and Erie, 26⅝@27; do., 6s, 93½@94; Minehill, 51½@52; Catawissa, 10¼@15; do. pref., 38@38¼; Lehigh Valley, 58⅝@58¾; do. 6s, 96⅛@—; do., 6s, reg., 98@100; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 49@50; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 23@24; Green and Coates, 39@40; Chestnut and Walnut, 43½@45; Hestonville, 14@14¼; Union, 43@50.

Boston.—Jackson, Lansing and Saginaw R. R. 8s, 1885, 95¾; Michigan Central Air-Line R. R. 8s, 1890, 106¼; Fort Wayne, Jackson and Saginaw R. R. 8s, 90¼; Leavenworth, Lawrence and Galveston R. R. 10s, 98; Eastern R. R. 6s, 1874, 99; Vermont Central and Vermont and Canada 8s, 1875, 102¾; do. 1889, 103; Vermont Central 1st mort., 84½; do. 2d mort., 38; Western R. R. 6s, 1875, 101¼; Stanstead, Shefford and Chambly 7s, 82¾; Missouri River, Fort Scott and Gulf 10s, 101¾; Old Colony and Newport 7s, 102¼; Phila., Wil. and Balt. 6s, 1887, 95; Mansfield and Framingham 7s, 94¾; Burlington and Missouri R.R. 8s, Nebraska, 98; Rutland R. R., 27½; do. pref., 74½; Cincinnati, Sandusky and Cleveland R. R., 21; do., 7s, 1890, 78; Berkshire R. R., 75; Norwich and Worcester R.R., 103¼; Summit Branch, 38; Connecticut and Passumpsic Rivers pref., 85¼; Indianapolis and Cincinnati R. R., 16; Boston Water Power Co., 15; Essex Co., 135; Cary Imp., 8⅛; Massachusetts 6s, 1876, gold, 109¼; do., 1872, 109¾; Maine 6s, 1873, 100½, New Hampshire 6s, 1872, 99¾; do. 1871, 100; Boston 6s, 1880, currency, 100¼; do., 1874, 99⅛; do. 5s, 1883, gold, 97½; do. 1878, 98⅜; Chicago 7s, W. L., 98½; Portland 6s, 1877, 94¾; Bangor 6s, 1874, 94½; Cook Co., Ills., 7s, 1880@1885, 98; Hancock Mining Co., 1¼; Hecla, 80.

Baltimore.—Orange, Alexandria and Manassas bonds, 76½; Orange and Alexandria 2d mort., 76½; Pittsburg and Connellsville bonds, 91¼; Virginia 6s, old, reg., 53⅝; do. 1866, 65; do. 1867, 60. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91⅛@91½; Baltimore and Ohio, 132@132½; do., 6s, 1875, 94@94¾; do., 1880, 94@95; do., 1885, 95½@96; Northern Central, 43¼@43¼; do., 6s, 1885, 92@94; do. 1900, 90@90⅛; do. 6s, 1900, gold, 93@94; Parkersburg Branch, 8@9; N. W. Va. 1st mort., 94@95; do. 2d mort., 94@95; do. 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 90¾@91; do., 2d mort., 74¾@75; Central Ohio, 24@26½; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 65@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77¾@78½; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 75½@80; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 75@75½; Orange, Alexandria and Manassas 7s, 76½@76¾; Virginia and Tennessee 8s, 82@82¼; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 95@95¾; do., 1884, 92½@92¾; do., 1886, 94@94½; do., 1890, 93½@93¾; do., 1893, —@94; do. 5s, 1838-'70, 75@80; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 103@103¼; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ The Railway Commissioners advertise for tenders for the three remaining sections of the Intercolonial line, all in the province of New Brunswick. No. 21 is 25 miles in length; No. 22, 25 miles; and No. 23, about 22 miles. The contract of section No. 10 has been annulled, and tenders for that section are also asked. It is situated in New Brunswick and is 20 miles in length. Tenders to be received at Ottawa until the 5th of October.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS
OF THE CENTRAL PACIFIC RAILROAD,
AND ALL ITS BRANCHES.
No. 5 NASSAU ST.,
NEW YORK, Sept. 17, 1870.

☞ THE EARNINGS OF THE MAIN LINE of the CENTRAL PACIFIC RAILROAD since Jan. 1, are as follows:

January	$413,104 41
February	394,176 47
March	488,332 91
April	633,758 06
May	768,719 77
June	729,274 46
July	784,099 64
August	806,040 00

The total amount of its First Mortgage Bonds is $28,620,000, upon which the annual interest payments are $1,717,200; its gross receipts for the current fiscal year will be over $8,000,000, of which one-half will be profits. The cash value of its property is OVER ONE HUNDRED MILLIONS; its princely earnings, in its first year—its economical and careful management—its entire freedom from floating debt—its sinking fund out of its surplus earnings, which will be invested in its own bonds—the fact that it is a finished road and fully equipped, all combine to make its bonds fully equal in intrinsic value to the bonds of the Government itself. We do not hesitate to recommend our friends to change their Five twenties and other governments for these bonds, and thus secure the difference of 20 to 22 per cent., thereby increasing their income from four and a half to SEVEN PER CENT., and we firmly believe the time is not far distant when these bonds will be scarce at par and above.

The bonds are dealt in at the Stock Exchange, the same as Government bonds; the market price, to-day, is 89¾ to 90; they are all of $1,000, interest at six per cent., January and July, principal and interest both payable in United States gold coin, dollar for dollar, in the City of New York.

FISK & HATCH.

We receive deposits and allow interest thereon, make collections, and do a general Banking business.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ Mr. P. Collins, Agent for the Pennsylvania Central Improvement Company, advertises in the Warren *Sentinel* for 2,000 laborers to work on the Front Royal and Luray section of the Shenandoah Valley Railroad. By the time this section is completed, it is expected that the Martinsburg and Potomac Railroad will be in running order to Front Royal.

☞ Work has been commenced on the Columbia (Pa.) and Port Deposit (Md.) Railroad. The road is being built by Messrs. Wolfe and Upp for the Pennsylvania Railroad Company, there being no sub-letting.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—INJURY TO PASSENGERS GETTING ON TRAIN.

The facts of the late case of The Detroit and Milwaukee R. R. Co. *vs.* Curtis and wife, (23 Wis., 152,) are as follows: The action below was by Curtis and wife against the railroad company, for injuries to the person of Mrs. Curtis from her being thrown from the platform of a car on one of the company's trains, in consequence of the sudden starting of the train while she was getting upon it.

Verdict for plaintiffs below; motion for a new trial denied; and judgment upon the verdict, which the railroad company seeks here to reverse.

The following is the able opinion of the court delivered by

PAINE, J.—I cannot assent to the position of the counsel for the plaintiffs in error, that there was such an absence of evidence of any negligence on the part of the company, and such clear proof of negligence on the part of the plaintiff below contributing to the injury that the court should have taken the case from the jury. If it had appeared that the train was brought to a stand in the usual manner, and that the plaintiff who was injured, had, of her own motion and without any instigation from the agents and servants of the company, attempted to go on board before the cars had fairly stopped, and during the jerking motions that usually result, as the proof shows, in stopping a long train, and had been injured by reason of such attempt, there would be much more ground for sustaining this position. But here there is evidence tending to show that the train came to a full stop, and that the passengers were told to go on board by the persons in charge the train. There is certainly proof tending to show that the train had come to a full stop after the jerking motions, resulting from checking its speed, had ceased. Not only the direct statements of the witnesses, but the fact that all the passengers at the station were getting on board at the same time the plaintiff did, tends to show this: for though there is occasionally an individual who will take the risk of getting on board before the cars stop, yet passengers generally do not. But even if it had not come to a full stop, and the stop during which the plaintiffs attempted to go on board, was one of those which resulted merely from checking the speed of the train, as the counsel urges, yet when the passengers were told by those managing the train to go on board, they had a right to assume that the train was ready for their reception, and cannot be charged with negligence in following that direction, the train, where they attempted to enter, being actually still at the time. If the train was not ready for their reception, it was a clear act of negligence in the servants of the company to tell them to go on board, as the proof shows was done in this case. And it makes no difference that they were told to go to the hind car, and that the plaintiffs, instead of doing so, attempted to enter the third car from the rear. The conclusion which they had a right to draw from being told to go on board in any car was, that the train was ready to receive them. And the direction to go to the hind car could only have been reasonably understood as informing them where they could most conveniently find seats. There was no occasion for them to infer that they were guilty of any negligence or exposing themselves to any danger if they entered another car. And if the plaintiff was guilty of no other negligence than that, and was injured by starting the cars suddenly and without notice, whileso entering she ought to recover. The question of negligence is one of fact for the jury and will be submitted to them, except in those cases where the proof is so clear and decisive in its character as to warrant the court in saying, as a matter of law, that there is nothing to submit. And that certainly, was not the case here.

But there is one proposition, in the instructions given by the court, which I think cannot be sustained. It is found in the remarks immediately succeeding the further instruction asked by the plaintiffs, partly as an addition to that instruction, and partly in further enlarging upon the same idea. Without quoting them literally, it is enough to say that they told the jury that if they believed from the evidence that if the company had had an agent, wearing its badge, whose special duty it was to warn passengers not to go on board till the cars stopped, and to inform them in what cars to enter, and to tell them that there was room for all, etc., and that such an agent would have prevented the injury, and that there was no such agent there, then the defendant was guilty of negligence, and liable in the action. I know of no law requiring this of railroad companies. And while they are justly held to a strict responsibility, and required to exercise the highest degree of care and diligence to provide for the safety of their passengers, yet I think no such application of this rule as that contained in this proposition of the court below, has ever been made, and that it would be unreasonable to make it. The extreme vigilance and care required of them relate usually to the proper construction and management of their cars and road. But the instruction of the court below would hold the company liable, although there was no negligence whatever in the management of its train, because it did not have a special agent to warn the plaintiff not to go on board till the cars had stopped, and to give her general information about getting on board. This it was not bound to do. On the contrary it had a right to assume that the plaintiff, and all other persons traveling, possessed that ordinary intelligence and prudence necessary to enable them to take care of themselves, in view of the ordinary incidents of traveling upon railroads that are constructed with proper care and skill. Getting on and off the cars are among these incidents. To attempt to get on or off while the cars are in motion is an act of negligence. And to say that a railroad company is liable for not having a special agent to prevent passengers from injuring themselves by such acts is to say that without any other negligence on its part, it is to be held liable for not having an agent to prevent passengers injuring themselves by their own want of ordinary care and prudence. There is no reason or authority for such a proposition. Nor can I see any support for it in the section of the statute of Michigan which was proved at the trial, and which, it is suggested "contemplates" the appointment of such an agent. I cannot see that it in any way contemplates or implies the existence of an agent for such a purpose. It seems to be nothing more than a provision requiring such agents as the company does have, to wear a badge indicating their respective offices.

As the evidence was conflicting, and it is impossible to say what effect the jury may have given to this instruction, the judgment must be reversed, and the cause sent back for a new trial.

Judgment reversed.

Chicago and Northwestern Railway.

The following is a statement in detail, of the business of the different divisions of this road for the year ending May 31, 1870:

	Wisconsin Division, 314.6 miles.	Galena Division, 261 miles.	Iowa Division, 354 miles.	Madison Division, 67.6 miles.	Peninsula Division, 78.8 miles.	Milwaukee Division, 85 miles.
Passengers	$889,520 41	$1,020,340 09	$1,102,330 25	$73,426 69	$26,946 35	$569,231 81
Commutation	10,976 85	48,529 20	.....	.....	.....	56,456 65
Iron Ore	.....	.....	.....	.....	.....	.....
Freight	1,850,357 75	2,792,846 86	1,723,209 08	184,721 88	639,268 27	406,797 22
Through freight between Chicago and Omaha	.....	146,762 46	892,872 47	.....	50,449 34	.....
Milk	17,620 79	82,691 48	.....	.....	.....	.....
Express freight	51,859 46	93,804 67	68,708 22	4,110 06	1,565 00	42,130 43
Mail	39,912 91	44,375 04	70,719 94	4,877 40	4,721 11	8,700 00
Miscellaneous	36,837 13	64,058 28	5,746 94	579 40	356 00	11,016 32
Total	$2,846,585 30	$4,238,403 08	$3,419,086 90	$217,714 93	$723,806 07	$1,090,831 93
Earnings per mile of road	$9,048 27	$16,239 09	$9,658 44	$3,220 64	$9,800 90	$12,827 43
Per cent. of expenses	72.74	58.36	74.19	72.87	57.34	52.47
Number of passengers carried one mile	24,979,683	32,235,375	33,551,978	2,060,398	661,635	21,968,390
Tons of freight	602,961	855,465	471,939	88,242	416,180	206,785
Tons carried one mile	60,800,349	82,206,626	77,754,546	8,860,563	26,764,531	13,360,625
	524,526	748,016	338,979	67,588	10,730	721,777

Foreign Trade of the United States.

Mr. Young, chief of the Bureau of Statistics, furnishes the following detailed abstract of our foreign trade for the fiscal year ended June 30, 1870, compared with the same period of 1869, as shown on Monthly Report No. 12 now in press:

	1869.	1870.
Imports	$437,314,255	$462,356,163
Domestic exports (specie value)	325,925,643	420,518,951
Foreign exports	25,173,414	30,427,104

Of the total imports for 1870, $415,847,213 was dutiable, and $46,508,950 free of duty; $268,481,274 entered for consumption, and $193,874,889 entered for warehouse. The value of the commodities remaining in the warehouses of the United States June 30, 1870, was $56,891,473, against $62,457,436 June 30, 1869.

The proportion of the imports, domestic and foreign exports shipped in foreign and American vessels respectively, during the fiscal year ended June 30, 1870, was as follows:

Vessels:	Imports.	Domestic (exports (mixed values).	Foreign exports.
American	$153,217,996	$186,139,532	$13,492,241
Foreign...	309,138,167	312,984,450	16,934,868

Fiscal year ended June 30, 1869:

Vessels:	Imports.	Domestic (exports (mixed values).	Foreign exports.
American	$136,802,024	$137,832,820	$15,321,704
Foreign...	300,512,231	276,128,070	9,851,701

It will be noticed that foreign vessels carried (nearly) 69 per cent. of the imports in 1869 and 67 per cent. in 1870; of the total exports 65 per cent. in 1869, and 62 per cent. in 1870; and of the whole, 67 per cent. in 1869, and 64½ per cent. in 1870.

The values of the principal commodities imported during the fiscal years ended June 30, 1870, and 1869, were as follows:

FREE OF DUTY.

	1870.	1869.
Dyewoods in sticks	$1,337,093	$1,092,529
Gold and silver coin and bullion	26,368,079	19,807,876
Guano	1,415,519	204,348
Household and personal effects, &c.	1,127,685	983,110
Indigo	1,203,664	1,649,550
Madder	1,118,113	3,553,298
Rags for the manufacture of paper	3,138,984	2,800,619
Silk—raw or as reeled from the cocoon	3,017,958	3,318,496

DUTIABLE.

	1870.	1869.
Animals, living	$6,419,517	$3,592,551
Barley	4,759,393	5,742,619
Rice	1,007,612	1,325,234
Wheat	878,833	1,718,406
Books	1,769,180	1,607,201
Buttons	1,357,683	1,649,831
Clothing, except when of silk	2,573,313	1,449,448
Coal, bituminous	1,110,882	1,216,247
Coffee	24,233,766	24,531,743
Cotton, & manufactures of	23,380,053	20,562,874
Chemicals, drugs and dyes	6,717,941	7,239,088
Fancy goods	4,308,771	4,372,607
Fish	2,316,755	1,973,170
Flax, & manufacturers of	16,859,124	17,222,298
Fruit	7,387,737	7,954,278
Furs and skins	2,264,965	3,094,115
Glass, & manufactures of	4,157,612	3,895,739
Gums	1,288,494	1,240,195
Hemp, & manufactures of	4,443,393	3,239,950
Hides and skins, other than furs	14,402,339	12,483,525
India rubber and gutta percha	4,195,701	3,470,308
Iron, and manufactures of	32,665,327	29,446,336
Jute, &c., and manufactures of	3,155,277	2,751,764
Lead, and manufactures of	3,674,988	3,531,944
Leather and leather goods	3,674,988	3,531,944
Oils	2,872 910	2,221,245
Opium	1,776,908	1,086,572
Paints and painter's color	1,078,556	1,270,482
Paper, & manufactures of	1,099,783	1,001,777
Precious stones	1,797,235	2,041,933
Provisions, exclusive of fish, &c	4,648,596	1,992,213
Salt	1,443,938	1,268,891
Silk, and manufactures of	23,904,048	22,333,600
Soda and salts of	3,905,238	4,193,387
Spices	1,513,118	1,533,588
Sugar and molasses	69,827,561	72,430,693
Tea	13 871,546	13,687,750
Tin, and manufactures of	9,651,088	10,354,569
Tobacco, and manufactures of	4.218,109	3,366,398
Watches, &c.	3,021 875	2,449,059
Wines, spirits and cordials	7,587,070	6,272,491
Wood, & manufactures of	9,680,956	8,252,529
Wool, and manufactures of	41,233,983	40,229,386
Zinc, spelter, &c	1,003,442	1,197,683

The values of the principal domestic commodities exported were as follows:

	1870.	1869.
Agricultural implements	$1,068,092	$1,037,530
Animals, living	1,045,039	917,046
Indian corn	1,287,575	6,820,719
Indian cornmeal	934,936	1,658,273
Wheat	47,213,945	24,383,259
Wheat flour	21,126,877	18,813,865
Coal, bituminous & other	1,306,358	1,553,115
Copper, & manufactures of	1,042,246	592,698
Cotton, & manufactur's of	230,807,931	168,507,274
Drugs, chemicals & medicines	1,356,773	1,886,889
Dye stuffs	1,002,634	.....
Furs and fur skins	1,941,139	2,039,563
Gold and silver, and manufactures of	43,941,965	43,000,758
Hops	2,515,734	1,627,248
Iron, and manufactures of	5,386,838	3,299,639
Steel, and manufactures of	5,121,032	5,523,728
Naval stores	1,920,085	2,216 180
Petroleum, crude	2,091,759	2,806,538
Pretroleum, refined	20,832,777	27,291,531
Spermaceti oil	794,432	1,361,388
Ordnance stores	1,228.536	163,008
Bacon and hams	6,123,043	7,482,060
Beef	1,939,758	243,357
Cheese	7,688,474	6,437,886
Lard	5,933,397	7,443.948
Pork	3,523,137	3,422,928
Sewing machines, and parts of	2,233,326	2,051,581
Spirits of turpentine	1,357,302	1,444,332
Tallow	8,814.861	2,362,330
Tobacco, leaf	21,100 230	20,552,943
Tobacco, cigars, snuff, &c.	1,605,971	2,794,776
Wood, & manufactures of	13,734,838	15,126,459

The values of the principal commodities re-exported were:

	1870.	1869.
Gold and silver coin and bullion	$14,271,864	$14,222,414
Breadstuffs	1,259,128	1,124,420
Coffee	410,836	1,020,231
Oils	1,459,892	302,782
Provisions and tallow	1,894,907	51,793
Sugar and molasses	1,238,137	1,397,039

The values of the principal commodities remaining in the warehouse were as follows:

	1870.	1869.
Coffee	$4,643,886	$6,737,068
Cotton, & manufactures of	1,563,294	1,507,239
Flax, and manufactures of	1,495,766	1,631,059
Fruit	1,224,537	1,403,146
Hemp, & manufactures of	1,332 363	567,458
Iron, and manufactures of	2,672,835	2,175,977
Sugar and molasses	22,004,785	27,773.482
Tea	5,378,095	4,435,843
Wines, spirits and cordials	1,912,935	1,571,804
Wool, & manufactures of	3,309,816	4,069,768

The number and tonnage of American and foreign vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal years 1869 and 1870, were as follows:

TWELVE MONTHS ENDING JUNE 30, 1869.

	Entered.		Cleared.	
Vessels:	Number.	Tons.	Number.	Tons.
American	9,928	3,402,668	9,659	3,381,363
Foreign	18,804	5,347,694	18,637	5,372,570
Total	28,732	8,750,362	28,276	8,753,933

TWELVE MONTHS ENDING JUNE 30, 1870.

	Entered.		Cleared.	
Vessels:	Number.	Tons.	Number.	Tons.
American	10,785	3,482,294	10,566	3,503,347
Foreign	19,536	5,679,614	19,526	5,672,632
Total	30,321	9,161,908	30,092	9,175,979

The report contains a statement showing the collections of internal revenue during the fiscal years 1860 and 1870, from which it appears that the total collections in 1869 amounted to $159,124,126, and in 1870 to $184,303,127.

EMIGRATION.

The same report contains the following synoptical table, which exhibits the total number of emigrants arrived in the United States during the fiscal year ending June 30, 1870, and their nationalities:

From—	Males.	Females.	Total.
Great Britain	63,369	40,316	103,685
Ireland	31,414	25.582	56,996
German States	73,027	49,621	122,648
Sweden and Norway	16,309	10,350	26,659
Denmark	2,519	1,564	4,083
Holland	663	403	1,066
Belgium	718	284	1,002
Switzerland	2,012	1,073	3,085
France	2,689	1,316	4,005
Spain and Portugal	655	256	911
Italy	2,132	759	2,891
Russia and Poland	690	440	1,130
Other counties of Europe	28	2	30
China	14,624	1,116	15,740
Africa	26	5	31
British North American possessions	22,720	17,683	40,403
Mexico	352	101	453
South America	59	10	69
Cuba	816	357	1,173
West Indies	315	98	413
Azores	275	167	442
All other countries not stated	139	43	182
Total	235 551	151,546	387,097

☞ The Philadelphia *Ledger* says that both branches of City Councils have passed an ordinance to pay the interest and principal of all City loans created before the 25th day of February, 1862, and which matured on the 1st day of July last, in coin or its equivalent, and that they directed the Committee on Finance to report to the next meeting of Councils an ordinance making the necessary appropriation therefor.

☞ The first trains on the Boonton Cut off of the Delaware, Lackawanna and Western Railroad commenced running on the 12th inst. For a few months only coal trains will pass over; but as soon as the stations are put in order, passenger trains will be put on. The only station now in readiness is Brandes, near Rutherford Park. The stations will be built at Denville, Boonton, Whitehall, Beavertown, Mead's Basin, Paterson, Clifton, Brandes, Sidney, Bergen and Hoboken.

☞ The Delaware and Raritan Canal and Camden and Amboy Railroad Company give notice that the United States tax retained on the payment of their coupons of August and September, 1870, will be paid over to parties entitled to the same on application at the Company's office.

☞ The first consignment of iron for the Toronto and Nipissing Railway having arrived, and the remainder being now on its way, the Uxbridge *Journal* trusts the contractors will push the grading to completion, so that the track may be laid without interruption.

☞ The New York Central and Hudson River Railroad Co. have declared a dividend of 4 per cent. on the capital stock, and a like dividend on the "consolidated certificates," payable on the 15th day of October next.

☞ Gov. Onslow Stearns and Ex-Gov. Frederick Smyth have accepted the office of Receivers of the Concord Railroad, and have filed their bonds. They will enter upon the discharge of their duties immediately.

Atlantic and Great Western Railway.

OFFICIAL SCHEME OF REORGANIZATION.

It will be seen that Messrs. Bischoffsheim and Goldschmidt, as agents for the company, give notice that the scrip certificates, identifying the old and representing the new securities, are now ready to be issued in exchange for the temporary receipts.

Referring to the announcement of Messrs. Bischoffsheim and Goldschmidt, the secretary, Mr. L. J. Woodman, requests that those bond and debenture holders who have not already deposited their securities, will do so at their earliest convenience.

It appears that the amount already deposited secures the success of the scheme, but it may be materially hastened by the deposit of their securities by those who have already sent in their assents to the office.

"The object of the scheme is to place the railway in an independent position, so as to bring its revenues, which are known to be ample for its engagements, under the control of its Proprietors."

It is to be observed that the principle of reconstruction adopted, namely giving attention equally to priorities and equities, pledging the company only to present actual receipts and giving to every creditor the chances of future development to recover payment in full, has been adopted in its fullest extent by Lords Salisbury and Cairns in the decision on London, Chatham, and Dover.—*Herapath.*

Great Western (Ca.) Railway.

The Montreal *Gazette* says that the Great Western Railway Company of Canada have commenced taking up the third rail on their route, and have completed the work as far as Chatham. The remainder will be completed as soon as possible. The road has been running narrow-gauge cars for some time, and are rapidly exchanging their broad-gauge for narrow-gauge locomotives, and thus the third rail has become useless expense. The rolling stock of the road was never in better condition than now, and when the change of gauge is complete the working expenses of the road will be greatly lessened.

☞ The Washington *Star* says that rails are commenced to be laid on the Baltimore and Potomac Railroad at its intersection with the Annapolis and Elkridge road, about fifteen miles from Annapolis, and five or six miles from the Annapolis Junction of the Washington branch of the Baltimore and Ohio railroad. The rails, which are landed at Annapolis from vessels, are brought up the railroad, to be supplied as the tracklaying advances towards Washington on the Baltimore and Potomac roads.

☞ The grants by Congress to the following named railroads in Arkansas, foot up as follows: Memphis and Little Rock railroad, 365,589 acres of the public lands; the Cairo and Fulton railroad, 985,621 acres; Iron Mountain railroad, $866,000, and 1,400,000 acres besides; Little Rock and Fort Smith railroad, 458,771 acres.

☞ The work of preparing the foundation for the western abutment and piers of the bridge over the Schuylkill at South street, Philadelphia, is progressing rapidly.

☞ John Gordon has been re-elected President and A. R. McMaster Vice President of the Toronto, Grey and Bruce railway.

☞ The Bristol *News* says two corps of engineers are to be put on the line of the Virginia and Kentucky railroad about the middle of October.

Railways in Russia.

New statutes have been prepared for the Warsaw and Vienna. The Terespol and Kischinew will be opened for traffic Jan. 1, 1871. The Poltava and Krementchug section of the Charkow and Krementchug was opened for traffic August 11. The Government has approved a scheme for an extension of the Moscow and Jaroslaw from Jaroslaw to Vologda. Surveys have been authorized of a line to run from Mitau *via* Schaulen and Tanroggen to the Prussian frontier.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.

Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

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PERFORATED CONICAL TUYERE,
Adapted to all Branches of Blacksmithing, and Superior to Stone or Brick. Manufactory, corner South 6th St., and Dunham Place, Williamsburgh, L. I. Address Forge Company, P. O. Box, 176. Send for circular.

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Call on or address
The Portable Nitro Glycerine Company
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MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

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Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

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WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

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Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong.

It is much stronger as only a small portion opens, whereas in the old style the whole top comes off.

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next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimoushi, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

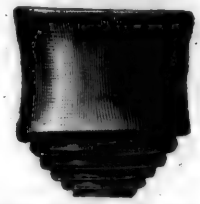
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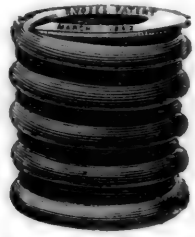
Patented.—All others are Infringements.



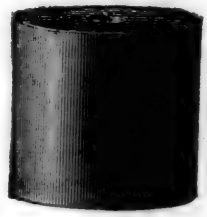
Small Rubber Centre Groupe Spiral



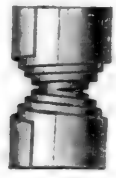
Large Rubber Centre Spiral.



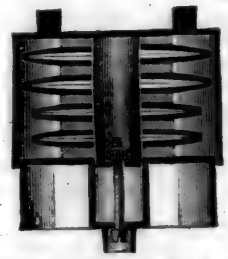
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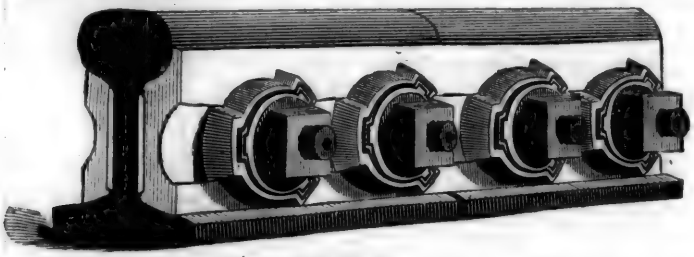
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 4, ARIZONA, CAPT. MAURY, connecting with the MONTANA, CAPT. PARKER.

Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Oct. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Oct. 1, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 40.] SATURDAY, OCTOBER 1, 1870. [WHOLE No. 1,798 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 1, 1870.

The Steel Trade.

Pittsburgh is the great steel market of America. The steel works of Pittsburgh supply sixty-six per cent. of all the various grades of steel manufactured in the United States, and the production of steel in this country has already arrived at such a degree of magnitude and success, that fully two-thirds of the entire consumption of the United States is the product of our own steel works.

The steel factories of Pittsburgh are the largest, most complete, and the most uniformly successful steel factories in the country. In many respects the leading steel works of Pittsburgh will compare favorably with the oldest establishments in England. This is the result of an experience extending over forty years, embracing many signal failures, but terminating in the most gratifying success. Were we requested to point out a single manufacturing branch in this city which more than another exhibits indomitable energy, enterprise and perseverance, we would designate the manufacture of steel. In regard to the higher grades especially, these are claimed as Pittsburgh's peculiar product. To Pittsburgh, and to Pittsburgh alone, must be awarded the credit of first producing a quality of steel equal to the best imported. Celebrated in the manufacture of iron and glass, in neither can Pittsburgh be said to claim a monopoly simply on the score of excellence. Elsewhere iron and glass of an excellent quality is placed in direct competition with the products of Pittsburgh; in the manufacture of fine steel the superiority of Pittsburgh products is unchallenged.

Although the most remarkable progress made in the manufacture of the fine qualities of Pittsburgh steel is embraced in the past eight years, the production of Pittsburgh steel dates back to 1829. The enterprise was set on foot by an Englishman named Broadmeadow, who succeeded in producing an inferior quality of blister steel.

In 1885, Mr. Isaac Jones began the manufacture of springs and axles on Sixth street, near the site occupied by the Suspension bridge. Although the steel employed was not of the best quality, the project was successful from the outset. The steel employed by Mr. Jones was made by Messrs. Shoenberger.

Even as late as 1860, the census shows that six out of the seventeen establishments engaged in the manufacture of steel in the United States, were located in Pittsburgh. And we may add that the capacity of Pittsburgh establishments more than equaled all the rest.

At the present time the list of Pittsburgh steel works proper embraces the following firms: Anderson & Woods, Singer, Nimick & Co., Hussey, Wells & Co., Park, Bro. & Co., Miller, Barr & Parkin. In addition to these Coleman, Rahm & Co., Brown & Co., and Reese, Graff & Dull, firms engaged in the manufacture of iron; also make large quantities of common steel. The capital invested in these nine establishments cannot be less than $4,500,000. The annual products amount to eighteen thousand, five hundred tons. The sales of the various establishments, effected in Pittsburgh alone, for the year ending 1870, amount in the aggregate to $4,260 000. The amount sold in eastern and western cities by the agents of the respective firms engaged in the manufacture of steel, and of which we have no account, will probably amount to $1,200,000, making a total of $5,460,000. When it is remembered that these sales were effected during a season of great depression in every branch of industry, some idea may be formed of the magnitude of the trade.

The products of our steel works enter everything from the plainest plow plate to the quality of sword and razor steel, from a *cast* cast steel railway frog to a watch spring. The finest saws and axes made in the country are made from Pittsburgh steel. During the war, Messrs. Ames & Co., of Chickopee Falls, Massachusetts, drew their supply of steel for the manufacture of swords from a single Pittsburgh steel factory. Upwards of four hundred thousand sabres were made by this concern from Pittsburgh cast steel.

The growing demand for cast steel castings has given an impetus to this branch of the business. The rolling of cast steel plates for boilers and flues, where formerly they were employed almost exclusively in constructing fire-boxes, is a branch of the trade that promises to increase rapidly.—*Pittsburgh Chronicle.*

Tax on Interest and Dividends.

By reference to the annexed letter from the Acting Commissioner of Internal Revenue it will be seen that no tax is to be withheld from interest or coupons falling due during the last five months of the present calendar year, but that they are to be returned like interest from other sources, in the next annual income returns of the parties receiving them. The tax of 2½ per cent. on dividends declared within the same period is to be levied and collected during the year 1871.

OFFICE OF INTERNAL REVENUE,
WASHINGTON, Sept. 7, 1870.

W. Raymond Lee, Esq.,

Assessor Third District, Boston, Mass.:

Sir—Your letter of the 1st instant, respecting the assessment and collection of the tax imposed upon dividends by section 15 of the act of July 14, 1870, was received on the 5th.

It is enacted in said section "that there shall be levied and collected, for and during the year 1871, a tax of two and one half per centum on the amount of all interest or coupons paid on bonds or other evidences of debt issued and payable in one or more years after date, by any of the corporations in this section hereinafter numerated, and on the amount of all dividends of earnings, income or gains hereafter declared by any bank, trust company, savings institution, insurance company, railroad company, canal company, turnpike company, canal navigation company, and slack-water company, whenever and wherever the same shall be payable, and to whatsoever person the same may be due, including non-residents, whether citizens or aliens, and on all undivided profits of any such corporation which have accrued and been added to any surplus, contingent, or other fund; and every such corporation, having paid the tax as aforesaid, is hereby authorized to de-

duct and withhold from any payment on account of interest, coupons, and dividends, an amount equal to the tax of two and one half per centum on the same."

You will notice that by the terms of the section, the tax upon the interest and coupons paid upon bonds or other evidences of debt issued by the companies, corporations, etc., therein enumerated, is to be levied "for and during the year 1871," that the tax upon the dividends of earnings of said companies, etc., is also to be levied and collected during the year 1871, but is to be levied upon all dividends declared after the passage of the act.

It is therefore ruled that no tax is to be withheld from interest or coupons which fall due during the last five months of the present calendar year, but that they are to be returned, like interest from other sources, in the next annual income returns of the parties receiving them.

It is also held that although a tax of two and one-half per centum is imposed upon dividends declared by said companies, corporations, etc., on and after August 1, 1870, it is to be "levied and collected * * during the year 1871." It is not necessary to decide at present at what time in 1871 the taxes upon these dividends of the last five months of 1870 are to be levied. Further legislation may perhaps be required upon that point.

I shall cause this letter to be published in the Internal Revenue Record, for the information and guidance of officers of this Bureau.

J. W. Douglass, Acting Commissioner.

Portland, Saco and Portsmouth Railroad.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$307,736 01	$328,657 63
" freight	237,238 58	253,175 48
" express	13,877 40	14,906 89
" extra baggage	250 67	227 12
" mails	7,837 44	10,143 53
" rents, etc.	8,096 00	10,024 38
	$575,036 10	$617,134 52
Expenses, viz:		
Maintenance of way	$142,847 80	$147,812 58
Locomotive power	134 598 92	147,884 92
Train expenses	46,406 86	54,197 42
Station expenses	27,346 12	32,991 24
Office establishment	28,030 66	25,244 86
Taxes and insurance	18,533 75	14,641 22
Damages	4 962 91	18,873 74
Machine shop	6,722 76	5,536 02
Renewal fund	10,000 00	10,000 00
	$409,449 28	$456,682 00
Net earnings	$165,586 82	$160,452 52
From which deduct:		
Judgment in favor of A. Knight for personal injuries at Steamboat landing Portland	$2,900 67	
5 box cars added to equipment	3 500 00	
Taxes on surplus	1,467 20	
Interest	364 45	
Dividends December, 1869, and June, 1870	90,000 00	
	98,232 32	
Leaving a balance of	$62,220 20	
Add balance May, 1869	269,233 08	
Add amount charged in report of 1869 for tax on dividend No. 51	2,868 42	
	$338,821 70	
Deduct over estimate net income May	4,529 57	
Present surplus or profit and loss account represented on the lessees' books as Eastern and Boston and Maine Railroads	$329,292 13	

It is to be observed that the amount of dividends for Dec. 1869, and June, 1870, are deducted in the above statement from the earnings of the road, although the dividend due in December as well as that of June 1869, have not yet been charged off the books of the Lessees. Should they be charged off and the dividend for June, 1870, also, the amount standing to credit of profit and loss would be reduced about $31,000, from the amount stated above, by the premium on the gold.

Since our last annual meeting the claim made on the Boston and Maine and Eastern Railroad Companies, involving the question known as the gold question, has been settled by compromise. These corporations paid us 180,000 dollars, and agreed to pay in coin all semi annual dividends accruing on and after June, 1869. This payment and this promise constitute the condition and terms of that compromise. We believe that thus a fair and equitable settlement of this long vexed question has been accomplished, and feel little doubt that there is more money in the arrangement adopted than we could have realized by litigation.

In this connection we would say that there has been much dissatisfaction from time to time because the Boston and Maine and Eastern Railroad Companies did not each year pay us the dividends in coin in accordance with the text of the contract. The pretext which the managers of these roads had for not paying coin was, that in almost every case where similar questions had been before our State Courts they had decided that greenbacks were a legal tender. Our taking the dividends in currency under protest left the matter open and gave this Corporation the advantage of the decision of the United States Supreme Court.

As there were doubts relative to the class of stockholders to which the 180,000 dollars should be paid, the Directors submitted by counsel the entire question, with all the facts in the case, to the Judges of the Supreme Court of Maine, for instructions. They directed us to pay it to those persons who should be the holders of stock at the time when the extra dividend should be declared. The ground upon which this decision is based, is that the property could not vest in the individual stockholders until the declaration of a dividend, and that money paid or debts owed to the Corporation before such declaration, is the property of the Corporation and not that of the stockholders.

The money has been distributed in accordance with the decision of the Court, less the government tax. We have corresponded with the Hon. C. Delano, Commissioner of Internal Revenue, and have sought to be relieved from paying this dividend tax on the ground that it had previously been paid on surplus earnings. The Revenue Officers directed us to withhold the tax until the question should be decided by the Commissioner, who has the matter under advisement.

The engine house, machine shop, and other buildings at Cape Elizabeth, spoken of in the last report as completed, have all been occupied the past year, and are found to be adequate to the wants of the road. They are conveniently arranged for work, and are in all respects durable and substantial structures. The flats adjacent to the site occupied by these buildings, which is protected by a sea wall, it will be necessary to fill in order to render available all the territory of the company; but the present area answers our immediate wants for the construction and repair of the rolling stock.

Some small jobs of masonry have been completed during the year, but no important work of this class has been required; more must be undertaken this year than last, as several abutments and curverts show need of renewal, and arrangements are in progress to begin work upon them at an early day.

1,836 tons of re-rolled iron rails made at the Portland Rolling Mill, and 198 tons of an English rail, were laid into the track the past year with the fish joint, thus making a total of 1,534 tons. This is more than we have put down in any previous year, and it is probably beyond our average wants. But little of the original iron is now left in the main track, some ten miles of it, much worn, having been taken up the past year. It is estimated that 900 tons will be sufficient for renewal this year.

26,807 cedar sleepers were put down the past summer. Contracts for 20,000 are made for this year, which it is believed will keep the track in a good, substantial, and safe condition.

The wooden buildings along the line of the road have required considerable repairs to keep them in good order, but no extensive work has been done at any one place; the only addition being an extension to the woodshed at Kennebunk, and a new car shed at Portland for protecting the passenger cars from the weather.

A gravel and construction train was at work, for about six months during the past year, raising ten miles of track upon new gravel, from six to twenty-four inches according to the locality, and at points most effected by frost in previous winters. During the past winter the track was very little displaced, and in fact was smoother than during any winter since its construction; still, this reconstruction of the track is a work requiring somewhat of repetition every year, and more of it must be done the coming season. A gravel and construction train with an efficient force of laborers is now at work.

Some considerable expense has been incurred in the maintenance of fences, but from the clayey nature of the soil along most of the line it is with difficulty they can be kept in good repair; and it will be necessary to do more than usual during the coming season upon them in order to comply with the laws of the State which require the road to be suitably guarded, as well for its own protection as for that of the owners of the adjacent lands.

With the exception of five box cars there have have been no addition to the rolling stock, but both engines and cars on hand last year have been kept in good condition and are now in constant use. More freight cars could be advantageously used. A baggage car for passenger trains, and a smoking car, both of which were wrecked in the accident near South Berwick Junction in May of last year, have been thoroughly rebuilt, and are now in the service of this company.

All our work at the machine and repair shops has been done promptly and economically. The general business of the road has been conducted efficiently, with usual regularity, promptness and freedom from accidents or serious casualties.

We have the satisfaction to state that no passenger has been hurt during the past year, also, that no employee has been injured sufficiently to disable him a week from his work. The only accident on our road which involved loss of life occurred on Saturday, March 12th, in the afternoon, at the crossing of the new road between Saco and Biddeford, when Messrs. Oliver B. Tracy, John H. Sawyer and H. Patridge, then driving across the track in a sleigh drawn by two horses, were struck by the engine attached to a passenger train. Mr. Tracy and Mr. Sawyer were killed—Mr. Patridge escaped with slight injury. A patient hearing of the circumstances attending this sad event was had before a coroner's inquest, and the company's men were exonerated from all blame.

An arrangement was made with Mayor Putnam and the City Government of Portland, to open a new street which should run from Cape Elizabeth Bridge over our land south of the depot, and should connect with Commercial street at the east end of the depot and opposite State street. It was contemplated that this new street should take the place of the present Avenue from Cape Elizabeth, which crosses our track and which was to be discontinued; and that Commercial street should be widened on the front of our premises to 100 feet. All this was to be preliminary to the building of a new depot. In order, however, to carry out these plans, some legislation was necessary. This was sought but refused us; and therefore nothing has yet been done toward the erection of new depot buildings for passengers and freight. We still hope that some satisfactory arrangement may yet be made to accomplish this object.

Many of the stockholders are desirous of terminating the contract with the Boston and Maine and Eastern R.R's. That contract requires a notice of 180 days, of our determination so to do. From the best estimate we can make, it will require in order to pay the penalty together with the compensation for improvements under the contract, also to supply the road with sufficient rolling stock and to build a new depot at Portland, an increased capital of $750,000. If the business of the road should continue to be equal to its average net earnings for the past five years, it would pay nearly or quite eight per cent. on its increased capital, and may we not reasonably expect an increase rather than a decrease of income? The Directors have inserted a clause in regard to this in the call for this meeting; and ask your instructions on the subject.

Number of miles run, 808,433. Expenses per mile, $1.45. Av. receipts per mile, $2.00. Per cent. of receipts used in expenses, 72½. Number of passengers carried, 390,795.

TRIAL BALANCE, APRIL 30, 1870.

Kennebec and Portland R. R		$100,000 00
Property		2,911 80
Portsmouth Bridge		32,000 00
Improvements		88,529 95
United States freight		599 85
Payments on account		2 000 00
Freight clerk		7,462 84
Wharf at Portland		33,574 11
New works at Cape Elizabeth		204,242 39
Portland, B. & M. Steamboat Co.		20,000 00
Cash		31,192 51
Portsmouth, G. F. & C. R. R		3,117 22
Boston and Maine freight		15,081 36
Postmaster General		2,025 33
Stock of materials		93,811 06
Railway		1,359,836 50
Connecting roads		18,097 40
		$2,014,482 32
Capital		$1,500,000 00
Eastern R. R.		194,751 53
Boston and Maine R. R		130,487 50
Dividend, June, 1870		37,500 00
Bills payable		48,072 42
Renewals		1,532 61
Income		12,138 26
Dividend account		90,000 00
		$2,014,482 32

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—FRANCIS CHASE.

☞ The extension of the South Shore Railroad has been definitely located. It begins near the present terminus in Cohasset, runs through the villages of North Scituate, Scituate Harbor and Greenbush; thence crossing North River east of Little's Bridge, passes through East and South Marshfield, near Brant Rock and Cut River, to a point about one mile west of Duxbury lower village. The length of the road is eighteen miles.

☞ The following gentlemen have been elected directors of the Monadnock Railroad Company: Oscar H. Bradley, and Peter Upton of Jaffrey, J. H. Fairbanks of Winchendon, Henry K. French of Peterborough, Baxter D. Whitney of Winchendon, H. A. Blood of Fitchburg. President, Jonas Livingston, of Peterborough, Treasurer and Clerk, W. B. Hatch.

☞ Messrs. Straw, Patterson & Maney have sub-let fourteen miles of the Maine Central Railroad extension, which is to be completed by March 1st. The directors feel certain that the trains will be running over the extended road by mid-July of next year.

Lehigh Coal and Navigation Co.

We gave in our issue of May 14, 1870, the Report of the Board of Managers of this company for the year ending December 31, 1869. The following is the Balance Sheet in detail of the company January 1, 1870:

Lehigh and Susquehanna Railroad		$11,272,079 01
Wilkesburre planes—improvement		353,553 64
Lehigh and Susquehanna Railroad equipment		2,832,697 93
Lehigh Navigation		4,455,000 00
Coal lands		2,151,475 58
Coal improvements (Lehigh region)		1,661,057 12
" " (Newp't mines)		208,598 29
Shipping improvements		325,166 56
Landed property	$566,776 44	
Land improvements	512,372 42	
		1,079,148 86
Mining and gravity roads equipment (Lehigh)		278,887 77
Mining equipment (Newport mines)		27,686 76
Canal equipment		330 939 56
Materials and supplies on hand		263,158 20
Tools and stock in mines (Lehigh)		117,866 45
" " (Newport)		8,094 41
Coal on hand (Summit coal)		76,207 20
" (Newport coal)		17,683 08
Contingent fund		1,064,906 78
Bills receivable	$334,871 79	
Bonds and mortgages	119,458 25	
Ground and water-rents	175,202 54	
		629 532 58
Cash on hand		310,647 61
Balances due by boating and station agents		70 439 51
Rents due the company		16,587 29
Sinking fund under mortgage 25-year gold loan		3,937 38
Gold loan of 1894 on hand		1,895 500 00
Due by foreign roads		24,201 68
Debit balances individual ledger		645,115 80
Suspended debts—Mauch Chunk		977 56
" " Philadelphia		5,636 21
		$30,120,782 82
Capital stock		$8,739,800 00
Loan of 1870	$136,912 65	
Loan of 1873 (5-year)	88,800 00	
Convertible loan of '77	1,496,879 18	
Loan of 1884	5,606,099 66	
Loan of 1897 (R. R.)	2,000,000 00	
Loan of 1897 (gold)	5,000,000 00	
Loan of 1894 (gold)	2,000,000 00	
Loan of 1881 (Nanticoke)	31,000 00	
		16,309,691 49
Temporary loans		124,819 22
Bills payable		2,258,626 20
Mauch Chunk drafts unpaid		51,781 66
Interest due January 1st, 1870, and arrears		83,928 17
Dividends due and unpaid		1,204 20
Pay rolls for labor in December, and charged to the various accounts in 1869, but not payable until January, 1870		209,964 01
Vouchers for supplies purchased in 1869, charged to the various accounts in 1869, but not payable until January, 1870		84,342 37
Unclaimed wages, for wages due but not yet claimed		6,310 48
Due to foreign roads		24,967 17
Profit and loss		1,668,227 88
Due to individuals		557,119 97
		$30,120,782 82

☞ Work has been commenced on the Ware River (Mass.) Railroad Extension, several gangs being already engaged above Gilbertville, and a larger force will soon be employed all along the line to Winchendon. The contract provides that the road shall be completed within two years.

Chicago, Rock Island and Pacific Railroad.

This company have declared a dividend of four per cent., free of United States tax, payable on the 17th day of October, to shareholders who shall be registered as such on the closing of the transfer-books. The transfer-books will be closed on the afternoon of the 8th day of October and opened on the 2d day of November next.

The capital stock of the company has been increased one million dollars, in conformity with the proceedings of the stockholders at their meeting in June, 1869, and the same is offered to stockholders in the proportion of one additional share to each sixteen shares held by them on the closing of the transfer-books, said stock to be subscribed and paid for on or before the 1st day of November next, at which date negotiable scrip will be issued, entitling the holder to convert the same into shares of stock on and after 1st December next, when presented in sums of one hundred dollars, or any multiple of the same.

Stockholders not having complied with the above requirements by the 1st day of November next will be considered as having waived their right to subscribe, and the stock will be otherwise disposed of.

Brinckerhoff, Turner & Polhemus.

The attention of Railroad Companies, Master Car Builders, and Car Builders in general, is called to the advertisement of Messrs. BRINCKERHOFF, TURNER & POLHEMUS, on our second page. This old established and reliable firm are manufacturers of and dealers in all kinds of Cotton Duck for Car Coverings and Car Seats. They also manufacture all kinds of Cotton Canvas, Sail Ducks, Felting Ducks, Awning Stripes, &c. They are also agents of the "United States Bunting Company." A full supply of all articles in their line can be found always on hand, at their large and extensive stores, Nos. 13 and 15 Lispenard St., N. Y. The members of this firm, which comprise E. A. BRINCKERHOFF, J. SPENCER TURNER, THEODORE POLHEMUS, and H. D. POLHEMUS *special*, are old and established merchants of this city.

☞ The Baltimore *Sun* says that a company of Northern capitalists have taken charge of the road from Port Royal, the great harbor between Charleston and Savannah, and announce their purpose to have a continuous air line road from Port Royal through Memphis to Kansas City. This road from the Atlantic passes Opelika, Tuscumbia and across Alabama to Memphis. Its resources and fortunes are discussed with great interest by the press of Central Alabama.

☞ The new contractors, Messrs. Irwin & Sons, of Baltimore, commenced work on the Queen Annie's and Kent railroad on Wednesday of last week, having a force of hands grading from Centreville to Carville's Corner; also another force laying track from Sudlersville. The prospect for the completion of the road is really cheering.

☞ John R. Burnett, formerly collector of the Morris Canal and Banking Co., has been elected secretary of the company, vice John Rogers, deceased.

☞ The completion of the Colorado Central Railroad, from Denver to Golden City was celebrated at the latter place on the 27th ult.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Sept. 20, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

107,472.—Locomotive, William A Foster, Fitchburg, Mass.

107,478.—Lubricator, John Gates, Portland, Oregon.

107,492.—Adjustable Arms for working Slide-Valves, Hubbard Hendrickson, Red Bank, N. J.

107,505.—Balanced Rock Valve, John C. King, New York, N. Y., assignor to himself, George W. Woodward and George A. Blood, same place.

107,511.—Locomotive Attachment, Clark Lewis, Caseville, N. Y.

107,524.—Double Piston Engine, Albert W. Morrell, Niles, Mich., assignor of one-half his right to Perley Hale, Jr.

107,571.—Car-Coupling, William Walker, Woodside, Cal., assignor to himself and Robt. O. Tripp.

107,576.—Bridge, Isaac H. Wheeler, Sciotaville, Ohio.

107,601.—Electro-Magnetic Railroad Signal Apparatus, Alexander J. Elder, Chicago, Ills.

107,602.—Art of Manufacturing Spikes, David Eynon, Richmond, Va., assignor to the Tredegar Co., same place.

107,603.—Exhaust Nozzle, A. Fober Du Faur, New York, N. Y.

107,605.—Exhaust Nozzle, Wm. A. Foster, Fitchburg, Mass.

107,609.—Nut Lock, Robert Gilliland, Hudson, Mich.

107,620.—Preserving and Hardening Wood, Benjamin R. Nickerson, San Francisco, Cal.

107,623.—Apparatus for Coupling Cars, Richard F. Randolph, Jr., East Palestine, Ohio.

107,631.—Car-Axle Lubricator, Thomas Sayles, Chicago, Ills.

107,643.—Railway, Charles H. White, Emmett township, Mich.

Extension.—Improvement in repairing Railway Bars, Geo. Johnson, of Marshall, Mich., administrator of Joseph D. Cawood, deceased—Letters Patent, No. 15,687, dated Sept. 9, 1856.

Issued for the week ending Sept. 27, 1870, and each bearing that date.

107,649.—Metallic Roof, Wm. M. Barry, Nashville, Tenn.

107,688.—Dumping Car, Edward C. Hegeler, La Salle, Ills., assignor to "F. W. Malthiesson and Hegeler," same place.

107,702.—Friction Locomotive, Thomas S. Minnis, Meadville, Pa. (Antedated Sept. 17, 1870.)

107,704.—Nut Lock, James Moorecroft, Newport, R. I.

107,715.—Furnace Grate, Abraham L. Pennock, Upper Darby, Pa.

107,716.—Car Ventilator and Refrigerator, Wm. E. Phelps, Elmwood, Ills.

107,728.—Steam Engine, Wm. F. Richardson, Pittsburg, Pa.

107,739.—Lubricator, Ernest Von Jelnsen, San Francisco, Cal.

107,746.—Automatic Cut-off for Steam Engine, Daniel C. Woodbury, Rochester, N. Y.

107,748.—Steam Engine Condenser, Harrison Anderson, Peoria, Ills.

107,780.—Grate for Furnace, Reuben A. Hutchinson, Bergen, N. J.

107,798.—Railway Rail, Richard Montgomery, New York, N. Y.

107,814.—Car-Coupling, Bennett R. Rose, Kansas City, Mo.

107,826.—Lubricator, Levi F. Smith, Philadelphia, Pa.

107,837.—Car-Coupling, Geo. B. Terry, Pittsford, and Warren G. Hawley, Gorham, N. Y.

107,840.—Steam Generator, William Weston, Wm. R. Weston, Nathaniel Weston, and Burt Brett, Stevens' Point, Wis.

107,841.—Pump Valve, James T. Whipple, Chicago, Ills.

REISSUES.

4,131.—Lubricator, Henry A. Daniels, Waterbury, Conn., assignor to the Daniels, Nichols and Gaylord Manufacturing Co., same place. Patent No. 92,283, dated July 6, 1869.

4,134.—Composition for Covering Steam Boilers, &c., John Riley and Chas. W. Bissell, Troy, N. Y. Patent No. 95,617, Oct. 5, 1869.

Tax on Dividends Declared in 1869 Payable in 1870.

In the United States Circuit Court, Philadelphia, on the 19th ult., Justice Strong delivered an opinion in the case of the Philadelphia and Reading Railroad Company *vs.* Wm. H. Barnes, Collector of Internal Revenue *et al.*, but involving all the railroad companies in the question of a tax upon dividends declared payable after January 1, 1870. The plea of the plaintiffs set forth the real question as follows:

That the plaintiffs, who are a railroad company, declared a dividend on their capital stock to their stockholders on the 22d of December, 1869, as part of their earnings, incomes and gains made and accrued between July 1, 1869, and December 1, 1869, and that the dividend was declared payable to the stockholders on and after the 17th of January, 1870. The plea further avers that a return thereof was afterwards made to the assessor of internal revenue of the United States, and a tax of five per cent. of the amount of the dividends was assessed by him upon the plaintiffs, which was due and payable on or before March 31, 1870; that notice of the assessment was duly given, and a demand for payment was made upon the plaintiff by the district collector; that the tax was not paid in response to the demand, whereupon the defendants, who were the collector and deputy collectors, on the 5th of May, 1870, made a distress for the tax, together with five per cent. additional thereto, and the interest accrued thereon, and that this was the supposed trespassor.

Judge Strong stated the real question to be whether the act of June 30, 1864, as amended, authorizes the levy and collection of a tax upon dividends declared by railroad companies in 1869, but declared to be payable at a time after December 31 of that year, and therefore not receivable by the stockholders until the year 1870. The Judge holds that the tax in question is a part of the five per cent. tax imposed upon all incomes which, under the 116th section of the act, were to be assessed and collected "for the year ending the 31st day of December next preceding the time for levying, collecting and paying said duty."

It is true that in the provisions made by Congress for estimating or ascertaining the gains, profits, and income of any person, there are certain apparent exceptions. The 117th section, as amended by the act of 1867, required that there should be included in the estimate, *inter alia*, the share of any person of the gains or profits of all companies, whether incorporated or partnership, who would be entitled to the same if divided, whether divided or otherwise, "except the amount of incomes received from institutions or corporations whose officers, as required by law, withhold a per centum of the dividends made by such institutions, and pay the same to the officer authorized to receive the same, and except that portion of the salary or pay received for service in the civic, military, or naval, or other service of the United States, including Senators, representatives, and delegates in Congress, from which the tax has been deducted." But these exceptions recognize the dividends and interest received from such companies, and the gains from the salaries or pay of United States officers as a part of the tax payer's income. They are obviously introduced as a guide to the return of income, which the next following section requires to be made to the Assistant Assessor, and because a special mode of collecting the tax on such dividends, interest and salaries was intended to be provided.

There is nothing to warrant the belief that Congress intended to impose a burden upon income derived from one species of property greater or longer continued than that imposed upon income from other property, or that they intended to discriminate against Federal officers and compel them to pay a tax on their salaries after taxes on all other salaries had ceased. The dividends received by a shareholder of a railroad company, or a canal, turnpike or slackwater navigation company, or of a banking, trust, or insurance company, are, in every sense, as much his income as are the dividends he may receive from any other company, for example, a bridge or a manufacturing corporation. So is the interest received for loans to a railroad company as truly income of a bondholder as is the interest received by him on permanent loans to any other corporation, or natural persons. I must regard the 120th, 121st, 122d and 123d sections, not as imposing a distinct tax upon the subjects mentioned in them, but as having only the purpose to prescribe a peculiar mode of securing the collection of a portion of the tax previously imposed by the 116th section.

Accepting then the conclusion that the tax on railroad dividends, &c., is only a part of the tax on income generally imposed by the 116th section, and that the purpose of the 122d was not to impose a distinct tax, but to designate collectors and provide a special mode of collection, I proceed to consider what is the effect of the limitation clause in the 119th section. The 119th section imposes no tax. The reference must, therefore, be to taxes on income imposed by other sections of the act, to all of them, as well as those on railroad dividends, &c., as those on dividends made by telegraph companies, or gains received from any other source.

The clause also manifests a clear intent that the income to which it refers should not be subject to a tax unless derived or received prior to January 1, 1870. This appears clearly, when construed in connection with the 116th section, as it must be. That section enacted, as has already been noticed, that the tax therein provided for, including the tax on income from any source whatever, should be assessed, collected and paid upon the gains, profits and incomes for the year ending the thirty-first day of December next preceding the time for levying, collecting and paying said tax.

This provision must be assumed to have been in the mind of Congress when the 119th section was framed. Therefore, though the last tax was required to be levied on the first of March, 1870, it was designed to be a tax on the income of 1869; for unless the time of the levy had been in 1870 a large proportion of the income of 1869, probably much the largest portion, would have escaped the tax entirely. Then the provision that the taxes on income should be levied on the

first day of May in each year until and including the year 1870, and no longer, must mean that the income of 1870 should not be subject to taxation. If the income referred to was all income, as I have shown it was, in terms, it is difficult to avoid the conclusion that the act of Congress authorizes no tax upon any income accrued, derived or received from any source during the present year. The only doubt I entertain in regard to the soundness of this interpretation is raised by the fact that the limitation mentioned in the 119th section is applied to the time of the levy, and that no express mention is made of taxes on railroad dividends, etc. But upon reflection I think such express mention would have been superfluous, except, perhaps, to solve a doubt, which does not appear to have been in the mind of Congress.

It seems to me that light is thrown upon the subject by observing what must have been the course of thought in the legislative mind when the system of income taxation was devised and expressed in the statute. The first thought was that of an annual tax upon all annual income. That was embodied in the 116th section. Next arose the inquiry whether the tax should be upon the income of the current year or upon that of the year next preceding its collection. That was answered in the same section. Obviously the inquiry then arose, how shall the income be ascertained? and for that, provision was made in the 117th and 118th sections. Then followed the 119th, which provided for three things: 1st. At what time in each year the levy should be made and the tax become payable. 2d. How long the tax should continue; and, 3d. How it should be collected. Upon the whole, in view of these considerations, I am of opinion that, except as to the time and mode of collection, Congress had no intention of placing the tax on those species of income mentioned in the 120th, 121st, 122d and 123d sections on any different footing from the tax on all other income, and that the statute does not impose upon it a burden greater or longer continued than is laid upon income generally.

Is then a dividend declared December 22, 1869, but declared to be payable January 17, 1870, income of 1869 or of 1870, within the meaning of the act of Congress? I think it must be income of the latter year. True it was earned by the company in 1869, but it was not available to the stockholders. The act speaks of income derived from any kind of property, etc. It seems to contemplate a tax upon income received or receivable, something out of which the tax can be paid. If it were not so, the tax might be exacted for that which never came and never could come into the hands of the tax-payer.

The language of the 122d section is also significant. In speaking of the companies therein mentioned, it declares they "shall be subject to and pay a duty of five per centum on the amount of all such interest or coupons, dividends or profits, whenever the same shall be payable." In other words, the duty arises when the dividend is payable. And such is the construction that has been given to the act, in accordance with which the taxes have been collected. Prior to the act of 1864, there was a tax on dividends at the rate of three per cent., and when by that act the rate was raised to five per cent., the Commissioners of Internal Revenue issued a circular, dated July 1st, 1864, declaring that "all dividends payable on and after July 1st, 1864, no matter when declared, are subject to the duty of five per centum." I am not aware that any different construction of the act has ever prevailed. My opinion, therefore, is that the dividend declared by the plaintiffs must be regarded as income of the stockholders for the year in which it became payable. It follows that the assessor was without authority to assess a tax upon it, and that the plea of the defendants does not justify the distress they made to enforce its payment by the plaintiffs, together with the payment of a five per cent. additional penalty.

Judgment on the demurrer is therefore directed against the defendants.

Missouri, Kansas and Texas Railroad.

I passed over the Sedalia Division, (known as the Tebo and Neosho railroad,) in a special train, provided by Manager Stevens, and in the company of Superintendent Hale. At Clinton we were joined by a number of railway men, among whom was Col. A. P. Ladue, a director of the Tebo and Neosho Railroad Company, who acts as the general agent of the Missouri, Kansas and Texas Railroad Company, in the prosecution of its various enterprises in this State. He returned with us to this place, and will accompany me throughout the trip over the other lines of the company, as Mr. Stevens has arranged.

The cars are now running—two regular trains, daily—to Montrose, fifty-four miles from Sedalia; and the track is laid about fifteen miles beyond, to within two or three miles of the Osage river. Track is being laid at the rate of one and a half miles daily. We visited the "front," which presented an animated and interesting scene. The number of men engaged in track-laying is 160. A train accompanies them, on which they eat and sleep. Following this, is the surfacing "gang"—thirty-five men, engage in levelling up the track, and bringing it to line. These live in a commodious tent, which changes its location once a week. Scattered all along the road to Sedalia are piles of ties, rails, joints, &c., awaiting transportation to the front. The loading of them upon cars keeps twenty-five men constantly at work. The ties (of oak and walnut) are laid 2 500 to the mile; the rail (56 lbs. English iron) is joined with the fish-splice; all the culverts are of the best stone masonry, as are the piers of the bridges, (Post patent,) of which there are but two of any importance—those across the Grand and the Osage—both built by Boomer. The road is first-class in construction, and is in excellent condition for the traffic, already large, and growing very heavy as Fort Scott is approached.

The location of the line must commend itself to the judgment, not only of the professional engineer, but of those who look upon a railway in the light of a legitimate money investment, and regard its proper management as strictly a business matter. The road has not been taken a half mile out of the most direct practicable line between its principal points, in order to bring it through a village, or secure local aid. The wisdom of this course, while it will be commended by results, is already verified by the fact that two or three outlying villages are removing *en masse*, inhabitants and buildings, to the nearest station—in one instance, more than two miles away. The grades are very easy, the curves few and low, and the tangents long—in one instance, thirteen miles.

As to the country along the line—while its general aspect is the same as that of Eastern Kansas, it is better supplied with timber. If possible, the soil is richer. I was surprised at the amount of land under cultivation. Although, after leaving Sedalia, you go further and further away from railway market, (previous to the building of this line,) you encounter a country more and more settled for forty miles; and, beyond Clinton, are never out of sight of thrifty farms. A prettier agricultural district I have never seen; the farms have all been settled since the war; and the houses are new and generally commodious and neat. The towns, too, are fresh, wide awake and attractive. Sedalia has grown, since the war, from a few hundreds, to 5,000 or 6,000 people; Clinton, from 300 to 2,800; and among the attractions of these, and others, are numerous comely churches and spacious, well designed school-buildings.

Manager Stevens, in behalf of the Missouri, Kansas and Texas Railroad Company, took hold of this line about the middle of June last, and has devoted himself to its earliest possible completion with his characteristic energy and accustomed success. The "end of the track" is now carried seventy miles; grading is entirely completed to Nevada, and nearly to Fort Scott, to which point it is expected to have the cars running by Oct. 15; and connection with the Neosho Division ("Neosho Valley Railroad") of the Missouri, Kansas and Texas Railroad will be made at the earliest possible day, the distance to the point fixed being 160 miles.

Among other enterprises that Mr. Stevens has in hand, (all of which will be hereafter described,) mention should be made of the road from the City of Holden, Mo., (on the Missouri Pacific Railroad,) westward through Harrisonville to the State line. The grading and bridging are completed to this point, and track-laying is in active progress to Harrisonville. In Kansas, grading is under way to Paola, and the line is located to Ottawa—from which point it will intersect the Neosho Division at Council Grove or Emporia.—*Cor. Chicago Railway Review.*

Tax on Gas.

In reply to recent inquiries, the acting commissioner of internal revenue states that the tax on illuminating gas imposed by the act of June 30th, 1864, as subsequently amended, is still in force. This tax is a specific tax of fifteen, twenty or twenty five cents per thousand cubic feet, according to the general average of the monthly product for the year preceding the return required by law to be made. The act of March 31, 1868, which repealed the specific and ad valorem taxes imposed on manufactureres generally, made an exception of illuminating gas, distilled spirits, tobacco, snuff and cigars, &c. The act of July 14, 1870, repeals the several taxes on sales imposed by the internal revenue laws, except such as are paid by stamps, and the taxes on sales of leaf tobacco, manufactured tobacco, snuff, cigars, foreign and domestic distilled spirits and wines, after the first day of October, 1870. By neither of these acts was the tax repealed on illuminating gas. All gas companies are still required to make monthly returns and pay tax on their products as before stated.

☞ On and after October 1, 1870, the following taxes are discontinued, being repeated as of that date, by the act of July 14, 1870, viz: All taxes on gross receipts and on sales except those of tobacco, spirits and wines. Also the tax on legacies and successions on property passing by death occurring after that date. Stamps will no longer be required on promissory notes for less than one hundred dollars; nor on receipts for any amount. Stamps are still required on checks and all other documents (with the above exception) heretofore taxed.

☞ The interest coupons of the first mortgage bonds of the Chicago, Danville and Vincennes Railroad Company, due October 1, 1870, will be paid in gold on and after that date, upon presentation at the office of the Company, No. 28 Pine street.

☞ Work on the Canada Air Line railway has commenced at St. Thomas. Mr. Henry Yates, of Brantford, has the contract. A large number of men are in demand now to push forward the work at the highest speed.

☞ The Hartford and New Haven Railroad Company has declared a quarterly dividend of $2 on each share of full stock, and $1 50 on each share of scrip stock, payable October 1.

☞ The Philadelphia, Germantown and Norristown R. R. Co. have declared a dividend of five per cent., payable clear of taxes on and after October 1, 1870.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*..100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....160	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,000		
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 100	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n. 100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millville* 50	447,000	J. & D.	June '70 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	May '70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M y '70 3½
Central of Georgia.....100	4,666,300	J & J	Jan.'70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref.100	2 425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,247,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger		J'n &J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,050,400	M. & N	May'70 3½
Cleveland and Pittsburg.... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar...100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c Rivers 100	139,00		
Do. do pref.100	1,824,100	F. & A.	Aug. '70 3
Connecticut River.....00	1,700,000	J. & J.	July '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norw'k....100	400,000		
Dayton and Michigan*....100	2,350,646		
Delaware*.....50	594,260	J. & J.	Jan. '70 3
Del., Lackaw & Western. 50	18,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 4
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,500		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 100	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	100,000	J. & J.	July'70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do pref.100	5,253,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n'68 3½
Illinois Central.....100	25 278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 6
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,636,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" pref.... 50	848,315	J. & J.	Jan'70 3½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston....100	6,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl l*. 50	323,376	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,.6	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1.844.10.	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,450,000	F. & A.	F b. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	42,829,000		Aug.'69 4
New York and Harlem.... 50	5,000,000	J. & J.	July'70 4
" " pref. 50	1,600,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	July '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 4
Ninth Avenue.....100	797,400		
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania.....50	3,150,150		Jan.'70 5
Norwich & Worcester ...100	2,363,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	8,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref.....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280 350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,668,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,900	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ...100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Peterab g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100		F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,489,429		
Sandusky and Cincinnati..100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	960,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141		
Stockbridge & Pittsfield*100	448,700		...3½
Summit Branch.....50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,150		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	11,700,000		
" " pref100	1,000,000	M. & N.	May 70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,674		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia.....50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,483,776		
Winchester and Potomac....		J. & J.	July'70 3
Warren 100	1,547,650		...3½
Worcester and Nashua ... 75	1 572,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	3,228,596		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 3
Pennsylvania 100	4,800,000		
Schuyl. Navigation (cons.) 50	1,498,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '66 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....		J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 3
Am. Merchants Union Exp.100	16,000,000		July'70 3
United States Express.....100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,468	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,857	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	413,104	394,176	488,338	633,758	768,720	729,274	784,039	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157.948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,688	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	336,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,996	4,682,505
1870	293,978	328,825	344,366	334,653	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,226	122,512	126,798	144,995	170,937	139,142	160,806	210,729	216,030	196,435	201,134	1.959,267
1864	158,735	176,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,381	289,403	196,580	234.612	321,818	244,121	306.231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276.681	297,513	444,024	586,403	599.549	442,275	377,053	4,356,614
1868	308,587	297,464	276,431	301.952	316,709	378.436	341,885	568.380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	368,208	396,740	388,386	449,932	523,841	455,607	682,652	736,555	584,156	479 236	393,468	5,684 100
1870	401,275	449,656	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	866,100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,644
1864	278,876	317,839	390,366	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586.628	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,439
1867	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	726,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,470	1.570,067	1,107,084	1,001,987	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,288.444	1,251,951	1,157,056	1,037,974	1 306,673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,369	929,077	1,177,897	1,154,520	1,080,946	1,248,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	286,435	193,959	203 696	218,847	271,425	287,451	293,296	262,798	230,061	2,918 342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253,367	341,783	320,025	283,615	271,555	242,621	3,095,905
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,386	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,378	510,100	423,578	640,179	799,236	661,391	667,141	668,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.578	617,682	578,403	747,469	739,786	641,589	643.887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	587,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,580	823,901	727,810	613,329	7,160.992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	589,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,698	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,258	759,215	645,768	861,368	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,151	96,388	103,373	98.043	106.921	104.866	113,604	112,952	123,802	1,201,239
1867	94,136	73,976	92.910	92,768	90,526	96,535	106,594	114,716	121,217	142.823	132.387	123,388	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121.408	1,294.096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 368	140,478	132,869	131,019	109,629	1,390,822
1870	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,654	338,858	384,401	429 177	496,655	429,546	352,218	4,650,326
1867	305,857	311,088	395,372	409,248	357,[illegible]9	307,908	313,130	434,318	488 388	630,871	429,785	380,034	4,663,808
1868	362,021	388,335	378,735	452,429	399,[illegible]0	365,117	308,502	437,600	521,326	543,866	436,399	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]92	408,139	727,045*	838,777*	1,239,725*	1,279 602*	1,124,745*	1,048,272*	.....
1870	981,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	176,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	206,221	193.328	215,449	308,168	375,488	339,794	306.186	3,168,066
1864	252,436	278,848	348,802	338,276	271,553	265,780	263.244	346.781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490,694	447,370	328,570	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414.604	305.669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313.021	398.993	464,778	506,296	412,934	330.378	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392.942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	496,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,480	412,030	409,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,566	751,788	1,101,771	775,616	458,323	5,653,606
1868	369,228	321,208	333,508	436,412	565,718	458.191	423.398	522,682	1,024,045	1,087,464	656,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586.581	525,547	724,782	1,040,102	801,140	[illegible]9,669	7,250.669
1870	396,171	382,828	377,000	443,182	730,700	755,737	636,484	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	259,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,627	290,916	304.463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	288,130	253,925	247,262	305,464	278,701	310,762	302,426	261,616	3 [illegible]6 683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	238,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	.....	.....	.....	.....	.....
1870	200,879	260,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	582,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	833,742	887,788	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	814,472	681,143	1,006,631	1,169,726	1,113,398	589,924	8,785,093
1869	479,236	525,490	756,438	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,236,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222,953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,598	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	168,696	1,935,763
1869	132,623	127,817	175,950	171,868	157,396	164,133	144,164	186,689	202,238	205,750	189,351	160,085	2,008,265
1870	162,398	168,788	172,216	172,347	165,081	160,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	96,610	105,083	108,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309.591	364,724	382,906	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	286,525	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,138	293,645	295,298	318,699	340,892	348,632	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,881	837,288	716,229	4,709,152
1870	528,529	500,189	589,238	706,603	746,450	684,519	643,058	664,051	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
" " " " coupon		5	" "	1874	108
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114
" " " " coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	111½
" " " (5-20s)....coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	111½
" " " (5-20s)....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	111½
" " " (5-20s)....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	188,380,300	6	" "	1885	111½
" " " (5-20s)....coupon		6	" "	1885	111½
" " 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1886	110½
" " " (5-20s)....coupon		6	" "	1886	110½
" " 3d series (5-20s)...registered	347,714,500	6	" "	1887	110½
" " " (5-20s)....coupon		6	" "	1887	110½
" " 4th series (5-20s)...registered	89,737,850	6	" "	1888	110½
" " " (5-20s)....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
" " " (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	"	....
Loans of 1842, 1847 and 1848.....	44,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	.....	Due.	....
Treasury Notes (7-30s).....	611,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090,590	6	.....	Due.	....
Temporary Loan of June 30, 1864	181.310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	nil.	.....	Dem.	....
Fractional Currency	40,854,384	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
" — " " (extended).....	2,414,800	5	" "	'82-'85	....
" — " " (sterling).....	770,500	5	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	100
Arkansas—State Funded Debt Bonds.....	4,800,000	6	Jan. & July.	1861	65
" — " " Aid Bonds.....	1,500,000	7	April & Oct.	1868	75
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	112
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'82-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,613,692	6	Jan. & July.	'71-'81	101½
" — " Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1888	....
" — " My',64.(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	....
" — " " (" ")....	176,000	7	May & Oct.	1870	92
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	....
" — " " (" ")	75,000	6	May & Oct.	1874	85½
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996.649	6	" "	1877	....
" —Liquidation Bonds.....	193,400	6	" "	1865	100½
" —Refunded Stock	965,900	6	" "	69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	100
" —War Loan Bonds	543,200	6	" "	1879	....
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	100
" " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
" — " "	339,000	6	May & Nov.	1879	99
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684.500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	....
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	70
" — " " (Levees).....	1,000,000	6	Various.	1886	....
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	76
" — " " (" 1868).....	3,000,000	8	" "	1908	....
" — " " (Funding).....	494,800	6	Various.	'86-'88	67
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	66½
" — " "	171,000	6	Various.	'75-'76	....
" —War Loan of 1861.....	800,000	6	"	1871	100
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	101½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	97½
Maryland—Sterling Bonds of 1838	802,000	6	Jan. & July.	1890	98½
" — " " " converted.....	2,252,112	5	" "	1865	....
" —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
" " 1827.....	269,000	6	" "	'89-'90	....
" — " " 1834-'35.....	24,000	6	" "	1890	95½
" — " " 1838-'39.....	1,438,428	5	" "	1880	....
" — " " 1838-'39.....	525,008	6	" "	'70-'85	97
" — " " 1838-'39.....	46,232	6	" "	'89-'99	95½
" —Defense Loan of 1864-'68.....	2,040,100	6	" "	1890	79
" —South Relief Loan of 1867.....	109,000	6	" "	1883	102½
				1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar....	1,166,500	5	" "	'90-'94	98½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	111½
" — " "	50,000	6	" "	1877	105½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
" — " "	650,000	6	" "	'72-'78	110
" — " "	720,000	6	" "	'74-'75	109½
" — " "	1,430,000	6	" "	1876	109
" — " " 1862.....	600,000	6	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	98
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'78-'83	100
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	455,000	6	Jan. & July.	'62-'90	90½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	693,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,728,800	6	" "	1873	107
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	2,186,000	7	" "	1877	108
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	60
" — " (new).....	3,059,045	6	" "	'92-'98	26½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1876	100
" — " (").....	4,095,300	6	" "	1881	102½
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		5	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	108
" — " "	7,909,600	6	" "	1877	108
" — " "	9,273,050	6	" "	1882	111
" — " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	69½
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	67
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	66
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'82	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	[illegible]	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	29½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £367,250	1,652,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $3,000,000	4,965,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	800,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'99-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	106
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1896	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	99
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1888	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	83½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1883	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1894	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	78
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	96
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1899	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	00
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83
Greenville and Columbia:						82½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	106
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,137,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1898	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1894	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	297,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	300,000	7	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1873	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'60–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	....
Michigan Southern & North. Ind.:						120
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						....
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	2,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1879	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						....
1st Mortgage Bonds	(417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1883	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	295,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1876	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						....
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1867	112
2d Mortgage	276,500	7	— & —	"	18—	94½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000			"	1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) akg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	88
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1885	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	103½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,607,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	107
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,400	7	June & Dec.	New York.	'69-'76	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	96
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	95
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	88
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	95
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1854	99½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1893	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell.						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	$7,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	87
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	60
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	37½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,800	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	.82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	..
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	80
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	264,295	35,511	1,585	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley ..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—			246,018	150,000			—	(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,415	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	132½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	1,158,572	—	100	4
Dec. 31, 1869	28.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette* .... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bondholders.	—No returns.)	.....	.....	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	42.000	7	100	75
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany .... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	81,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,926	Boston and Maine ..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,581	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	to Erie.)		.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie ..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Trunk of Ca.)	96,338	.....	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated	by Erie.)	.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	—	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Buri., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns	110 miles	recently	completed.)		—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River* ..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	8.1	—	8	31	5	86	Camden and Atlantic ..... New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,489	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville ..... New Jersey.	809,380	—	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville ..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa ..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	15,000,000	—	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)		475,300	—	100	....
Nov. 30, 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia ..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey ..... New Jersey.	10,871,242	*	docks, &c.	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,968	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio ..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	2,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	1[illegible]0	74.2	—	147	144	25	1,561	*Central Pacific* ..... California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,868,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	—	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington ..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	6	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	15	217	Chesapeake and Ohio ..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns	published.)		.....	.....	—	100	....
Nov. 30, 1869	53.6	—	15.0	—	24	18	7	364	Cheshire ..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and	Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	112½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy .. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,018	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)		660,337	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	83
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,697,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	15	483	Cincinnati, Hamilton and Dayton .. Ohio.	3,974,405	995,751	560,615	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	163,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentucky Central.)		.....	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,863,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland .. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	20½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville ..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31,	1869	346.5	49.9	51.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929,384	7	100	80
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	2,056,760	1,652,100	.....	.....		(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	...
Oct. 31,	1869	167.0	32.0	49.6	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,516	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	107
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,958,077	1,232,517	.....	.....	6,250,000	3,149,000	.....	.....		(	Leased to	Lake Sho	re.)		7	100	95
Jun. 28,	1869	588.0	12.5	67.9	—	235	76	28	1,090	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	174
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,934,200	*	.....	.....	1,786,200	248,000	.....	.....		(Leased	& operate	d by Little	Miami.)		6½	100	...
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	...
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,480	27,338	—	50	...
Mar. 31,	1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....		(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30,	1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	2 16,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	135
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	.....	215,000	.....	1,278,300	1,000,000	.....	.....		(Leased	to Phila.	& Trent.)			—	50	...
Mar. 31,	1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Leased	by Northe	rn N. H.)	38,458	15,981	—	100	...
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,118	—	50	...
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31,	1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	...
Apr. 30,	1869	—	—	—	117.5	...	...	...	...	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....		(Under cons	truction.)				—	100	...
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	...
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30,	1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	.....	.....	.....	309,276	715,000	.....	.....		(Leas. &	oper. by L	tleMiami.)	loss.	42,652	—	100	...
Oct. 31,	1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	.....	.....	.....	891,206	892,750	.....	.....		(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	...
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104
Dec. 31,	1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365,392	—	100	...
Dec. 31,	1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	...
Nov. 31,	1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	...
Dec. 31,	1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	158,124		(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	100
Dec. 31,	1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	.....	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	...
Dunkirk, Warren & Pittsburg	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....		(In progress.)					—	100	...
Sept 30,	1869	41.0	—	—	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....		(Leased	to Boston,	Hart. & Fis	hkill.)		—	100	...
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	.....	2,500	.....	89,800	175,000	2,000	.....		(Leased	to Penney	lvania.)			—	50	...
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120
Nov. 30,	1869	44.1	53.4	23.0	—	45	75	25	724	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	...
Dec. 31,	1869	38.5	—	1.9	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Reading	g.)	.....	6	50	...
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	.....		(Leased	to Phila.	& Reading	g.)	.....	7	50	84
Oct. 31,	1869	36.0	—	0.8	—	—	—	—	—	East Tennessee and Georgia ¶	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	...
Jun. 30,	1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	...
Jun. 30,	1869	110.0	30.0	9.5	—	19	23	4	209	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	...
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	to Northern	n Central.)	25,000	25,000	5	100	...
Sept. 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	57
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2,179,395	—	100	23
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2,179,395	—	100	23
Oct. 31,	1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	...
Dec. 31,	1869	58.0	—	5.0	52.0	5	5	1	90	European and North American ¶	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....		58,493	.....	.....	129,726	56,195	—	100	...
Jun. 30,	1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Dom	inion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Aug. 30,	1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	...
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30,	1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	.....	21,759	208	180,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	...
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	90,000	.....	.....	60		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	...
Nov. 30,	1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132
Dec. 31,	1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	.....	.....	.....	150,000	100,000	100,000	.....		(Oper. b	y Belvide	re Delaw	are.)		—	100	...
Dec. 31,	1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	...
Dec. 31,	1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31,	1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31,	1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	...
Feb. 31,	1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....		(Not in	complete	operation.)	.....	.....	—	100	...
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	.....	230,845	.....	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	...
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operated	by Receiver.]				—	100	...
Mar. 31,	1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31,	1869	40.0	—	....	280.0	...	...	...	...	*Grand Rapids and Indiana*	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	(In progress and no part in c	ompl'te o	pera'n.)			—	100	...
Dec. 31,	1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....		(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.)	—	100	...
Jun. 31,	1869	851.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,163,924	1,607,631	—	100	...
July 31,	1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,963,348	877,019	18,202,126	8,656,415	783,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	...
Sept. 30,	1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	...
Aug 31,	1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,076	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	112
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069		(Leased	to Penney	lvania.)			7	50	112
Nov. 30,	1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	.....	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,082	548,219	14	100	...
Dec. 31,	1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill. Conv. & R. I.		4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	...
Dec. 31,	1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8	.....	.....	.....	943,808	166,231	—	100	...
Dec. 31,	1868	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,000	601,933	—	100	...
Dec. 31,	1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	continued	to Whar	ton Color	do Riv.)	—	100	...
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	...
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	...
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,616	10	100	136
Dec. 31,	1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progress	is now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31,	1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,067	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,774,867	Loss.	—	100	32
Dec. 31,	1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31,	1869	—	—	—	225.0	...	...	...	...	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....		[Project	ed.]				—	100	...
Jan. 30,	1869	13.0	—	1.2	23.0	3	2	—	14	Iron	Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,307	11,855	—	100	...
Oct. 31,	1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	...
Dec. 31,	1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	.....	87,031	515,466	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	67
Dec. 31,	1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	90
Dec. 31,	1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....		(Leased	and oper. b	y Chicago	& Alton.)		7	100	...
Dec 31,	1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....		(Leased	and oper. b	y Mich'gan	Central.)		8	100	...
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	...
Dec. 31,	1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,209,000	(St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]			—	100	...
Dec. 31,	1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned	by Chicago	Burlington & Q	uincy.)		—	100	...
Dec. 31,	1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	...
Dec 31,	1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	...
Oct. 31,	1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	Penn.	3,320,000	450,000	.....	.....	1,336,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,649	—	60	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	8.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57.875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034.071	8	100	93½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,100	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operated by Louisv.. Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			—	—	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	De.. 1. 1	869 to Pb	g Cin'&S	t. L.at	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½		
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased to Phila. and Read.)			301,290	242,940	8	50	84
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,212	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	66.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	282,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m ind									orsed by Georgia.)			.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	28.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila.& Reading.)			128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	135½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned & oper. by Concord.)			.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,667	291.0	816,569	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under construction.]			.....	.....	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	212,800	50,966	.....	—	(Oper. by Erie.)			44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operated by New Jersey.)			14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	63½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	103½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Leasees.)		.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †..Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31	1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	160,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.3	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 000	—	—	—	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased to Dela., Lacka. and West'n.]			.....	.....	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell.....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	89½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	144½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	198	Nashville and Northwestern†.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	130	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by P.Ft.W.& Chicago.)			.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	.....	—	(Owned & oper. by P., W.& B.)			77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †.La.	2,050,000	—	.....	.....	[Owned and operated by Charles Morgan of New York City.]													5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,881,300	11,898,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,563	9,244,621	8	100	92½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	....
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	.....	—	(Leased to New York Central.)			60,000	6	100	90
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,630	1,335,369	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)					422.8							—	100			
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*	—	—	7,500,000	10,000,000	250,000	—	67.7	460,143	—	—	1,296,961	301,779	—	—	21		
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,98.	991,064	.....	3,150,000	3,588,439	133,476	.....	96.8	.....	4,738,284	13,598,080	1,132,731	463,114	5s	50	33½		
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	561,370	128,943	—	100	...		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,928 463	977,748	6	50	87		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112		
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	.....	.....	1,100,000	400,000	.....	.....	35.3	146,773	.....	.....	325,369	65,764	8	100	...		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	104		
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Nova	Scotia.)	.....	.....	145.0	279,621	.....	3,345,141	253,994	.....	—	100	...		
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	87		
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	33½		
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....	4,259,450	3,170,000	.....	.....	98.5	406,010	.....	.....	2,014,427	978,925	10	50	91		
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,426	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96⅔		
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72		
Dec. 31, 1868	5.0	4.0	....	—	...	...	...	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	...		
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	.....	.....	300,000	610,000	.....	.....	—	(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	...		
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	.....	.....	490,400	591,000	.....	.....	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	...		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	85½		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	...		
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	to Erie.)	.....	.....	53,400	8	100	...		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	—	(Leased	to Erie)	.....	.....	.....	—	100	...		
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased	to Erie.)	.....	.....	26,500	5	100	...		
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	—	(Leased	to Camden	and Amboy.)	.....	.....	—	100	...		
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....	33,493,112	23,862,092	2,054,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,757,786	10	50	120		
Oct. 31, 1869	47.0	15.9	63.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	225		
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	...		
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	164,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	...		
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....	218,000	800,000	221,686	.....	46.0	124,224	.....	.....	196,672	9,272	—	50	...		
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	53		
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....	1,595,750	55,900	.....	.....	24.8	376,308	.....	.....	697,620	287,492	10	50	155		
Dec. 31, 1869	98.4	382.0	394.3	69.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	97½		
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,486,838	.....	339,675	.....	1,259,100	.....	.....	80,555	26.5	.....	.....	.....	1,077,559	274,081	10	100	118		
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	107⅛		
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	13,561,398	2,327,941	196,000	.....	5,423,200	10,036,690	421,154	.....	201.0	1,849,510	.....	.....	2,434,101	531,833	—	50	...		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	...		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	480.6	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	85½		
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....	450,000	.....	.....	.....	—	.....	.....	.....	.....	27,450	6	100	...		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In hands of Receiver.)		783,500	1,232,760	4,510	.....	23.0	34,971	.....	.....	.....	5,313	—	100	...		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....	.....	.....	.....	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	...		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	112⅛		
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased	to Concord.)	.....	.....	24,500	7	100	...			
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased	to Eastern.)	.....	77,755	24,737	—	100	...		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	...		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,644	47.3	408,166	12,258,435	12,300,450	793,301	205,118	8	100	138½		
Dec. 31, 1868	97.0	—	....	—	...	...	...	....	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...		
Dec. 31, 1868	73.8	8.5	....	—	...	...	...	....	Raritan and Delaware Bay	New Jersey.	4,098,592	.....	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	100	...		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	...		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93		
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	...		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	...		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	...		
Sept. 30, 1868	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—	(Not in operation.)			.....	.....	—	100	...		
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	...		
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	(Under construction.)			.....	.....	—	100	...		
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	120		
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	25		
Dec. 31, 1868	175.0	—	....	—	...	...	...	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	—	(About $6	0,000 a month.)		.....	.....	—	100	72½		
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to Ind. & St. Louis.)		.....	517,941	—	100	30½		
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	48½		
Dec. 31, 1868	151.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. & Alton.)		240,000	.....	—	100	...		
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	(Under construction.)			.....	.....	—	100	...		
Dec. 31, 1868	68.0	—	....	—	95	—	—	....	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	...		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,960	100,416	—	100	...		
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West Jersey.)		.....	16,533	6	50	...		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590	243,305	226,900	353	91	.....	.....	.....	.....	.....	17,600	1½	100	...		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	...		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,289,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,494	27,393	—	50	...		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	.....	.....	.....	576,050	.....	.....	.....	—	(Leased	to Phila. and Reading.)		.....	.....	5	50	...		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,677	12,909	—	100	...		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	...		
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased by Northern Central.)			.....	.....	6	50	...		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	...		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	...		
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	...		
Dec. 31, 1868	101.7	0.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,009	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	...		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	.....	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	...		
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	*	.....	.....	438,300	.....	.....	.....	—	(Leased	to Central of New Jersey.)		.....	.....	6	100	...		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	...		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	—	(In progress.)			.....	.....	—	100	...		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,428	.....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	...		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,588	*	.....	.....	497,750	850,000	.....	.....	63.0	150,560	5,597,645	2,094,921	221 815	66,532	10	100	...		
Sept. 30, 1868	123.0	0.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	...		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)				.....	.....	—	100	...		
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	250,000	.....	—	100	...		
ec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	...		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Account's and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.	.....		.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	.....	.....	.....	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....		.....	.....	.....	47,908	29,709	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....		.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697		.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....		.....	.....	.....	.....	.....		50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,560,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	.....	.....	.....	.....	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 050	39,727	25,006	45,818	(Will form a part of the Rondout and Oswego Line.)												
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	250.700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	689	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	654,000	2,620,000	.....	.....		.....	.....	.....	.....	.....		50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....		100	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	395,440	82,005	—	50	....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,013,207	1,123,588	—	100	52½
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)			529,680	236,987	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....		(Leased to Vt. & Mass.,			R. R.)	32,000	7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....		(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	24
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....		(Leased to Vermont Central.)					8	100	106
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....		(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central † .....Virginia.	5,540 788	541,814	33,759	147,308	357,408	1,997,698	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee † .....Virginia.	7,570 627	*	.....	.....	3,358,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,462,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	76,076	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. Lc.&W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	28.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		684,046	957 600	97,500	.....	35.5	201,280	.....	.....	330,691	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	48.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....		(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under const ruction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under const ruction.)	.....	.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.4	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....		(Leased to Nashua and Lowell.)			596,169	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †.....Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....		.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....		(Leased to Northern Central.)					—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	122½
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb. R.R.)	—	—	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1°562,005	—	—	—	64,000	897,759	662,246	—	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,376,891	—	—	48.0	—	—	—	405,174	213,374	—	50	66½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	460,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	736,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,687	—	109.2	—	—	—	1,159,086	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	—	—	—	124,895	30,961	8	50	44

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,789	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	994,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	.....	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,967,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	124,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.)	.....	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	754,670	727,800	150,000	94	.....	77,500	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,836	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	.....	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,468	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	60
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	123
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	.....	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,463	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	.....	.....	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	86
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1870	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	20
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	81
Chicago and Alton, pref.....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44
Hannibal and St. Joseph, pref.....	5,253,836	...	...	113½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	133½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	73
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	73
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	56
Sandusky and Cincinnati, pref.....	445,516	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	32½
Union, preferred.....	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	5,774 400	7	7	11½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @	37 —
Pig, American, No. 1		33 — @	— —
Pig, American, No. 2		31 — @	32 —
Pig, American, Forge		27 — @	29 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
	(STORE PRICES.)		
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		80 — @	85 —
Bar, Common		75 — @	80 —
Scroll		97 50 @	130 —
Ovals and Half-round		100 — @	125 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅛@3-16 inch		85 — @	120 —
Hoop		105 — @	150 —
Nail Rod	per lb.	— 7 @	7½
Sheet, Russia, as to No.'s	(gold)	— 10½ @	11½
Sheet, Single D. and T. Common		— 5 @	6
Rails, English	(gold) per ton.	57 — @	59 —
Rails, American, at Works in Penna. c'y.		70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11½ @	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— — @	— 17
American, Spring, do.		— 9 @	— 11
American Machinery do.		— — @	— 12
American German do.		— 9 @	— 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½ @	4 50
Clinch		6 — @	6 25
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— 35 @	— 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 36½
Straits	(gold).	— 34½ @	— 35
English	(gold).	— — @	— 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 62½@ 9 87½	10 25 @ 10 75
I. C. Coke	7 50 @ 8 —	8 75 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 62½@ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.		— — @	— 13
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 17
Refined, prime L. S. to W. (110 @115 test)		— — @	— 26½
Refined, Standard White (in ship'g order).		— 26½ @	— —
Refined, prime White (in shipping order).		— — @	— 27½
Refined, S. W. (in jobbing lots)		— 23½ @	— —
Refined, S. W. (in tin)		— — @	— 31½
Naptha, Refined, (65 @ 73 gravity)		— 10½ @	— 10½
Residuum	per bbl.	4 — @	— —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Canton Co	63	....	....	....	....	....
Central Pacific 6s	90½	90½	90½	90½	90	90½
Central of N. Jersey	106½	106½	106	106	106½	....
Chicago & Alton	113	....	....	112	112½	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	102	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	152	....	....	152	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	....	82½	....	83	82½
" pref.	87½	....	86½	87½	88½	88½
" 1st M.	....	....	....	92½	92½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	91	91	....
Chic., Rock Isl. & Pac.	115½	115½	115½	117	117½	116½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	97½	....	97½	....	97½
Clev., Col., C. and Ind.	79½	80	....	79½	79½	....
Clev. and Pittsburg	....	....	106½	....	....	106½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	77	....	77½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	98	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	17½	....	17½	....
" 1 M.	82½	82½	....	83	83	83
" 2 M.	....	....	....	....	....	60
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	122½	122½	....	122½	122½	....
Del. Lack. & Western	104	103½	103½	103½	104	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	94	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22½	22½	22½	23½	23½	....
" pref.	....	....	45	44	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	92½
" 3 M. 7s, 1883 85	....	....	....	....	....	....
" 4 M. 7s, 1880 84	84	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	83	....	82½	....
Hannibal & St. Joseph	....	....	112	....	112	112½
" pref.	....	....	....	....	....	113½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136	....	....	....	....	....
" bon.ds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93	93½	92½	92½	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	99½	....	....	....	....
" 2 M.	97	96	....	....	....	....
Mariposa Mining Co	....	....	....	....	5½	....
" pref.	11½	11½	11½	11½	....	11½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	64½	64½	63½	63½	64	63½
" pref.	81½	81½	80½	81½	81½	81½
" 1st mort.	....	....	94	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	105½	....	105	....	....	....
" 7 3-10s con.	92	92½	....	....	....	....
Missouri 6s	....	90½	90½	90½	90½	....
" H. & St. J. iss.	....	90½	....	90½	....	90
Morris and Essex	....	89½	89½	....	89½	89½
" 1st mort.	102	102	....	....	....	....
" 2d mort.	....	....	....	....	94½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91	91	....	....	90	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	91½	92½	92½	92½
" certificates	87½	87½	87½	87½	87½	87½
N. York and Harlem	134	....	....	....	134	....
" pref.	....	133½	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	51½	50½	....	....	....	....
" new	....	....	....	....	28½	....
Ohio and Miss.	33½	33	32½	32½	33½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43	42½	43	43½	43
Panama	79½	77½	76	77½	78	80
Phila. and Reading	....	96½	96½	....	97	....
Pitts., Ft. W. & Chi. gtd.	....	93½	....	....	93	93½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	97	....	....	....	96
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	25	....	....	....	56	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	97½	....	....	....
" 2 M. pref.	83	....	....	....	....	....
" Income bds	....	....	....	76	....	....
Tennessee 6s	62½	62½	62½	62½	62½	62½
" new	60½	61	61	61	60½	60½
Tol., Wab. & Western	....	52½	51½	52½	52½	....
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M	....	....	87	....	87	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	82½	83½	82½	82½	83	83
Virginia 6s, ex-coupon	....	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅞	106⅞	106⅛	106⅛	106⅛	106⅜
U. S. 5s, 10-40s, reg	....	....	....	....	....	106⅜
U. S. 6s, 1881, reg	....	113¾	....	114	114	....
U. S. 6s, 1881, coup	114⅛	114	....	113⅞	114	114⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62.112	111⅞	111½	....	....	....	....
U. S. 6s, 5-20s, c. 1862.113½	....	112⅞	112⅞	112⅞	112⅞	112⅞
U. S. 6s, 5-20s, reg. '64.112	....	111⅞	....	....	....	....
U. S. 6s, 5-20s, c. 1864.112	....	111⅛	111¼	....	....	111⅛
U. S. 6s, 5-20s, reg. '65.112	111⅜	111⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1865.112⅜	111⅞	111⅞	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	110½	....	....	....	110½
U. S. 6s, 5-20s, c. n. '65.110⅜	110⅜	110⅜	110⅜	110⅛	110⅛	110⅛
U. S. 6s, 5-20s, reg. '67.111	....	110½	....	110⅜	....	....
U. S. 6s, 5-20s, c. 1867.110⅜	110⅛	110⅛	110⅜	110⅛	110⅛	110⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	110⅜	110⅛	110⅜	....	....
U. S. 6s, Pac.R.R.issue	....	111⅛	....	111⅛	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa	....	....	....	....	....	....
.. preferred .. 38	....	....	38	38½	....	....
Camden and Amboy	114½	114⅜	114⅜	114⅜	114⅜	114⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875 .... 98½	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	92½
.. 6s, 1889	92	....	....	92	....	....
.. mort. 6s, '89	95½	96	95	95½	95½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	92	92	....	....	....	....
Lehigh Navigation	33⅜	33½	33⅛	33	32⅞	32⅝
.. 6s, 1884	....	....	....	83½	83½	83
.. Gold L	89⅛	89⅛	89⅛	....	89	....
.. R. R. L	89⅛	....	....	89⅜	....	....
Lehigh Valley R. R.	58⅛	58⅜	59	59⅛	59⅛	59⅛
.. 6s new coup	....	....	97	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	42	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	83½	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880 96	....	....	....	....	....	96
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	42½
Pennsylvania R. R.	59⅜	59⅜	59⅜	59⅛	59⅜	59⅛
.. 1st M	102	102	....	102	....	....
.. 2d M	....	....	....	....	....	103½
Penn. State, 6s. 1st series	....	....	....	....	....	103
.. 6s, 2d series	....	106	106	....	....	106
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L	....	....	103	....	....	....
Philadelphia City, 6s	....	102	....	102	....	....
.. new	101⅜	101⅜	101⅜	101⅜	101⅜	101⅜
Philad., Germ. & Nor	....	....	....	....	77½	....
Phila. & Reading	48⅛	48⅜	48⅜	48⅛	48⅜	48⅛
.. 7s. 1893	....	107	107	....	....	....
Philadelphia and Erie	27	26⅜	....	....	26⅜	26⅜
.. 6s	....	....	....	....	....	....
.. 7s	88½	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	16½	....	....	....	....
.. 6s, 1882 .... 73½	73½	73⅜	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	60	60	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	24
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	95½	....	....	95	95	....
.. 1886	....	94	....	....	....	....
.. 1890	93½	93	....	....	93½	93⅛
.. 1884	....	92½	....	....	....	....
Balt and Ohio	132⅛	....	....	....	132⅛	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	90⅜	....	....	....	91	....
.. 2d M	....	74⅜	75	75	....	....
Northern Central	43	....	....	42⅜	42⅛	43⅛
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	90⅛	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	95	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	149¼	....	149¼	149¾	149¾	149¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	149¼	....	149¼	....	....	....
Boston and Providence	145¼	....	....	....	....	....
Boston, Hartford & Erie	5	....	4¾	4½	5	5
.. 7s, new	29¾	29½	29½	29	29	29¼
Cheshire, pref	....	....	....	....	....	83
Concord	....	....	....	....	....	....
Connecticut River	....	....	134¾	135	....	....
Eastern	120¾	....	120½	120½	....	120½
Fitchburg	132	133	132¾	....	132	132½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	....	120	....	....	119⅝
Northern, N. H	....	....	....	....	....	112
Ogdens. & Lake Champ	....	87	....	....	....	87
.. pref	....	....	....	....	....	....
Old Colony & Newport	97	....	96⅞	....	....	96⅞
Ph., Wil. & Baltimore	53⅜	53½	....	....	53⅜	53⅜
Portl'd, Saco & Ports	....	....	....	....	....	112⅜
Union Pacific	25½	25⅞	24⅞	25½	....	....
" 6s	81	81⅜	....	....	81¼	....
" Land Grant 7s	....	69	....	....	....	....
" Income 10s	75	74	72½	72½	72½	72½
Vermont & Canada	....	106½	....	....	106	....
Vermont & Mass	62	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	69	....	70	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	5¾
Franklin ..	....	....	....	....	....	3
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 9.	Sept. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	60 — 70	60 — 65
Do. do., 2d mort., 1881	50 — 60	45 — 55
Do. Penn., 1st mort., 1877	60 — 70	60 — 65
Do. do., 2d mort., 1882	50 — 60	45 — 55
Do. Consol. 7 per cent. mort. 1890	22 — 23	23 — 24
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	88 — 92	89 — 91
Do. 100 dol. shares, all paid	107 —108	108½—109½
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	97 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	88 — 90	89 — 90
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881	91 — 94	92 — 94
Do. with option to be paid in Phila.	91 — 94	92 — 94

American Railroad Journal.

Saturday, October 1, 1870.

Stock Exchange and Money Market.

Money has been in much better supply in the local market, the recent free disbursements of the Government through the Sub-Treasury here adding largely to the floating offerings. The demand has not been active for speculative purposes and call loans have been quoted quite easy at 4@6, generally 4@5 per cent. per annum. The mercantile inquiry has been pretty brisk, in connection with the increasing volume of the Fall trade, and choice to good business paper has been rated at from 7@10, generally at 8@9 per cent. per annum. The city banks, in their last weekly return, reported a gain of $355,404 of legal tender notes; with a further loss of $2,413,714 of deposits, and $1,846,427 of specie. They contracted their loan and discount averages $1,321,083; and diminished their circulation slightly. Their legal tender average is now a little under 49½ millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now a trifle over 191 millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 14⅝ millions against 41⅛ millions July 16th. The U. S. Sub-Treasury lost $2,402,346 of its currency balance; and $19,481, of its coin reserve during the week.

The specie reserve of the city banks according to the latest return is $14,670,724, against $13,968,481 same time last year. The city bank deposits are now $191,066,202, against $180,230,793 week ending Sept. 25, 1869. The legal tender reserve amounts to $49,417,936, against $50,025,081 same time last year. The circulation now stands at $32,733,046, against $23,996,081 same time last year. The loans are now $267,087,617, against $263,441,828 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $73,566,643 a day, against a daily average of $69,961,551 the preceding week. The current weeks' exchanges average about 67½ millions a day. The city banks, last week, reported a loss of $1,846,427 of specie, and of $2,413,714 of deposits, with a gain of $355,404 legal tender notes. They reduced their loans, $1,321,083; and their circulation, $17,680.

The city bank exchanges on Wednesday were about 63⅜ millions.

The coin reserves of the Treasury Department on Monday were $97,290,420, including $16,798,000 on deposit on private account; currency balances, $30,855,940.

National Bank notes to the amount of $338,420 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $329,275,694, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $29,715,548 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,560,146. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,384,250; and for the public deposits, $16,261,500—making a total of $358,645,750. The Treasury Department last week redeemed and destroyed $500,000 of worn and mutilated fractional currency, and issued $806,015 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 24, were $3,513,386 in coin, (including $3,909,000 from customs duties,) and $3,407,730 in currency; payments, $3,532,867 in coin, (including $256,920 of coin interest,) and $5,810,076 in currency; balance at the close of the week, included $60,628,183, of coin, against $60,647,663 the preceding Saturday, and $6,650,742 of currency, against $9,053,087 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $758,100 in coin, (including $630,239 from customs,) and $284,064 in currency; payments $72,949 of coin (including $67,150 of coin interest), and $283,199, of currency. On Tuesday, receipts, $1,080,871 in coin (including $670,198 from customs), and $1,266,072 in currency; payments, $50,545 in coin (including $47,500 of coin interest) and $316,508 of currency. The balance at the close of business on Tuesday included $7,539,102 of currency, and $62,343,660 of coin, against a balance a week

previous of $8,920,817 currency, and $61,728,977 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,645,267 from customs; aggregate payments, $55,169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,676,495 of coin certificates, received for customs.

Government revenues have been yielding moderately since our last. The excises, during the week yielded about two and a-half millions; customs at the port of New York, $2,987,495, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,025,802 in currency. The income of the Government, from excises, since July 1, 1870, has been $49,674,884.

There has been rather more activity in the dealings in Gold, since our last, chiefly in the speculative line, and there have been somewhat wider fluctuations in the price, influenced in part by the varying tenor of the advices from Europe, relative to peace prospects. The range has been from 112⅝@114⅛, and the closing quotation on Wednesday was 114, against 113⅞ the preceding Wednesday. Government closed its Gold sales for September on Wednesday. The export drain was rather heavier last week having been up to $1,345,408 against less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at 113.33@113.56. The aggregate of the bids was $3,555,000. The shipments thus far this year have been about 48⅞ millions, against 25⅝ millions same time in 1869; nearly 66 millions same time in 1868; 41⅛ millions same time in 1867; over 53⅝ millions same time in 1866; and 21¾ millions same time in 1865. On Wednesday of the current week, the specie exports were $189,489. The exchanges at the Gold Exchange Bank, which were only 24⅝ millions on Thursday of last week, run up to 59¼ millions on Saturday, and were about 50 millions on Monday of this week, and 45⅛ millions on Tuesday. On Wednesday they were 87½ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $61,380,840.

The customs demand for Gold last week, averaged $514,834 a day; thus far, this week, it has averaged $650,268 a day, or equal to a weekly aggregate of $3,901,608. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $156,998; and since Jan. 1, 1870, $8,057,430, against $11,091,436 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $104,735,221 against $100,420,855, same time in 1869.

The exports of specie, from this port, last week, were $1,345,408 against $1,073,654 same week last year; and since Jan. 1870, $48,764,812, against $25,587,186 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $256,920; and since Jan. 1, 1870, $66,440,347 against $68,797,662 same time in 1869.

The customs revenue of the port on Wednesday was $636,000; and the coin interest disbursements were $30,818.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 19th, was $6,476,000, against $6,216,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Sept. 12, were $25,179,000, against $27,814,000 same time last year.

Foreign Exchange has been in better supply and lower, on moderate business, closing very heavily. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109½; sight bills on London, 109⅞@110¼. The offerings of produce bills have been moderate. The week's exports of domestic produce have been to the currency value of $3,364,536, and since January 1, 1870, $133,726,889, against $141,680,284 same time in 1869.

Government securities have held their own well as to price, during the week, but have been without remarkable animation in the dealings. There have been no heavy offerings of bonds reported in the open market at the current rates. On Thursday of last week, Government bought in three millions of Five twenties, out of the aggregate offerings of $8,741,800. On Thursday of the current week, the Department closed its September purchases of Five twenties, with the acceptance of a million at about the open market prices.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅛@114¼; U. S. Five-Twenties of 1862, 112⅞@113; U. S. Five-twenties of 1864 at 111½@111¾; U. S. Five-Twenties of 1865 at 111¾@112; U. S. Five-twenties of 1865 consolidated, 110½@110⅝; U.S. Five Twenties of 1867, 110½@110⅝; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 106⅜@106½; U. S. Six per cent. currency bonds, 111⅛@111½.

State bonds have been less freely sought after but the changes in price have not been very important.

The coupons of the 7 per cent. Land Grant Bonds of the Union Pacific Railroad Company, due 1st October, 1870, will be paid on and after that date at the office of the Company, 46 Sears Building, Boston, or at the banking house of Morton, Bliss & Co., 30 Broad street, New York.

Railway bonds have been in good request, for home and foreign investment purposes at buoyant prices, including Central Pacific Sixes, which closed on Wednesday firmly at 90@90¼. The gross earnings of the Central Pacific in the first fortnight of September were $423,335, and from Jan. 1 to Sept. 15, they amounted to $5,540,841. As compared with the same months last year, the earnings of the road show an increase of 25@30 per cent. The increase thus far has been sufficient to justify the expectation that the gross earnings of the company for the whole year will reach $8,000,000. The Union Pacific Sixes closed briskly and firmly on Wednesday at 83@83⅛. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been in moderate speculative demand at variable prices, closing strong, but dull.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 14.	Sept. 21.	Sept. 28.
Consols	92⅛	92⅜	91¾
U. S. 5-20's of 1862	90	90½	90½
U. S. 5-20s, 1865	89¼	89½	89¾
" 1867	88¼	88¼	88⅝
" 10-40s	85	85½	85
Erie	18	18	17¾
Ill. Central	112½	113	113
At. and Gt. West	23½	23½	26

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 94⅜.

General business has been moderately active in the line of domestic produce, but at prices, in most instances, more favorable to purchasers. Middling upland cotton closed quite heavily on Wednesday at 16⅞ cts. per lb., under increasing arrivals at the ports. The stock of cotton now here is given at about 17,500 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 71,868 bales, against 89,285 bales same time in 1869-'70; exports same time 22,109 bales, against 8,905 bales same time in 1869-'70; stock on hand at latest dates, 70,325 bales, against 54,610 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,484 pkgs., against 16,755 pkgs., same time in 1869. From Boston, 4,928 pkgs. in 1870, against 6,218 pkgs. same time in 1869.

At the auction sales of Scranton Coal on Wednesday 90,000 tons were disposed of at from $4@$5 35 per ton 2240 lbs., showing a slight decline.

At the Live Stock markets, this week, Beeves of good quality have been in less confident demand and heavy; we quote the range at from 6½@16½c. per lb.; week's receipts, 9,831. Milch cows continue very quiet at $40@$100 each, receipts, 49. Veal calves have been in less demand at from 4@13c. per lb.; receipts, 3,964. Sheep have been in slack request at from 3@6½c.; lambs at 6@7½c. per lb.; receipts, 38,357. Hogs have been quiet and cheaper at 8⅞@9¼c. per lb., all live weight; receipts, 20,488.

There has been fairly active business reported in foreign goods, and prices of seasonable stocks have been well supported. The dry goods entries at this port, last week, were $2,782,518, making with the general merchandise imports, a total of $6,631,063.

Ocean freights have been moderately active, but quoted lower and irregular. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer per bbl.; grain at 5½@6d. by sail, and 6@6¼d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d.@$\frac{3}{8}$d. by steamer per lb.; and heavy goods 15s.@27s. 6d. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 468.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 27, and since the beginning of the year:

	1869.	1870.
For the week	$3,807,082	$3,864,536
Previously reported	137,873,202	130,362,363
Since Jan. 1	$141,680,284	$133,726,899

The imports for the week ending Sept. 24, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,650,928	$2,782,518
Gen. merchandise	2,883,103	3,848,545
Total for the week	$4,534,031	$6,631,063
Previously reported	226,495,494	217,819,481
Since January 1	$231,029,525	$224,450,544

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23½; do. Fund Act, 1868, 40; South Carolina 6s, new, April and Oct., 70; do. Jan. and July, 68; Louisiana 6s, 70; do. 6s, new, 66¼; do. 6s, Levee bonds, 76; do. 8s, Levee bonds, 87; New York State 7s, Bounty Loan, reg., 108; Alabama 8s, 100; California 7s, 112; Connecticut 6s, 101½; Ohio and Miss. consol. bonds, 88; North Missouri R. R., 21; do. 1st mort., 85; Morris and Essex const. bonds, 88; Pacific R. R. 7s, guar. by Mo., 96; Quincy and Toledo 1st mort., 83; South Side R. R. 1st mort., 88¾; Great Western (Ills.) 1st mort. 1868, 105; Milwaukee and St. Paul 1st mort., Iowa Division, 88; New York and New Haven R. R., 150; do. scrip., 139; New Jersey R. R., 115; Union Pacific R. R., 24; Western Union Telegraph, 86¼; do. 7s, 92; U. S. Exp., 37½; Adams Exp., 66¼; Am. Mer. Union Exp., 41½; Central gold, 0.18; Grass Valley gold, 0.31.

Philadelphia.—Oil Creek and Allegheny River R. R., 45½; do., bonds, 80½; West Philadelphia R. R. 7s, 99; Pennsylvania and New York Canal 7s, 92½; Philadelphia and Sunbury 7s, 98½; Elmira and Williamsport 5s, 60; West Jersey 6s, 91; Philadelphia and Reading 6s, 1844–'80, 97½; Warren and Franklin 1st mort., 84⅛; Pittsburg 5s, 73; Fifth and Sixth streets R. R., 38¼; Germantown Passenger R. R., 28½; Wyoming Valley Canal, 22; McClintock oil, 0.81; Dalzell oil, 0.56. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101⅝@101¾; State 5s, coupon, 105@—; do., 6s, W. L., 105@—; do., 1st series, 103@103¼; do., 2d series, 105½@106; do., 3d series, 111@111; Reading, 48½@48⅝; do. 7s, 1893, 104@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 114¾@115; do., mort. 6s, 1889, 95½@95⅝; do., 1883, 93@94; do., 1889, 92@92¼; Penn. R. R., 59⅞@60; do. 1st mort., 101½@102½; do., 2d mort., 103½@104; Little Schuylkill R. R., 41½@42½; Morris Canal, 25@30; do., pref., 66@70; do., 6s, 84@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do. 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16@17; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 40@42; do., 7s, 1873, 91½@92½; do., 5s, 60@61; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 83@83½; do., R. R. Loan, 89@89¾; do., Gold Loan, 89@89⅛; North Pennsylvania, 42@42¾; do., 6s, 96@96¼; do., 7s, 94@95; do., Chattle 10s, 113@115; Philadelphia and Erie, 26½@26¾; do., 6s, 93@94; Minehill, 51½@52; Catawissa, 13@15; do. pref., 37@38¾; Lehigh Valley, 59⅝@59¾; do. 6s, 96⅛@—; do., 6s, reg., 98@98½; Fifth and Sixth streets, (horse,) 37½@38½; Second and Third, 49@50; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 24@25; Green and Coates, 39@40; Chestnut and Walnut, 44½@45; Hestonville, 13⅞@14; Union, 44@50.

Boston.—Vermont Central 1st mort., 84¼; do., 2d mort., 37¾; Vermont Central and Vermont and Canada 8s, 102½; Eastern R. R. 6s, 1874, 99; Michigan Central Air-Line R. R. 8s, 1890, 106½; Maryland and Delaware 8s. 1885, 70; Cedar Rapids and Missouri 7s, 1916, 89; Cheshire R. R. 6s, 91¼; Phila., Wil. and Balt. 6s, 1887, 94; Leavenworth, Lawrence and Galveston 10s, 98; Stanstead, Shefford and Chambly 7s, 83; Lynn and Boston Horse R. R. 6s, 1886, 74¾; Indianapolis, Cincinnati and Lafayette 7s, 70; Summit Branch, R. R. 53⅞; Cincinnati, Sandusky and Cleveland R. R., 20⅝; do., 7s, 1890, 78; do., 6s, 75¼; Norwich and Worcester R.R., 104; Taunton Branch, 100; Granite Railway, 64½; Rutland pref., 73; Boston Water Power Co., 15; Cary Imp., 8⅛; Massachusetts 5s, 1894, gold, 98; do., 6s, 1876, gold, 109; do., 1873, 110; do., 6s, 5 20s currency 100½; Maine 6s, 1873, 101; do., 1889, 97¾; New Hampshire 6s, 1872, 100; Boston 6s, 1880, currency, 100½; do., 5s, 1878, gold, 98¼; Lynn 5s, 1882, 87½; Salem 6s, 1888@1898, 98⅞; Bath 6s, 1887, 90½; St. Louis City 6s, 1873, 95; do., 1888, 85; Chicago 7s, River Imp., 98¼; do., School Bonds, 98⅜; Macoupin Co., Ills. 10s, 1887, 90; Cook Co., Ills., 7s, 97¾; Portland 6s, 1887, 91; Charlestown 6s, 1890, 98¼; Cambridge 6s, 1883, 99; Worcester 5s, 1880, 99¼; Allouez Mining Co., 1; Adams, 25c.; Calumet, 71; Hancock 1⅛; Kearsarge, 70c.; Ossipee, 50c.; South Pewabic, 7c.; Torch Lake, 5c.

Baltimore.—Maryland Defense Loan, 102¼; Virginia 6s, old, reg., 53; do., 1866, 64½; do., 1867, 59½; Orange, Alexandria and Manassas bonds, 76¼; Wilmington and Weldon bonds, 90; Orange and Alexandria 4th mort., 75½; Pittsburgh and Connellsville bonds, 91¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@92; Baltimore and Ohio, 132@132½; do., 6s, 1875, 94@94¾; do., 1880, 94@95; do., 1885, 95@95½; Northern Central, 42½@42½; do., 6s, 1885, 92½@94; do. 1900, 87½@90½; do. 6s, 1900, gold, 92@93; Parkersburg Branch, —@7½; N.W. Va. 1st mort., 94@95; do. 2d mort., 94½@95; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 90¾@90⅞; do., 2d mort., 74¾@75⅞; Central Ohio, 24@27; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 64@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77¾@78⅞; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76½@80; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 75@75½; Orange, Alexandria and Manassas 7s, 75@76½; Virginia and Tennessee 8s, 82@83; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 95@95¼; do., 1884, 92½@92¾; do., 1886, 93@94; do., 1890, 93@93½; do., 1893, 93½@94; do. 5s, 1838–'70, 75@80; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ The attention of our subscribers in this Country and Europe is called to the advertisement of the old established house of Messrs. CAMMANN & Co., No. 8 Wall St. This firm transact a General Banking Business, and give particular attention to the purchase and sale of Government, State and Railroad Securities at home and abroad.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS
OF THE CENTRAL PACIFIC RAILROAD,
AND ALL ITS BRANCHES.
No. 5 NASSAU ST.,
NEW YORK, Sept. 29, 1870.

☞ FIVE-TWENTY BONDS ARE SELLING to-day at an average of 111½, and at this price—if the Government should allow them to run five years—they pay only three and three quarter per cent. per annum.

SIXES OF 1881, TEN-FORTIES AND CURRENCY, at present prices, pay only four and a half per cent. interest per annum.

CENTRAL PACIFIC SIXES, into which so many are now wisely converting their Five-twenties and other Government bonds are to-day selling at 90 to 90¼ flat, that is—the three months' interest now accrued goes to the purchaser—pay, at this rate, seven per cent. per annum.

We say "wisely," and for the following reasons: The main line is finished, fully equipped, with no floating debt, and is worth over one hundred million dollars; the sixes are a first mortgage on this property; they cannot be increased, and the amount is only $28,620,000; the gross earnings from Jan. 1 to Sept. 1, were $5,017,505 72, and for the first fifteen days in September reached $423,335, and will reach fully the enormous sum of $8,000,000 this year; the net earnings on their local business alone are enough to pay the interest on these bonds without taking into account at all their immense through business; their receipts this year for corresponding months are twenty-five to thirty per cent. more than last year, and we have no doubt the increase will be fully in this proportion the coming year.

We have known all about the affairs of the road from its commencement, and that the men connected with it are careful and prudent business men; and, in short, we have no hesitation in recommending holders of Government bonds to make the exchange.

The difference of about 22 per cent. is a sure profit.

The bonds bear interest six per cent., January and July, both principal and interest payable in New York City, dollar for dollar, in United States gold coin. FISK & HATCH.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ The City Passenger Railway Company of Montreal was declared a dividend for the six months ending the 30th September, 1870, of six per cent. upon the Capital Stock of the company with a bonus of two per cent., payable at the company's offices on and after the seventh day of October.

☞ At the last meeting of the Board of Directors of the Wellington, Grey and Bruce Railroad Company, it was determined to proceed with the survey and location of the line from Harrison to Southampton.

Journal of Railroad Law.

COMMON CARRIERS—LIABILITY FOR GOODS CARRIED "FREE."

The late case of Pierce *vs.* The Milwaukee and St. Paul Railway Company, (23 Wis., 387,) was an action to recover the value of eight bundles of bags, which had been in use for two seasons in transporting grain from Lake City, Minnesota, to Genoa, Wisconsin, by way of the river and the defendant's railway.

Verdict and judgment for the plaintiff: from which the defendant appealed.

The following is the opinion of the Court delivered by

PAINE, J.—After carefully considering the original briefs of counsel and the arguments upon the rehearing, I have come to the conclusion that the carrying of the bags of the plaintiff by the company cannot be considered as gratuitous, whether the custom was only to return bags free that had gone over the road filled, or whether it was a general custom to carry the bags of customers free both ways, without regard to the question whether, at any particular time, they were running from a trip on which they had passed over the road, filled or not. If such relation were created by an express contract, instead of being based upon a custom, it would seem clear that there would be a sufficient consideration for the agreement to carry the bags. If a written contract should be signed by the parties, in which the one should agree to give the company the transportation of his grain at its usual rates, and the company should agree in consideration thereof to carry the grain at those rates, and also to carry the bags both ways whenever the customer might desire it, without any further charge, there can be no doubt that the giving to the company his business, and the payment of the regular freight, would be held to constitute the consideration for this part of the agreement on the part of the company. But if it would be so in such a case, it is equally so when the same understanding is arrived at through the means of a customer. The company, by establishing such a custom, makes the proposition to all persons, that if they will become its customers, it will carry their bags both ways without any other compensation than the freight upon the grain. Persons who become its customers in view of such a custom, do so with that understanding. And the patronage and the freights paid are the consideration for carrying the bags. The company in making such a proposition, must consider that this additional privilege constitutes an inducement to shippers to give it their freight. And it must expect to derive a sufficient advantage from an increase of business occasioned by such inducement, to compensate it for such transportation of the bags. And it ought not to be allowed, when parties have become its customers with such an understanding, after losing their bags, to shelter itself under the pretext that the carrying of the bags were a mere gratuity, and is therefore liable only for gross negligence.

It makes no difference that the custom is described as being to carry the bags free. In determining whether they are really carried "free" or not, the whole transaction between the parties must be considered. And when this is done, it is found that all that is meant by saying that the empty bags are carried free, is, that the customers pay no other consideration for it than the freight derived from the business they give the company. But this, as already seen, is sufficient to prevent the transportation of the bags from being gratuitous. Smith *vs.* R. R. Co., 24 N. Y., 222; see also Bissel *vs.* Railroad Co., 25 id., 442. It will be seen that in that case a majority of the Court held, that where a passenger expressly agreed to take certain risks of injury upon himself, for a consideration, the agreement was valid and binding. But Denio, Wright and Sutherland dissented, and Denio, J. in his opinion on pages 455 and 456, states what seems to be the true construction and effect of such a contract, holding that a person riding in charge of cattle, under a contract to carry them at a specified price per car load and to carry a person "free" to take charge of them, was not a gratuitous passenger. The other two dissenting justices doubtless agreed with him on this point. And it is evident from the remarks of Selden, J. on page 447, that he did not hold the opposite view, but rested his decision upon the ground that the plaintiff was bound by the contract to take the risk, whether he was a gratuitous passenger or not. See also Steamboat *New World vs.* King, How., (U. S.) 469, in which it was held, that, under a general custom of steamboats to carry "steamboat men" free, a steamboat man, riding on a free ticket, was not to be regarded as a gratuitous passenger, but that the consideration was to be found in those advantages which induced the establishment of the custom—a doctrine which seems directly applicable to the question under consideration.

I can see no ground for any such difficulty as that suggested by the appellant's counsel on the re-argument. He said if this undertaking to return bags free was to be considered a matter of contract on the part of the company, it would be unable to collect its freights on delivering grain, upon the ground that its contract was not then completed. But this could not be so. The company, on delivering the grain, parts with the possession of the property to the shipper or his consignee. And on doing that, it is, of course, entitled to its freight. As its agreement to return the bags without further charge, or to carry them free both ways whenever its customer should deliver them empty for that purpose, could not have the effect of destroying this right, the contract would be construed according to the intention of the parties. See Angell on carriers, § 399, note 3, and cases cited. And here it would be very obvious that neither of the parties contemplated any relinquishment by the company of its right to freight on delivering the grain. The transaction for that purpose would be distinct. Here the defendant's evidence showed that the plaintiff was a "customer." The company claims that he had complied with the custom on his part, so as to make it applicable to him. But if he had done so, as that constitutes a sufficient consideration to prevent the carrying of his bags from being gratuitous, the company is liable.

It is immaterial, therefore, whether the instruction excepted to was strictly accurate or not, in assuming that there was evidence tending to show that the bags were on a return trip, after having gone over the road filled; as neither in that case, nor on the custom as claimed to have been shown by the appellant, would the transportation be gratuitous.

The judgment is affirmed.

International Bridge Co.

AN ACT to authorize the construction and maintenance of a bridge across the Niagara river.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any bridge and its appurtenances which shall be constructed across the Niagara river, from the city of Buffalo, New York, to Canada, in pursuance of the provisions of an act of the legislature of the State of New York, entitled "An act to incorporate the International Bridge Company," passed April the seventeenth, one thousand eight hundred and fifty-seven, or of any act or acts of said legislature now in force, amending the same, shall be lawful structures, and shall be so held and taken, and are hereby authorized to be constructed and maintained as provided by said act and such amendments thereto, anything in any law or laws of the United States to the contrary notwithstanding; and such bridge shall be, and is hereby, declared to be an established post road for the mails of the United States; but this act shall not be construed to authorize the construction of any bridge which shall not permit the free navigation of said river to substantially the same extent as would be enjoyed under the provisions of said act and the amendments thereto, heretofore enacted and now in force: *Provided, nevertheless*, That the location of any bridge, the construction of which is hereby authorized, shall be subject to the approval of the Secretary of War, but not to be located south of Squaw Island: *And provided further*, That such bridge shall have at least two draws of not less than one hundred and sixty feet in width in the clear between the piers, which shall be located at the points best calculated to accommodate the commerce of the said river; and the piers of said bridge shall be parallel to the current of said river.

Section 2. *And be it further enacted*, That the bridge herein named shall be subject, in its construction, to the supervision of the Secretary of War of the United States, to whom the plans and specifications, relative to its construction, shall be submitted for approval. And all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the district court of the United States for the northern district of New York, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 3. *And be it further enacted*, That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of the said river, by the construction of the said bridge, is hereby expressly reserved.

Approved June 30, 1870.

☞ Since the settlement of the dispute over the question of extending a railroad into the Cherokee country from Kansas, the road has been pushed forward very actively. The cars are now running a distance of ten miles into the nation. Considerable quantities of coal are carried out by rail into Kansas. It is said the road will reach the Arkansas River within sixty days. It will cross at Frozen Rock, fifty miles above Fort Smith. Two thousand hands are at work on it.

☞ The directors of the Sherbrooke, Eastern Townships, and Kennebec Railway purpose laying the track on their line at once, and procuring an engine and rolling stock. A further portion of five miles is nearly located, and tenders will be asked for grading in a short time.

Arkansas Midland Railroad.

The terms of the contract between the above company, and Col. H. F. Hale, of Junction City, Kansas, in the name of J. H. Seager & Co., are that the grading is to be done to Clarendon by November 1st, 1871, iron, rolling stock and every thing complete by March 31st, 1872. The contractors are to receive the Phillip county and Helena bonds, and we suppose the State aid. The directors to raise one hundred thousand dollars in money, a portion of which is already subscribed—get 100,000 acres of land subscribed, and ten acres of land in or near the corporation of the City of Helena.

A corps of engineers will go to work at once and commence the grading as soon as ten miles have been located. The city is confident that the grading will commence on or before the first of November, and be completed to White river by the first of June, or before the hot weather commences next year.—*Helena Clarion.*

National Finances.

The following statement showing the net receipts and expenditures of the government during the eighteen months from September 1, 1867, to March 1, 1869, and from the latter date to September, 1, 1870, was prepared at the Treasury Department:

RECEIPTS.

	18 m'ths from Sept. 1, 1867, to March 1, 1869.	18 m'ths from March 1, 1869, to Sept. 1, 1870.
From customs ..	$251,963,708 19	$294,725,139 21
" lands.....	8,491,378 58	5,310,894 78
" int. reven'e	246,133,845 74	299,897,764 89
" miscellan's	54,716,270 51	44,095,169 74
Total.....	$556,315,208 02	$643,528,968 62

EXPENDITURES.

	18 m'ths, from Sept. 1, 1867, to March 1, 1869.	18 m'ths, from Mar. 1, 1869, to Sept. 1, 1870.
For Congress....	$5,064,467 45	$6,398,235 85
Expe's of the Post Office Departm't (mail transp.)..	7,189,107 21	8,615,123 14
Expen's of foreign intercourse....	1,854,502 83	1,935,808 81
Executive & miscel. expenses...	23,952,322 37	19,044,091 02
Expens's of public buildings and gro'nds in Washington....	2,194,613 65	1,529,605 28
Expenses of collecting the revenue fr'm cust'ms	9,364,504 52	9,225,487 83
Miscellane'us exp. of customs, includ'g buildings	10,910,971 53	12,443,632 26
Expenses of assessing and collecting internal revenue	11,797,679 73	10,975,724 40
Miscellaneous expenses, internal revenue.....	3,752,736 47	2,752,811 18
Expen's of United States Courts..	2,576,488 40	3,341,136 81
Miscellaneous expens's under Interior Departm't	4,610,519 80	4,762,451 04
Expenses of War Department....	162,836,593 19	82,619,058 81
Expenses of Navy Department....	36,746,544 07	31,205,615 71
Expens's of Indian Department....	8,721,899 60	7,215,650 60
Expenses of Pension Departm'nt	37,192,739 51	43,848,196 38
	$328,765,689 89	$245,912,629 12

By the foregoing statements it will be seen that the amount gained by increase of receipts and decrease of expenditures has been as follows:

From increase of receipts.....	$87,213,765 60
From decrease of expenses.....	82,853,060 77
Total.....	$170,066,826 37

REDUCTION IN INTEREST ACCOUNT.

The amount of interest paid from September 1, 1867, to March 1, 1869, was.....	$211,221,716 68
The amount of interest paid from March 1, 1869, to Sept. 1, 1870, was.....	193,421,155 00
Showing a net decrease on interest account of	$17,800,561 68

REDUCTION OF PUBLIC DEBT.

The reduction of the public debt from Sept. 1, 1867, to March 1, 1869, was.....	$1,383,460 67
The reduction of the public debt from March 1, 1869, to Sept. 1, 1870, was.....	169,542,109 60
Showing an increase in the reduction of the public debt of.....	$168,158,648 93

During the eighteen months from March 1, 1869, to September 1, 1870, the amount of reduction in the public debt has been, as above shown, $169,542,109 60, most of which has been in the purchase and cancellation of bonds bearing interest in coin, and in the payment of obligations overdue and convertible into interest-bearing bonds and certificates.

The amount of interest which will hereafter be saved to the government on the debt actually paid, is about $8,745,596 08 annually, or $728,799 67 monthly, mostly in gold.

There has also been a constant improvement in the decrease of the debt during the six months since March 1 of this year over the corresponding six months of 1869, to the following extent:

	1869.	1870.
March.....	$266,798 27	$5.766,349 43
April.....	6 399,070 65	11,697,793 39
May	13,384,777 97	14,301,962 57
June.....	16,410,132 54	20,203,772 04
July.....	7,435,744 29	17,034,123 74
August.....	5,604,234 79	13,403,325 59
	$49,500,758 51	$82,407,326 76

And the decrease of the debt for the past six months, as compared with the twelve preceding months, is as follows:

Decrease of public debt for the 12 months preceding March 1, 1870.	$86,934,782 84
For the six months since that date.	82,407,326 76

The foregoing is a correct comparison of the financial operations of the government during the periods named, made from the official records of this Department.

WM. A. RICHARDSON, Acting Secretary.
Treasury Department, Sept. 5, 1870.

☞ The Lexington and St. Louis railroad company is constructing a railroad from Sedalia, on the Pacific railroad, northwest to Lexington on the Missouri river, a distance of 58 miles. The grading is nearly completed, and the company has nearly iron enough for the track. The directors of the Pacific railroad company have voted to take up the bonds of the Lexington Co., in order to enable it to complete its road.

☞ The Quebec and Gosford Wooden Railway is to be opened on the 10th of October. The line is 25½ miles in length. The bridge over the Jaques Cartier River is 68 feet and the trestle from 20 to 45 feet in height, while both together are 1,400 feet in length. The weight of the engines to be used is 21 tons, with four driving wheels of 42 inches in diameter.

Finances of Memphis, Tenn.

A short time since the city councils of Memphis, Tenn., passed an ordinance, which was subsequently approved by the popular vote, authorizing the issue of $500,000 of gold bonds by the municipality for the purpose of funding its floating debt, including past due coupons on its present bonds. For the purpose of availing of the advantages of this ordinance, John J. Johnson, Esq., the mayor of that city, and O. J. Prescott, Esq., chairman of the finance committee, are now at the North, with a view of conferring with the holders of the bonds. Under the present municipal administration of Memphis strenuous and systematic efforts have been made to bring order into its finances and place the operations of the city on a cash basis, and so far the success has been quite encouraging. Since January 1, 1870, some $190,000 of the floating debt of $811,000 has been paid, but in the mean time $107,000 of interest (for July) has accrued on the bonds. The whole bonded debt August 1st was $3,585,000, exclusive of $300,000 bonds of Memphis and Little Rock Railroad Company assumed by the city, and which is offset by mortgage on navy-yard property. The total valuation of the taxable property of Memphis is $24,783,190, on which an interest tax is laid of $239,049 57½; city general tax, $173,482 39, and school tax, $74,349 51. The tax is $2 on the $100, of which $1 is for interest. The prosperity of Memphis is indicated by the increase of population, which, having been 22,623 in 1860, is now, by the census of 1870, shown to have increased to 40,230, exclusive of 6,451 in the suburbs.

Albany and Susquehanna Railroad.

If we may judge from present appearances, numerous improvements are to be added to this road, showing that the directors intend to have a perfect road, and have it supplied with every accessory necessary for convenience and the rapid transition of freight and passengers. A large well is being constructed under the water tank at Oneonta. Another side track is to be laid on the north side of the main track, east of the depot. Preparations are being made to widen out the culverts, abutments, etc., for the second track on the eastern division of the A. and S. road. New side tracks are being put down at several important stations. Water tanks are being built. The second wire has been put up as far as Central Bridge, and is still coming this way. Iron has been delivered over a large portion of the eastern division. A large demand is made for more rolling stock. Extra trains are running night and day. Everything shows that this road is to be one of the best and busiest in the State. Oneonta is striving to secure the location at that point of the new round house, and other buildings which will be erected at some central point along the road the present fall.—*Albany Journal.*

☞ The bond and shareholders of the Morris Canal will be glad to learn that that work has been put in most excellent order along the whole line—and added to all this the President of the Company has paid off the last note against the Company, and it is now free from debt, a thing that has never occurred before since its organization.

☞ This earnings of the Union Pacific Railroad for August, 1870, were $664,050 83, against $617,585 38 for the corresponding month in 1869. This shows a steady and large increase of business, as the rates for freight and passengers have been largely reduced.

Green Bay and Lake Pepin Railroad.

We stated last week that the contract for building the first forty miles of the Green Bay and Lake Pepin railroad had been awarded to Milwaukee parties. This was correc as matters then stood. The award was originally made to the parties named, but when the final arrangements came to be fixed upon they declined to bind themselves in as definite a manner as the contractors wished. Under the circumstances the officers of the road concluded to contract with home parties under terms more satisfactory, and accordingly, on Saturday afternoon the job was given to Messrs. R. P. Harriman and Co., of this city. The contractors evinced commendable enterprise in making ready and at 1 o'clock Monday afternoon 100 men commenced operations on the road. This has been steadily increasing during the week, and to-day 200 men are busily plying axe, pick and shovel.—*Green Bay Gazette.*

Proposed Railroad Across the Andes.

The engineer, Mr. Rosetti, appointed by the Government of the Argentine Republic to survey the passes of the Andes with reference to the construction of a railroad between that republic and Chili, reports that the most eligible pass, under the circumstances, is the Planchon or Teno, and he indicates the route from Buenos Ayres to the Teno station on the Santiago and Curico railway. The elevation is 3,300 metres. The most difficult part is that of the Vargara ravine, where there is a difference of level of 790 metres in a distance of ten kilometres, which gives a grade of 70 in 1,000. The length of the road by the line indicated will be 1,651 kilometres, and its cost is calculated at $26,000,000 for the Argentine division, and $6,000,000 for the Chilian, and the time requisite to complete the work is estimated at four years.

☞ Articles of association of the Indianapolis, Peru and Silver Lake railroad have been filed. It is designed to construct a road running from Peru, Miami county, to Silver Lake, Kosciusco county, and passing through the county of Wabash; length, twenty six miles. The capital stock is $500,000, divided, 10,000 shares, of $50 each.

☞ The Tredegar Works at Richmond, Va., in addition to their other great enterprises, have undertaken the business of freight-car building, and they are now sending these cars South at the rate of three per day. This new industry, so successfully introduced by this company, now gives employment and support, directly and indirectly, to over five hundred persons.

☞ Work was commenced on the Chicago, Pekin and Southwestern Railroad at Eureka, Ills., on the 26th ult. The contractors expect to complete the work the coming winter.

☞ The Ogdensburg and Lake Champlain Railroad Company will pay a semi annual dividend of 4 per cent. on the preferred stock on and after Oct. 1.

☞ The Rensselaer and Saratoga R. R. Co. have declared a dividend of 3½ per cent., payable October 1, 1870, at the National Bank State of New York.

☞ The Uniontown *Genius of Liberty* says that the Cumberland and Pennsylvania railroad company are about to purchase the railroad of the Somerset Coal and Iron Co., extending from Barrelsville to Wellersburg. They purpose to put the road in running order, and also to extend it across the mountain to Myers' Mills and Elklick coal regions, for the purpose of conveying coal east and ore to their furnace at Mt. Savage. If this extension is made, the distance from Myers' Mill coal region to Cumberland will be at least fifteen miles shorter by this route than by the Pittsburg and Connellsville road.

Machinery For Sale.

1 9 ton Condie Hammer.
1 2½ ton Nasmyth Hammer.
2 1½ ton Nasmyth Hammer.
5 No. 10 Dempefell Blowes.
1 35 horse Engine.
1 8 horse Engine.
6 Flue Boilers, 60 inches diameter from 20 to 26 feet long.
8 Cranes, from 1 to 50 tons power.
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1 Boring Machine, very powerful.

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or 75 Maiden Lane, N. Y.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

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PERFORATED CONICAL TUYERE,
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MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

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Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
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WM. B. MAXSON,
Executive Committee.

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It is much stronger as only a small portion opens, whereas in the old style the whole top comes off.

The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

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next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimoushi, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

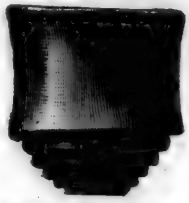
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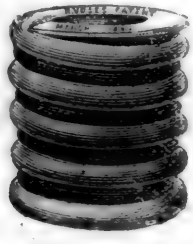
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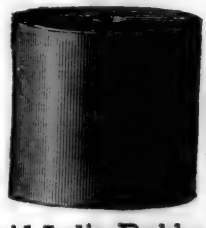
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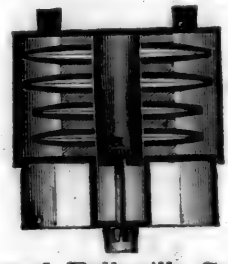
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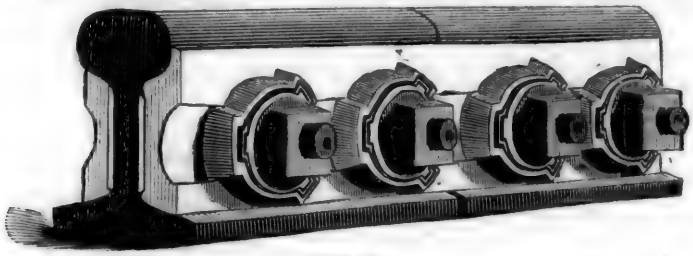
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Oct. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Oct. 1, only.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, October 8, 1870.

Panama Railroad.

At a regular meeting of the Board of Directors of this Company, held this day, a resolution was adopted to the effect that it is considered expedient to return to the system of semi-annual dividends which existed prior to the year 1862, and in explanation of such action, the undersigned was directed to present the following statement to the stockholders.

During the last eighteen months the revenue of the Company has materially diminished. The causes of this are well understood, and are as follows:

1. The diversion of the most profitable part of the passenger and specie traffic from the Isthmus route, consequent upon the opening of the Pacific Railroad.

2. The establishment of a steamship line between England and the west coast of South America, through the Straits of Magellan.

3. The reduction in rates for passengers and freight, rendered necessary by this competition.

4. The temporary and exceptional increase in the per centage of working expenses upon gross earnings, due to the impossibility of curtailing the former as fast as the latter fell off.

5. The decline in the premium on gold, in which the greater part of the Company's receipts consist.

Against these adverse influences, the full effect of which it is believed may now be appreciated, is to be put, with reference to the future:

1. The results to be derived from a rigidly economical administration—to which matter the attention of the directors was given at an early day, with results which are already apparent and highly satisfactory.

2. The effect of the reduction in rates for passengers and freight in increasing business and net earnings, which the receipts of the last three months, as compared with the four months preceding, justify the directors in hoping will be more and more apparent.

3. The demonstration afforded by experience that transportation of freight between New York and San Francisco *via* the Isthmus of Panama can be satisfactorily carried on in competition with the Pacific Railroad, both in respect to rates and time, and even at rates below those now charged by the latter.

4. The organization, independently of this company, of new enterprises for the development of traffic for the Panama route, in connection with steamship lines between German and other ports and the Isthmus, some of which will soon be put in operation with the certain result of increasing the business of the Railroad.

5. The subject, which the directors have under consideration, of the establishment, in co-operation with other companies interested in the Isthmus trade, of new important steamship lines on the Pacific.

6. The condition of the Company's Central American trade, which is now in its hands exclusively, under contracts with the Republics of Costa Rica, Nicaragua, Salvador, Honduras and Guatemala, from all which Governments important advantages are enjoyed, with cash subsidies from four of the number.

The gross earnings of the road for the nine months ending Sept. 30th, were—collected		$955,218 92
Parts of August and September, for which returns are not received—estimated		150,000 00
		$1,105,218 92
From which deduct—		
Subsidy to Colombian Government	$187,500 00	
Interest on bonds	162,828 74	
Working expenses, (corresponding period of 1869—$784,071)	388,870 96	
Office expenses	25,138 67	
		764,358 07
Net for nine months		$340,860 85

The present condition of the Company is as follows:

Cost of railroad including payments for extended contract		$9,500,000 00
Am't in bank and loans on demand	$455,563 92	
U. S. 6s, 1881, at par	100,000 00	
In hands of bankers and agents	191,905 00	
		$747,498 92
Four steamers in the Central American trade, and amount paid on an additional one now building		550,000 00
Steam tugs and iron launches in Bay of Panama, sailing vessels, &c.		250,000 00
Real estate in the City of Panama, and one-half ownership of islands in the bay, at cost		73,140 00

Vacant lands on the Isthmus, amounting to about 300,000 acres, the value of which it is difficult to estimate.

The capital stock is $7,000,000.

There is no floating debt.

The bonded indebtedness of the Company is as follows:

Payable in 1872—£152,775 at $4.85			$740,958 75
" 1875— 19,350	"		93,847 50
" 1897— 597,800	"		2,899,330 00
£769,925			$3,734,136 25

To meet this a sinking fund has been provided, which is invested as follows:

$100,000 U. S. 6s, 1865, at 112		$112,000 00
$100,000 " 1867, " 110.50		110,500 00
$200,000 consolidated bonds of the Ohio and Miss. R. R. Co., at 87½		175,000 00
1,500 shares Panama R.R. Co., at 77½		116,250 00
Loans on collaterals—cash in Trust Co., and accrued interest		675,654 00
		$1,189,404 00

Which, with accumulations, will retire the bonds at maturity.

DAVID HOADLEY, *President.*

New York, September 24, 1870.

Macon and Augusta Railroad.

The contractors had confidently expected to finish this road by the first of October, but disappointment by the non-arrival of the vessel having on board the iron necessary to its completion, will delay the work beyond that period. The contractors have sufficient force to lay the remaining portion of the track, about five miles, in a short time, as soon as the iron arrives. The vessel by which the iron is expected is now more than three weeks overdue. The road is open to the public for some ten miles beyond Milledgeville.—*Augusta Chronicle.*

Memphis and Charleston Railroad.

The earnings of this road for the years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$690,544 37	$818,903 65
" freight	478,133 25	638,658 22
" mail	34,371 53	34,373 99
" express, etc	69,710 07	57,154 53
	$1,182,759 22	$1,549,090 39
Expenses, viz:		
Conducting transp	$254,125 91	$303,129 55
Motive power	241,257 22	366,750 82
Maintenance of way	200,013 26	272,316 92
Maintenance of cars	86,149 88	138,232 14
	$781,546 27	$1,080,429 48
Net earnings	$401,212 95	$468,660 96

From the above expenses of 1870 should be deducted the sum of $70,157 79 for extraordinary expenditures, charged to operating by resolution of the stockholders, which while they add to the permanent value of the property of the company, cannot be charged to the proper accounts, as heretofore, the construction and equipment account being closed. Deducting this sum, will leave the actual operating expenses $1,010,271 64—an increase over the previous year of $228,725 27; which deducted from the increase in earnings, $366,331 17, will leave a net increase over 1869 of $137,605 80. The increase in receipts has been, from passengers, $218,359 28, of which $136,040 25 is local, and $82,319 03 is through. From freights $160,524 97, of which $24,447 35 is local, and $136,077 62 is through. Increase from mails, $2 46. Decrease has been, from express $2,028 49, and from rents and privileges $10,529 07. The operating expenses are 65¼ per cent., and the gross expenses 80½ per cent. of gross receipts.

A comparison of receipts and expenses per mile of road operated in 1869 and 1870, exhibits the following result:

	1869.	1870.
Receipts per mile of road	$4,078 48	$5,341 69
Expenses " "	2,694 98	3,483 69
Net " "	$1,383 50	$1,858 00
Receipts per mile run	$1 44.84	$1 83.89
Expenses "	97.71	1 19.93
Net "	$0 47.13	$0 63.96

The movement of cotton during the past and preceding years compare as follows:

Number of bales received at	1868.	1870.
Memphis	61,610	64,422
Grand Junction	5,660	1,297
Decatur	5,461	11,270
Stevenson	465	1,202
Chattanooga	45,410	35,142
All other points	1,038	717
Totals	119,639	114,050
Number bales shipped from		
Memphis	31,989	20,902
Mississippi Central R. R	22,598	27,074
Nashville and Decatur R. R	3,559	479
Local points	61,493	65,595
	119,639	114,050
Showing decrease in through cotton	9,691 bales.	
Less increase in local cotton	4,102 "	
Decrease in 1869–'70	5,589 bales.	

The President in his report says:

The Report of the General Superintendent, accompanying this, contains all the information necessary to a satisfactory understanding of the operations of the transportation department, and from which it will be seen that the receipts are | $1,549,090 39.

Operating expenses	$1,010,271 64	
Extraordin'y expenses, charged to operating	70,157 79	
Construction six m'ths to January 1st	163,400 48	
		1,243,829 91
Actual net		$305,260 48
From which we had to pay—		
Interest on funded debt, taxes, etc		303,453 67
Actual surplus		$1,806 81

Comparing the operations of this with the previous fiscal year, it will be seen that our condition is improved:

Receipts 1868–9		$1,182,759 22
Operating expenses	$781,546 27	
Construction	226,592 93	
		1,008,189 20
Actual net		$174,620 02
Increase in actual net 1869–'70 over 1868–'9		$130,640 46

During the first six months of the fiscal year just ended, we expended for permanent work and charged to construction account, for

Bridges and trestles, mainly Florence bridge	$62,702 58
Freight cars	29,690 32
Real estate (timber land on line of road)	22,903 15
New passenger cars, locomotives, new iron, etc	48,104 43
Total	$163,400 48

While for the last six months our extrordinary expenses (charge to operating by resolution of stockholders) were only | 70,157 79

Showing decrease in favor of past six months | $93,242 69

With a view of decreasing our expenses, it was determined on the 12th of June to take off one through passenger and one through freight train, the receipts from these additional trains not justifying the expense of running them. We have continued running the double daily passenger train at a loss, hoping, however, that the roads east of us would make the double daily connection through to Eastern cities. Becoming satisfied that it was uncertain as to when they would put on the second train, we determined to withdraw ours.

The increase in through freight business, over the preceding year is	$136,077 62
While local freight business increases	24,447 35
Total	$160,524 97

The increase being almost entirely in through business, at comparatively low rates, left us but little net profit, owing in part to our not having engines of proper size and capacity to move such freight to advantage. To remedy this, we are now having built, to be delivered this fall, six heavy freight engines, of the best pattern and with the latest improvements, for this business, which we trust will, in future, give us larger net profits from it. We are also having built one hundred and fifty heavy box cars. These two purchases will be paid for out of the receipts of the coming year. They will add largely to our ability to do all business that may offer, preventing blockades of freight, which have heretofore restricted our operations, and in that way effected our net earnings.

In the last annual report it was stated that the receipts of the road might greatly increase without adding proportionately to the expenses. This, however, has not been the case, as anticipated, for while everything entering into the expenses, especially labor, has increased in cost, the large through freight and passenger business has been done at lower rates than heretofore obtained—resulting from heavy competition. The policy of the company hereafter should be to do no business that does not pay a fair profit, and with this view we have made changes in our local freight tariff, increasing the rates for short distances, effecting the greater portion of our local business, while for greater distances we decrease rates, in order to compete with roads intersecting ours and drawing local business from, and yielding us decreased revenue.

The report of the chief engineer in charge of the roadway department states fully its condition, the details of his operations, and an itemized statement of new and permanent improvements in roadway. His report shows there was spent

In permanent work during first six months and charged to construction and equipment	$163,400 48
And for the same kind of work during the last six months of the year charged to operating expenses	70,157 79
Making total outlay for permanent work	$233,558 27
Against fiscal year ending June 30, 1869	226,592 93
An increase of	$6,965 34

Florence bridge was rebuilt during the past year, and its cost accounts for a large portion of the amount charged to construction during the first six months and about one-third the amount of the extraordinary expenses of the last six months. Besides this we have added to the value of the company's property in putting down two and a half miles of new iron rails, repaired six miles of old rails, put in many new frogs of improved pattern, ballasted five miles of track, filled many trestles, extended sidings, ditched cuts, etc., all contributing greatly to permanently improving the road, and a future reduction of expenses in this department, while the present condition of the track is unsurpassed by that of any road in the South, the principle being to spend more money for permanent work, rather than to make temporary repairs or put up structures requiring frequent renewals at a greater ultimate cost.

We have purchased, for delivery in October, six hundred and fifty tons of steel rails, costing one hundred and twenty dollars per ton placed in the track, to replace worn out iron, the renewal of which with iron would cost ninety dollars per ton. It is expected, however, that the durability of the former will more than doubly compensate for the difference in cost. This, with the building of Flint river bridge, and ballasting two to three miles of track, will embrace the principal expenditures proposed in this department the coming year.

The Treasurers' Condensed Balance Sheets of the Eastern and Western Divisions, show the entire cost of road equipment, property and other assets of the company, as well as liabilities of every kind, and an examination of it will give all the information necessary to an understanding of the financial condition of the company.

The percentage of expenses to receipts of the road for the next twelve months will be much less than that of the past; and taking into consideration the condition of the entire property, we feel great confidence in the future.

There has been no material change in the condition of the several proposed connections since the last annual report. Several roads south of the Tennessee river are progressing slowly in the direction of us. We have recently made a survey of the route from Baxter, a point on the Winchester and Alabama Railroad, *via* Fearn's Switch and Huntsville, to Gunter's Landing on Tennessee river. We feel assured that, with the aid of the City of Huntsville, county of Madison and individual subscription, we will be able to build the line with small aid from this company—provided the road south meet us at the Tennessee river. With this as an outlet to Atlanta we will save at least $30,000 per annum now paid as tolls on freight to N. & C. R. R., and greatly decrease the

distance of haul, and at the same time give us more net revenue.

The completion of the Decatur and Montgomery road will give us a decided advantage in competing for freights to Southwestern Georgia and Alabama that now go *via* Nashville and Atlanta on the one hand, and New Orleans or Vicksburg on the other.

The roads to the west of us progress slowly. The Little Rock road is completed, excepting the gap of fifteen miles between St. Francis and White rivers, and the bridge over the latter. The St. Louis and Iron Mountain Railroad Company are now locating their line. The Memphis and Kansas City line, *via* Springfield, Mo., has not yet been located through the State of Arkansas. We have reports of its rapid progress in Missouri; when completed it will be one of our best feeders, bringing the products of Missouri for shipment over our road to the country south and east of us. This road, in connection with that proposed to Atlanta, before mentioned, will form a much shorter line from the south Atlantic seaboard to Kansas City than any other route.

Feeling satisfied that the improvements of the roadbed made within the past year, and the addition of rolling stock which is now being made, will add greatly to your net earnings, we trust the time is not far distant when you may look for regular dividends.

Your board takes pleasure in acknowledging the fidelity with which the various departments of the company have been managed during the year.

The receipts and disbursements for the fiscal year, ending June 30, 1870, were as follows:

RECEIPTS.

Cash on hand 30th June, 1869	$66,040 67
Gross earnings for year ending 30th June, 1870	1,549,090 39
Collected on amount due from connecting roads	2,592 92
Collected on amount due from individuals	22,730 95
Sale of coupon bonds	77,500 00
Sam Tate receiver—payment on account	2,532 56
United States—decrease of account.	1,533 53
Sale of stocks	65,200 00
Loan of banks and bankers	195,430 00
Increase of amount due on coupons	1,125 25
Increase of United States taxes due.	5,412 27
Increase of amount due railroads	5,622 33
	$1,994,810 87

DISBURSEMENTS.

Road expenses for year ending 30th June, 1870	$1,080,429 43
Interest on State bonds for the year ending 30th June, 1870	113,541 18
Interest on company bonds for year ending 30th June, 1870	160,510 00
Interest and exchange acc't for year ending June, 1870	3,560 85
United States, State and county taxes for year ending 30th June, 1870	20,185 41
Suspense account for year ending 30th June, 1870	16,162 10
Paid out on construction for year ending 30th June, 1870	163,400 48
Increase of materials for road	68,110 53
Increase of amount due from agents	8,191 47
Bills payable—account reduced	19,005 00
Pay rolls—account reduced	6,988 31
Dividends—account reduced	66,109 67
Individual—dues reduced	63,298 32
Bills receivable—account increased.	5,351 72
State and city coupons on hand	26,512 38
Difference in profit and loss account	86,288 52
Cash on hand 30th June, 1870	87,165 50
	$1,994,810 87

The company have 43 locomotives, of which 31 are in good order, 6 in running order, 4 in shops undergoing repairs, and 2 require general repairs. They have also the following cars on the road: 2 Palace sleeping cars, 24 first class and 9 second class coaches, 4 postal and 7 baggage cars. Also, 403 box, 210 platform, 19 stock, 1 pay, 1 wrecking and 1 street car. Number of miles run with passenger trains, 444,484; with freight trains, 397,876; with other trains, 112,150—total miles run by locomotives, 954,510, at an average cost per mile run of 26.2. Number of local passengers carried eastward, 130,497: do., westward, 124,963; commutation, 44,801—total, 300,261. Number of through passengers carried eastward, 22,940; do., westward, 33,532—total, 56,472.

CONDENSED BALANCE SHEET JUNE 30, 1870.

Construction		$6,474,909 18
Incidental to construction		1,026,876 60
Equipment		1,245,848 04
		$8,747,133 82
Stock in other companies		288,966 16
Road materials		241,847 95
Road expenses	$1,080,429 43	
Interest on State b'ds.	113,541 18	
Interest on Co. bonds.	160,510 00	
Interest and exchange	3,560 85	
Tax account	20,185 41	
Suspense account	5,656 23	
		1,383,883 10
Bills receivable	$44,916 58	
Coupon bonds	519,000 00	
United States	10,786 26	
Postoffice department.	20,897 40	
Sam Tate, receiver	24,060 48	
People's bank of South Carolina	16,555 08	
Georgia Railroad bank	25,551 90	
Southern R.R. of Miss.	108,757 25	
South Carolina R. R.	45 580 22	
Due from other rail'ds	28,202 37	
Due from individuals	43,808 67	
Due from agents	14,585 49	
Coupons on Tenn. b'ds	22,592 38	
Endorsed City of Memphis coupons	3,920 00	
Cash	87,165 50	
		1,016,829 58
		$11,678,160 61
Capital stock		$5,312,725 00
State of Tennessee	$1,817,937 45	
First mortgage bonds	1,293,000 00	
Second mort. bonds.	1,000,000 00	
		4,110,937 45
Bills payable	$118,881 65	
Banks and bankers	195,480 00	
Due on coupons	33,815 25	
Pay rolls	48,904 90	
Dividends	19,184 61	
Due to railroads	18,257 24	
Due to individuals	67,252 32	
Unpaid State interest.	54,588 12	
Unpaid U. S. taxes	9,279 79	
		565,543 88
Profit and loss		138,863 89
Receipts		1,549,090 39
		$11,678,160 61

President.—M. J. WICKS.

Directors.—By the Stockholders, W. B. Waldran, George P. Beirne, James I. Donegan, Joseph C. Bradley, Albert H. Jones, R. C. Brinkley, Pitser Miller, M. J. Wicks, John D. Rather. By the City of Charleston, W. S. Hastie, Edw. Willis. By the State of Tennessee, Joel L. Pulliam, John M. Carmack, J. W. Crocker.

Gen'l Superintendent.—W. J. ROSS.

Chief Engineer.—NILES MERIWETHER.

☞ Large quantities of iron are being received in Montgomery, Ala., for the Montgomery and Eufaula railway. Eight hundred hands are at work on the road between Eufaula and Union Springs.

Complicated Railroad Litigation.

A suit involving millions of dollars and many intricate points of law is now pending in the Clark county (Indiana) Court of Common Pleas.

The facts in the case are alleged to be as follows: The Fort Wayne and Southern Railroad Company was chartered in 1849, with terminal points at Fort Wayne and Jeffersonville, Indiana. The company owned valuable real estate, upon which it depended for the construction of the road. The roadbed was mortgaged for $2,500,000 before it was commenced. The real estate bonds went up, as did the road. A few miles of grade, cuts and fills were made, and there the work ceased. The real estate got into the hands of different parties, a Mr. John C. Parker being largely interested in it, and, it is said, he manipulated matters pretty much to suit himself, but failed to make a success of the road or to enrich himself.

Finally an Englishman named Wagstaff came to Parkers relief. They organized a new company, called the "Indiana Southern Railway Company," Wagstaff subscribing $10,000,000 and a few friends a few hundred dollars each, so as to form a directory. Parker was to place the road in Wagstaff's hands, and Wagstaff was to pay Parker two or three million dollars. The latter brought suit in the Clark County Court of Common Pleas in the name of J. B. Merriweather and others, who he said were stockholders. Judgment by consent was entered for the sale of the road and its franchises. The sale took place and Wagstaff became the purchaser of the road, and the sheriff's deed for it was given. A mortgage was then given and bonds issued to the amount of $10,000,000. Wagstaff shortly afterward disappeared with the bonds, and Parker was left without any portion of his two or three millions. The bonds have not yet turned up.

Parker then concluded to wipe out old scores and begin anew. The judgment of the court was reversed, and another was entered in his favor for an amount something less than $1,000,000. He then procured some of the old bonds of the Fort Wayne and Southern Railroad Company and undertook to sell the road-bed to the Ohio and Mississippi Railroad Company at one end and to the Fort Wayne, Muncie and Cincinnati Railroad Company at the other, leaving a middle portion unsold.

The judgment of the court upon which the rule had been made to Wagstaff was "expunged from the record as a fraud upon the court." The sale was then made to the Ohio and Mississippi railroad, and Parker received about $1,000,000. The Ohio and Mississippi Railroad Company built a road upon the bed from North Vernon to Jeffersonville at an expenditure of two millions. The Fort Wayne, Muncie and Cincinnati Railroad Company built a road from Muncie to Fort Wayne at a cost of $1,000,000. Then the London, Liverpool and Globe Insurance Company, of London, raked up a suit in the Clark County Common Pleas Court, which had been commenced some three years ago. They moved to set aside the expunging order formerly made by the judge. Before this motion was made, however, the plaintiffs had asked a change of venue, which was granted by the court; but, upon forther deliberation, they concluded to let the trial go on in the Clark County Common Pleas Court. So the case was reinstated. The motion to set aside the expunging order was granted, and the fraudulent order was restored.

Then Wagstaff's bondholders brought in a cross petition, praying that the road, including the new road constructed by the Ohio and Mississippi Railroad Company, and the Fort Wayne, Madison and Cincinnati Railway Company, be sold to pay the $10,000,000 named in Wagstaff's bonds. It seems that Parker was working in the interest of his old friend Wagstaff, having obtained a share of his bonds, and was working against the companies who had expended three millions after paying him his price upon the faith of his representations that he had a good title to the road.

On motion of the plaintiffs, the Ohio and Mississippi Railway Company, and the Fort Wayne, Madison and Cincinnati Railroad Company were dismissed out of court in spite of their objections, leaving the Fort Wayne and Southern Railroad Company and the Wagstaff Company the only defendants in the case. The attorneys of the Fort Wayne and Southern Railroad Company were now in the way of the further progress of the case; so the power of these attorneys was revoked by order of Mr. Fogg, the president of the concern, and another attorney was appointed. Then the Fort Wayne, Madison and Cincinnati and the Ohio and Mississippi Companies filed petitions praying to be made parties. The directory of the Fort Wayne and Southern Railroad repudiated President Fogg's order revoking their attorney's power, and presented the paper to the court, but it was not allowed to be filed.

The Wagstaff party made a motion to appoint a receiver to take charge of the two roads and run them in the interest of Wagstaff. This would probably have been granted, but the court and parties to the suit could not agree upon the person to be appointed receiver.

At this stage of the proceedings the court adjourned till November 14, taking time to consider. —*Louisville Courier-Journal.*

The Iron Interest.

The manufacture of iron in Pittsburgh was commenced in the year 1813, by Christopher Cowan. This mill was intended to manufacture sheet iron, nail and spike rods, shovels and tongs, spades, scythes, hoes, axes, and a large variety of domestic hardware.

The second rolling mill was established on the banks of the Monongahela river, in 1818–19, and contained a train of eight-inch rolls, a nail factory, four puddling furnaces and rolls for rolling nail, plate or band iron. This is claimed to be the first mill in which puddling was successfully introduced in Pittsburgh. In the years 1824–25, no less than three large rolling mills—the Sligo, Juniata, and Dowlais—were erected, the first two named being yet in operation.

The machinery of the mills in Pittsburgh may be summed up as follows: number of boiling furnaces, five hundred and twenty-four; number of heating furnaces, one hundred and seventy-two; nail, tack and spike machines, four hundred and ninety seven; railroad spike machines, thirteen; steam hammers, sixty-nine; steam engines employed, one hundred and ninety-five; the steam hammers, of which twenty-six are of English make, twenty-two of Eastern, and twenty-one of Pittsburgh manufacture, vary in weight from five hundred pounds to sixteen thousand pounds. The largest of these steam hammers strikes a blow equal to sixty and seventy tons, are easily operated, and with such precision, by a skilful mechanic, that the crystal of a watch may be touched and not broken. These are the tools used to forge the stupendous shafts employed in the ocean screw propellers.

The rolls employed in the mills of Pittsburgh are of various sizes. They vary in weight from five hundred pounds to ten tons. The large rolls are employed in the manufacture of plate iron. The plates rolled under these for naval use vary from ten to fifteen feet in length, by four in width, and from one and a half to three inches thick. Should occasion require, however, plates twenty feet long, four and six in width, and seven inches thick, can be made in these large plate mills, several of which have a capacity of eighty tons per week.

As an illustration of the immense power employed in reducing iron, it may be stated that the largest rolls draw between them a mass of heated iron varying from one to twelve tons, reducing it to a uniform thickness in less time than it takes to describe it.

The value of the annual products of the iron mills of Pittsburgh is estimated at twenty million dollars. The actual sales of the past year, as exhibited by the United States Assessor's books, aggregated sixteen millions, seven hundred and eight thousand, two hundred and eighty-nine dollars. In addition to this, there is to be taken into consideration the amount sold in eastern and western cities by the agents of Pittsburgh firms, of which we have no account, and which will probably aggregate four millions. This exhibit is made in a year in which the trade was depressed, the unsettled condition of the financial market having much to do with that state of affairs. In favorable seasons the value of the products will not fall short of twenty-four million dollars.

There are now seven furnaces in successful operation, the largest of which has a fourteen feet bosh, fifty feet stack, and a capacity of one hundred and seventy five tons per week. The total capacity of the seven furnaces is estimated at fifty-four thousand tons per annum, and the actual production at forty-eight thousand tons. The sales of pig iron in this market ranges from one hundred and fifty thousand to one hundred and eighty thousand tons per annum, which, added to the home production, will give a fair idea of the consumption of raw irons by the mills. It is safe to say that in active seasons the amount of iron worked up in the mills of Pittsburgh exceeds *one thousand tons per day.*

The first patent nail machine was introduced into Pittsburgh in 1814, and was operated in Mr. Cowan's mill. Previous to that time "wrought nails" were in general use. In the progress made in this branch of iron manufacture from that period to the present time, Pittsburgh enjoys an enviable distinction. From the single nail machine in 1814 have grown up ten large nail manufactories, operating four hundred and sixty machines, and employing about two thousand five hundred persons. The value of the products of the nail and spike manufactories is estimated at three millions and a half of dollars.

Next in importance in the iron trade, to the manufacture of iron and nails, is the foundry business. The first foundry was erected in Pittsburgh in 1803, on the site of the present Postoffice. It was first employed in the manufacture of cast iron pots, kettles, domestic utensils, and mill irons, but in a few years was called upon to cast cannon balls for the government. In 1811–12 the first cannon made west of the Allegheny Mountains were turned out of the Pittsburgh foundry, and the establishment was kept busily employed in furnishing the government with cannon and shot until the close of the war in 1814. The first water pipe and the first rolls were made at this foundry. It was in this foundry that the valuable invention of making chilled rolls was discovered by a moulder, James Harley. This invention gave to Pittsburgh almost an entire monopoly of the business of making chilled rolls, this city furnishing seven-eighths of all the rolls of that description in use in the country. At the present time, Pittsburgh sends all over the Union trains of rolls, fitted complete, and ready to make all kinds of iron when erected, the whole sometimes having a solid bed plate of one piece, from twenty-three to thirty feet long. The second foundry was established in Pittsburgh in 1810, and was employed in the manufacture of light articles, such as hinges, buckles for saddlery, and small brass castings.

The total number of foundries in the city is forty eight. A single establishment boasts a cupola with a capacity of fifty tons, which melts metal at the rate of twelve tons per hour, the molten metal being conveyed from the cupola to the pit on a railway track. Another foundry employs six furnaces and two cupolas, with a total capacity of one hundred and eighty-five tons. The largest furnace melts forty tons at a single heat. One establishment employs fifteen cranes, and works up eight thousand tons of metal annually.

The product of these foundries embrace everything in the range of mill castings, cannon, plows, machine castings, chilled wheels and rolls, hollow ware, stoves, grates, and domestic hardware. The aggregate production of these establishments amounted in value, last year, to upwards of four millions of dollars. The number of men employed is estimated at twenty-five hundred. The increase in the foundry business during the past twelve years is equal to fifty per cent. of what it was in 1858.

In the three branches of the iron trade referred to in the foregoing, namely, the manufacture of merchant iron, nails and castings, is employed a capital of not less than fifty millions of dollars. The aggregate value of their annual products will not fall below twenty-eight millions.

In the distribution of the products of the iron mills and foundries of Pittsburgh, the West comes in for four-fifths of the whole amount. Ohio is the heaviest patron, Illinois next, and Missouri, Indiana and Michigan follow in order. Nearly all the territories east of the Pacific coast receive their iron supplies from this city.—*Pittsburgh Chronicle.*

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$1,305,570 16	$1,891,597 48
" freight	2,953,629 89	3,066,143 73
" express	127,290 65	109,324 48
" U. S. mail	47,753 96	51,542 48
" miscellaneous	74,398 81	62,954 74
	$4,508,642 97	$4,681,562 81
Expenses, viz:		
Conducting transp.	$501,191 73	$574,533 22
Motive power	727,156 04	767,186 99
Maintenance of way	813,350 28	816,723 78
" cars	222,937 01	302,274 26
Taxes	111,125 27	119,639 21
General expenses	87,422 31	96,235 58
	$2,463,182 64	$2,676,593 04
Net earnings	$2,045,460 33	$2,004,969 77
Add balance to credit of income account, December 31, 1868		984,667 37
Total to be accounted for		$2,989,637 14
Disbursed as follows:		
Payments to first mortgage sinking fund		$46,000 00
Dividend March, 1869, 5 per cent. and U. S. tax		898,278 68
Dividend September, 1869, 5 per cent. and U. S. tax		898,205 26
Interest on income bonds		76,090 00
Interest on sinking fund bonds		27,335 00
Interest on 1st mortgage bonds		166,810 00
U. S. tax on sinking fund payments		2,300 00
Rent paid Joliet & Chicago R.R. Co.		160,701 59
Rent paid St. Louis, Jacksonville & Chicago R. R. Co.		240,000 00
Improvements in 1869, paid from earnings		907,500 86
Old fire losses, uncollectable, say		15,000 00
Transferred to "supplies account"		500,000 00
Surplus, December 31, 1869		51,420 75
Total, as above		$2,989,637 14

The capital stock and funded debt of the corporation at the close of the past and preceding years compared as follows:

Capital stock:	1868.	1869.
Common	$5,141,800	$5,145,000
Preferred	2,425,400	2,425,400
Totals	$7,576,200	$7,570,400
Bonded debt:		
Sinking fund bonds	$402,000	$356,000
First mortgage bonds	2,400,000	2,383,000
Income bonds	1,100,000	1,087,000
Totals	$3,902,000	$3,826,000

It has heretofore been the practice of this Company to represent what may be properly called

its working capital, (invested in materials for repairs, fuel, stationery and supplies of various kinds required for the operation and repair of its railway,) in the statements of its income account, in which the cost of the same has been from time to time charged as purchases have been made, and the proper credits given as the materials have been consumed or put to their proper use.

The value of such supplies necessarily kept on hand at all times to insure the prompt and efficient working and repair of your railway, is very great. It is, however, not the same at all seasons of the year, but the average amount is about $500,000.

In referring to annual statements heretofore made, many stockholders have assumed that the balances appearing at the credit of the income account (which have embraced the cost of supplies), were available for the purpose of dividends, notwithstanding the fact that a more careful reading of the reports would in all cases have shown them their error. To avoid any possible future misapprehension on that point, it has been decided to open a new account to be called the supply account, to which a transfer of $500,000 has been made from the income account, as appears in the foregoing statements.

The gross receipts of your line for the year exceed those of the preceding year, $172,919 84, or 3.8 per cent. The increase is found to be from the following sources: From passenger traffic, $86,027 27, or 6.6 per cent. From freight traffic, $112,514 34, or 3.8 per cent.

The aggregate receipts from express companies, from the United States for transporting the mails, and from miscellaneous sources, are reduced, as compared with 1868, about 1 per cent., or $25,621 77.

The coal traffic of your line continues to increase rapidly. Commencing in 1865, six thousand tons were transported; 1866, seventy-one thousand and ninety tons; 1867, one hundred and forty-six thousand and fifty tons; 1868, one hundred and sixty-six thousand nine hundred and eighty-six tons; and in 1869, two hundred and sixty-six thousand and ninety-six tons. The supply of coal upon your line is inexhaustible, and its influence, directly and indirectly, in augmenting your traffic, can scarcely be over-estimated. Its transportation is already becoming an important part of your traffic. The aggregate tonnage of freight transported during the year shows an increase over 1868 of 15 per cent., 90.7 per cent. of the whole amount being local, and 9.3 through.

The number of passengers transported during the year amounted to 731,553, an increase over 1868 of 122,679, or 20.3 per cent. Of the number transported, 689,852, or 94.3 per cent., were way, and 41,701, or 5.7 per cent., through. The average amount of fares paid by way passengers was one dollar and forty-nine cents. The average in 1868 was one dollar and sixty-eight cents. The foregoing statements show that more than nine-tenths of your entire traffic is local, which cannot be seriously affected by competition.

Not a single passenger was injured during the year.

The operating expenses, including taxes, amount to 57.17 per cent. of gross receipts, being an increase of 2.57 per cent. over 1868.

It will be seen from the foregoing statements that, notwithstanding the number of passengers transported during the year was more than 20 per cent. greater, and the tonnage of freight transported was increased 15 per cent. as compared with the preceding year, the net receipts were about $40,000 less.

This result is in consequence of the fact that it was found necessary to accept lower rates for transportation, owing to the general reduction of values and especially the reduction in the value of agricultural products, upon which your traffic so largely depends, without being able to make a corresponding reduction in operating expenses. It is a well-known fact that when the price of labor has been increased from any extraordinary cause in a county so sparsely populated as the West, it requires time to reduce it to its proper level, when the causes for its advance no longer exist. At the time of writing this report the cost of labor is less than the average of the past year, and will probably continue to bear a less ratio to the receipts of your Company during the year 1870 than during the preceding year.

The condition of your property has been not only fully maintained, but, as a whole, it has never been at any time in the past equal to that of the present.

During the year, fifty miles, or 18 per cent. of the main line, has been relaid with new and re-rolled iron.

Five and one-eighth miles of additional side tracks have been constructed. The second, or double track has been extended from Braceville to Gardiner, and grading for extending the same nearly completed from Gardiner to Dwight. Other important improvements and additions to bridges, superstructure, etc., have been made.

A foundry, 60x180 feet, with wheel room 40x50 attached; blacksmith shop, 100x200; engine house for 14 engines; dry house, 19x63; and a two-story store house, 60x120; have been built of stone, with roofs of iron and slate (being fire-proof), as additions to the Bloomington system of shops.

Eleven locomotives have been added to the ninety-seven on hand at the commencement of the year, ten by purchase and one constructed at the shops of the Company—the cost of the latter being included with operating expenses, and embraced in the aggregate before given.

The condition of the engines has been fully maintained, at a cost per mile of about 10 per cent. less than that of the preceding year.

The condition of your cars has been greatly improved. Two baggage cars, eighty-nine house cars, sixteen stock cars, and twenty-nine platform cars have been built at the shops of the Company and the cost charged in the account of operating expenses. One mail and baggage car, two tool cars, and one hundred platform cars have also been built at the shops of the Company, the cost of which has been charged in the improvement account.

The company have 108 locomotives, of which 20 have been employed running passenger trains, 47 freight trains, 11 construction trains, 1 wood train, 1 paymaster's train and special service, 18 performing switching service, and 10 (as a general average) in shop for repairs. The number of miles run on passenger trains has been 584,518; on freight trains, 1,435,506; on construction trains, 189,183; on wood trains, 31,339; on switching trains, 302,851—total, 2,543,397. Total cost per mile run, 28.94. An increase of 405,816 in the mileage, and a decrease of 7.86 per cent. in the average cost per mile run.

The car equipment of the line, at the close of the year, consisted of 11 Pullman Sleeping and 3 Pullman Dining cars, 42 passenger coaches, 21 mail and express, 2,038 freight, 1 paymaster's, and 4 tool and wrecking cars—in all, 2,116 cars.

Number of passengers carried, 731,553—of whom 41,701 were through and 689,852 way passengers. Pounds of through freight transported, 201,044,017; do. way freight, 1,952,711,977—total, 2,153,755,994. Increase in passengers, 122,679. Increase in freight, 223,382,491 pounds.

The gross earnings include those of the Jacksonville Division for the entire year; in 1868, they embraced those of the Jacksonville Division for only seven months.

During the year, 5,127 tons of new and re-rolled iron, 163 tons steel rails, 3,900 tons repaired iron, 190,343 ties were used for repairs. There are now upwards of 800 tons of steel rails in the track, all of which are proving very durable.

GENERAL BALANCES, December 31, 1860.

Cost of road and equipment		$11,484,323 32
Machinery and tools		152,716 45
L. H. Meyer and S. J. Tilden, Trustees, bonds, etc., in their hands.		37,813 39
Bonds held by said Trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co.		2,500 00
St. Louis, Jacksonville, & Chicago Railroad Co. bonds, received for transportation of materials.		15,300 00
T. B. Blackstone, Trustee, interest in stock depot		55,000 00
T. B. Blackstone, Trustee, interest in Palace sleeping cars.		59,900 00
Joliet and Chicago Railroad Company bonds, cost		133,783 28
Income bonds, fractional scrip		1,089 50
Due from Post-office Department.		12,885 62
Due from United States for military transportation.		2,503 72
Trustees of first mortgage sinking fund, balance in their hands		162 10
Due from other companies for mileage, track service, etc.		9,397 85
Due from sundry persons, and bills receivable		7,879 62
Expended at Bloomington for additional depot grounds for new shops, etc., (to be refunded this Company)		49,541 40
Due from Insurance Companies, for old fire losses.		16,554 43
Due from stations		76,474 41
Advance on account extension of St. L., J. and C. R. R		12,122 42
Cash on hand		70,328 55
		$12,200,226 06
Capital stock, preferred		$2,425,400 00
" " common		5,145,000 00
Funded debt—		
Sinking fund bonds.	$356,000 00	
First mort. bonds	2,400,000 00	
Income bonds	1,100,000 00	
		3,856,000 00
Common stock scrip outstanding.		72 00
Sinking fund bonds paid and canceled		244,000 00
Sundry bonds and stocks unissued		37,813 39
Unclaimed coupons (past due six months)		1,882 28
Unclaimed dividend (old)		732 70
Unclaimed wages, including December pay rolls		138,259 54
Balances due other companies for tickets sold, less balances due this company		14,880 53
Due United States for revenue tax.		9,168 08
Due sundry persons		27,590 82
Due for supplies purchased, payable in January		75,663 80
Due St. L., J. and C. R. R. Co., account rental		66,756 91
Supplies account— amount transferred from income acc't.	$500,000 00	
Less supplies on hand	394,364 24	
		105,635 76
Income account, surplus December 31, 1869		51,420 75
		$12,200,226 06

President.—T. B. BLACKSTONE.

Directors.—John Crerar, Lorenzo Blackstone, John J. Mitchell. Term of service expires first Monday in April, 1870. T. B. Blackstone, James G. Garner, John B. Drake. Term of service expires first Monday in April, 1871. Wm. F. Weld, John A. Stewart, Peyton R. Chandler. Term of service expires first Monday in April, 1872.

Secretary and Treasurer.—W. M. LARRABEE.

Superintendent.—J. C. MCMULLIN.

Chief Engineer.—K. F. BOOTH.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 8
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '70 5
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600		
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 100	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	980,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June '70 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 7½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c. Rivers 100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....200	1,700,000	J. & J.	July '70 5
Cumberland Valley.....100	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,390,648		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	664,600		July '70 3
East Tenn. and Georgia....100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec' 69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	169,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do. pref.100	5,253,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,188,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref.100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,263	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattancoga..100	2,056,544		
Naugatuck.....100	1,456,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400		
Norfolk & Petersb'g guar..100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '70 3
North Eastern (S. C.) pref.100	155,000		May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	8,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	231,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref.....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100		F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040.000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	July'70 3
Tol., Peoria and Warsaw ..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	11,700,000		
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,478	J. @ J.	July'70 3
Utica and Black River.....100	534,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,698		
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	July'70 3
Warren..... 100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson..... 100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'68 5
Fulton Coal		J & J.	Jan.'70 4
Lackawanna Coal	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000		June'70 3
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,288	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,276	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	1,275,171	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,096	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	245,046	260,169	274,021	249,355	319,012	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]9	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,508
1868	362,021	338,335	378,735	452,420	399,3[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]32	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0[illegible]
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	[illegible]90,966	7,250.669
1870	396,171	382,823	377,000	443,132	730,700	755,787	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	231,662	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702.685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,342
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,500	617,585	768,467	857,332	837,388	716,829	5,709,183
1870	528,529	600,139	539,238	706,803	746,450	684,519	643,058	664,051	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,733,100	6	" "	1881	114¼
and March 3, 1863 ..... coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108¼
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	497,179,850	6	May & Nov.	1882	111¼
(5-20s).....coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	111¼
(5-20s).....coupon		6	" "	1884	111¼
Loan of June 30, 1864 (5-20s)...registered	106,968,600	6	" "	1884	111¼
(5-20s).....coupon		6	" "	1884	111¼
Loan of March 3, 1865 (5-20s)...registered	187,776,750	6	" "	1885	111¼
(5-20s).....coupon		6	" "	1885	111¼
.. .. 2d series (5-20s)...registered	277,011,900	6	Jan. & July.	1886	111¼
(5-20s).....coupon		6	" "	1886	110¾
.. .. 3d series (5-20s)...registered	344,140,200	6	" "	1887	110¼
(5-20s).....coupon		6	" "	1887	110¼
.. .. 4th series (5-20s)...registered	39,678,250	6	" "	1888	110¾
(5-20s).....coupon		6	" "	1888	110¼
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¼
(10-40s) ....coupon		5	" "	1904	106¼
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95–'99	111¼
Certificates of Mar. 2, 1867, and July 25, 1868..	45,135,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	236,232	var	.....	Due.	....
Treasury Notes (7-30s).....	594,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,054,500	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	*nil.*	.....	Dem.	....
Fractional Currency	39,541,184	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	100
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	63
.. — .. State Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,086,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	101¼
Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	85½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¾
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	60½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	100
.. —War Loan of 1861.....	800,000	6	"	1871	101¼
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,423	6	" "	'70–'85	97
.. — .. .. 1838-'39.....	525,008	6	" "	'89–'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106¾
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72–'73	109¾
.. —	720,000	6	" "	'74–'75	108¾
.. —	1,430,000	6	" "	1876	109
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. do.	4,379,500	5	" "	1894	98
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	90½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	90½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107¾
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	50
.. — .. (new).....	3,959,045	6	" "	'92–'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1876	100
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	80
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	68½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	63
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'90–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	31
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,220	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	6*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92¼
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	91
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1894	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '85	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	276,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	79½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	482,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	606,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	90
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	85½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	114
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. &. July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7-3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	94
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,900	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) akg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1890	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. }	2,594,000	6	April & Oct.	"	1875	100½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,607,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	'8—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	107
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1893	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	97
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1886	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	70½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	73½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	9½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	223,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1883	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	75
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)			—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,136	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	—	—	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	—	—	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris...N. Y.	217,345	*	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	132
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	—	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,283	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Boa., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	583	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,467	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,616	63.9	510,444	29,963,489	13,021,748	1,280,361	408,681	10	100	145
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			—	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	—	—	428,472	—	—	—	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 110 miles recently completed.)			—	—	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	350,000	—	—	—	(Leased & oper. by Camd. & Amboy.)			—	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,449	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	....
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			—	54,000	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			—	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	122
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	107½
Dec. 31, 1869	890.0	1.0 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,809,227	.....	.....	5,670,822	2,677,299	—	100	25
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie & N.Centrl.)			—	30,000	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	291,222	225,000	—	—	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	—	—	—	3,288,692	—	—	—	(No returns published.)			—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	6½
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,670,472	3,826,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	112½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	151½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1869	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased and oper. by Chic. and N.W.)			—	660,337	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	81½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,560	2,500,000	5,650,000	283,587	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	—	.....	.....	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			—	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	18½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.0	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929,384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	2,056,760	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....		8	100	....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	101
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)	—	—	7	100	98
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,690	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,726,369	.....	588.0	8,655,909	35,606,620	41,064,199	3,529,411	262,452	—	100	17½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—	—	—	1,786,200	248,000	—	—	—	(Leased	& operate	d by Little	Miami.)	—	—	6½	100	....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	2,898,097	14,984,458	806,150	153,165	10	50	....
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..New Hampshire,		698,258	*	—	—	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.		1,108,859	—	—	—	350,000	—	—	—	—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.		2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	135
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Leased	by Northe	rn N. H.)	38,468	15,931	—	100	....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	.....	—	34.0	337,200	.....	.....	791,053	75,115	—	50	....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	—	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under cons	truction.)	—	—	—	—	—	50	....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,570	—	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....	Ohio.	870,000	—	—	—	309,276	715,000	—	—	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....	Delaware.	1,826,018	—	—	—	891,206	892,750	.....	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....	Penn.	11,250,000	3,250,000	.....	.....	14,100,000	3,388,000	2,190,000	—	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	—	184.0	.....	.....	.....	830,241	365,392	—	100	....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....	Michigan.	11,467,220	*	111,386	186,778	2,547,360	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 31, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....	New Hamp.	480,000	.....	—	—	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,200,589	.....	7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	—	(In progres	s.)	—	—	—	—	—	100	....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart. & Fis	hkill.)	—	—	—	100	....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	264,806	—	2,500	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....	Pennsylvania.	1,472,599	—	—	—	1,309,200	496,900	—	—	—	(Leased	to Phila.	& Readin	g.)	—	7	50	....
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶..	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	84
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶.....	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, H	enderson	& Nashv.)	.....	.....	—	100	....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northern	n Central.)	25,000	25,000	5	100	....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. &	N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	502,934	loss.	5	50	57
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	23
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,580	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	93	European and North American ¶..	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	—	58,493	.....	.....	129,726	56,196	—	100	....
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶..N.	Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Aug. 30, 1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville...	Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	—	.....	.....	90,000	—	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	806,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....	New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	—	—	(Oper. b	y Belvide	re Delaw	are.)	—	—	—	100	....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....	Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....	Florida.	5,300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Feb. 31, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not	in complet	e operatio	n.)	.....	—	100	....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..	N.J.	200,866	30,061	99,266	.....	230,845	—	97,266	—	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.	Texas.	—	—	—	—	—	575,000	—	—	52.0	[Operated	by Rec	eiver.]	—	—	—	—	....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....	Georgia.	4,166,000	*	1,283,369	595,509	4,166,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	100
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	....	*Grand Rapids and Indiana*.....	Indiana.	—	—	—	—	—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....	Michigan.	3,000,000	*	—	—	1,000,000	1,000,000	—	—	—	[Owned	and oper.	by Mich. C	entr. since A	pl. 1870.]	—	100	....
Jun. 31, 1869	854.0	197.0	106.7	—	328	219	85	4,061	Grand Trunk ¶.....	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	....
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	....
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	....
Aug. 31, 1869	207.0	68.0	22.0	—	80	47	14	701	*Hannibal and St. Joseph* ¶.....	Missouri.	17,947,073	—	—	—	8,000,000	8,938,000	1,009,073	—	275.0	.....	.....	.....	2,941,997	.....	—	100	111
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	—	23,069	—	(Leased	to Penney	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....	Connecticut.	3,407,285	—	—	—	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	....
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	....
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,267	119.8	.....	.....	.....	943,808	166,231	—	100	....
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,000	601,933	—	100	....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....	Texas.	—	—	—	—	—	—	—	—	50.0	[Is being	continue	d to Whar	ton Color	do Riv.]	—	100	....
Sept. 30, 1869	144.0	—	170.6	—	86	154	87	1,077	Hudson River	New York.	19,919,587	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,091,280	25,278,710	8,018,170	16,901,508	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	138
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,686	.....	.....	1,774,567	Loss.	—	100	32
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..	Iowa & Mo.	—	—	—	—	—	—	—	—	—	(Project	ed.)	—	—	—	—	—	100	....
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—	132.411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,807	11,855	—	100	....
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	82,361	22,727	—	50	....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..	Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	90
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	and oper. b	y Mich'gan	Central.)	—	8	100	....
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,583	—	100	....
Dec. 31, 1869	99.0	—	11.0	—	21	12	10	300	Kentucky Central.....	Kentucky.	—	—	—	—	—	1,209,000	(St k sw	amped.)	112.0	.....	[Operated	by bondh	olders.]	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned	by Chica	go Burlin	gton & Q	uincy.)	—	—	100	....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	—	100	....
Dec 31, 1869	31.0	—	1.8	84.0	2	2	1	20	Knoxville and Kentucky ¶....	Tennessee	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	—	100	....
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....	Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,359	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0		3.7	138.0	*2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	93½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Navigation	Co.)	.....	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington...Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	*	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			—	—	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	36	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	De. 1 1	869 to Pbg	Cin. & St.	L. at $4	80,000 p.a.	196.5	954,319	22,208,215	35,720,008	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased to Phila. and Read.)			301,290	242,940	8	50	84
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,027	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,750	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Complete	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila.&	Reading.)		128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	128.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	—	—	—	—	Manchester and Lawrence...N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,6 1.977	942,664	132,510	102,110	10	100	135
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned & oper. by	Concord.)		.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,667	291.0	816,589	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]		.....	.....	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	121
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,676	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	—	(Oper. by Erie.)			44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	—	(Operated by New	Jersey.)		14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	64
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	—	(Leased to Phila.&	Reading.)		305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eases.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	9
May 31, 1868	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	.....	.....	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased to Dela., Lacka. and West'n.]			.....	.....	7	100	90
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,850,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by	P.Ft.W.&	Chicago.)	.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	—	(Owned & oper. by	P.,W.&B.)		77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.5	....	3.0	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	114½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,908	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Mor	an of Ne	w York C	ity.]	.....	.....	.....	.....	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	92½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1869	62.5	—	18.0	—	17	19	6	120	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	388,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	189,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.0	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	692,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.											72.0								—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			381.0				2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	23.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	7	50	83¼	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	96.6	404,631	5,252,948		671,076	168,918	8	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	½	84	
Mar. 31, 1870	69.1	18.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	11¼	
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	103¼	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,992	122.0	532,120		31,199,413	1,045,222	366,839	6	100	86	
Dec. 31, 1869	340.0	53.0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,469,353	69,838,274	2,915,647	643,720	10	100	32½	
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	89½	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96¾	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760					—	100		
Sept. 30, 1869	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	85¼	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000					(Leased	to Erie.)			53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—			500,000	500,000				(Leased	to Erie)				—	100	....	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—			284,500	85,000				(Leased	to Erie.)			26,500	6	100	....	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—			342,150	160,000	36,542				(Leased	to Camden	and Amboy.)		—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	121	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225	
Dec. 31, 1869	46.0	—	....	—					Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000				(Leased	to Chic. R. I. and Pac	ific.)		125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	—	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100	....	
Dec. 31, 1869	83.0	—	....	—					Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)	0		—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Petersburg ¶	Virginia.	1,488,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	5	3	92	Philadelphia and Balt. Cent. Penn. & Md.		1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	9,272	—	50	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	53¼	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia, Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	156	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	100¼	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675		1,259,100		80,555		26.5				1,077,559	274,081	10	50	118	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	108	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	....	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg, Ft. W. and Chic	P., O., L. & I.	24,391,380	*			19,583,948	13,663,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., L. & I.					450,000									27,450	6	100	85¼	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247							23.0	34,971			60,642	5,313	—	100	....	
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)				109.5	354,754			632,763	217,872	6	100	....	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			51.3	303,266			575,036	175,586	6	100	112¼	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1870	50.0	—	....	—					Portsmouth and Concord	N. Hampshire.	350,000	—			350,000										—	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	....	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138¼	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100	....	
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	—			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—					Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)			—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	35	25	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	25	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		158.0	679,669	8,347,128	16,336,225	874,855	187,329	—	100	72¼	
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,687,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72¼	
Dec. 31, 1869	175.0	34.0	....	—					St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800	—	100	30¼	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000						abo	ut 10,000		—	100	46¼	
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)		240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	....	....	....	....	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100	....	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	3	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5.0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	—			180,550	100,000				(Leased	to West J	ersey.)		16,833	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—					Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91						17,500	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,665	*			964,832	2,307,742			116.3	271,076			429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.6	—					Schuylkill Valley	Pennsylvania.	576,841	—			576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						200,000									—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			169.0				218,441		—	100	....	
Oct. 31 1869	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,560,450	—			869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—					Shelby and Rush	Indiana.	187,663	—			100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....	
May 31, 1868	50.0	—	2.5	—	10	15	5	85	Shore Line	Connecticut.	691,200	*			636,200	55,000			60.0	167,376			289,288	68,334	—	100	....	
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.		—			1,330,000	3,200,009			75.0				127,000		—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,210		605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—					South Branch	New Jersey.	438,300	—			438,300					(Leased	to Central	of New J	ersey.)		6	100	....	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431		(In progres	s.)	1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	133.0	—	—	—	—	South and North Alabama	Ala					900,000										—	100	....	
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221 815	66,552	10	100	....	
Sept. 30, 1868	123.0	6.6	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.		—			880,000				(Und	er const	ruction.)				—	100	....	
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											250,000		—	100	....	
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.									91.0						—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	130	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	.....	.....	.....	130	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	47,908	29,709	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	(Will for 23,006	m a par 45,818	t of the 250.700	Rondout 21,181	and Os 33,414	wego Li 11.1	ne.)	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	616.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,008	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	7	100	50½
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	29½
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	to Vermo	nt Centra	l.)	.....	8	100	106
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62½
Feb. 28, 1868	140.0	—	....	—	19	10	5	182	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	663,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	Georgia.) 1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	.....	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 ½	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	23.0	—	—	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061.431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	120
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & A	mb.R.R.)	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	897,759	662,246	.....	101.0	.....	.....	.....	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	66½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	460,135	162,972	—	100	250
Oct. 31, 1869	287.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	735,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	16
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.0	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1.100,000	708,000	86,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	124,895	39,969	8	50	44

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,783	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,967,420	1,500,000	800,000	55,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	...
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	99
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.).Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28¼
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,886	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14⅝
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) .....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	71
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74⅝
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	40½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	78,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,782	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	95½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	101
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R.\	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R..	300,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	...	114
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	133½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32½
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	11

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	33 — @ 37 —
Pig, American, No. 1	33 — @ — —
Pig, American, No. 2	31 — @ 32 —
Pig, American, Forge	27 — @ 29 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
STORE PRICES.	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	80 — @ 85 —
Bar, Common	75 — @ 80 —
Scroll	97 50 @130 —
Ovals and Half-round	100 — @125 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch	85 — @120 —
Hoop	105 — @150 —
Nail Rod per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s (gold)	— 10½@ — 11½
Sheet, Single D. and T. Common	— 5 @ — 6
Rails, English (gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 5 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d. per 10 0lb	4 37½@ 4 50
Clinch	6 37½@ 6 —
Horse Shoe, Forged (No. 10 to 6) per lb.	— 23 @ — 28
Copper	— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 36½@ — 36¾
Straits (gold).	— 33¾@ — 34
English (gold).	— 32 @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 50 @ 8 87½	10 25 @ 10 75
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 87½@ 6 75	7 — @ 8 —
Charcoal Terne	7 62½@ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 12 @ — 12½
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)	— — @ — —
Refined, Standard White (in ship'g order).	— 25½@ — 25½
Refined, prime White (in shipping order).	— 27 @ — 28½
Refined, S. W. (in jobbing lots)	— — @ — 27½
Refined, S. W. (in tin)	— — @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — —
Residuum per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct 5.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5
Canton Co.	64½	....	....	....	65½	67
Central Pacific 6s	90½	....	90½	90	90	90½
Central of N. Jersey	106½	....	106½	107½	107½	108
Chicago & Alton	112½	....	....	....	112½	112½
" pref.	....	....	....	114½	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	90½
Chicago, Burl. & Q.	....	151½	....	....	....	....
" 8s, 1883	....	....	....	....	110½	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	....	82½	82	83	81½
" pref.	88½	....	87½	87½	....	88½
" 1st M.	....	....	92½	....	93	....
" S. F.	....	....	....	....	....	....
" Consol.	....	91	91	....	....	....
Chic., Rock Isl. & Pac.	116½	....	116½	116½	116½	116½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1906	....	....	97½	97½	97½	97½
Clev., Col., C. and Ind.	80	....	80	....	80	80½
Clev. and Pittsburg	107	....	107	106½	....	107
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	17½	....	....
" 1 M.	83	....	80x	....	79½	79½
" 2 M.	....	....	....	60	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	121	....	121	121½	....
Del. Lack. & Western	104	104½	104½	104½	104½	104½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 84	....	80½x	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	83½
Hannibal & St. Joseph	111	....	....	111	111	111
" pref.	....	114	114½	114	114	114
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	138
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	....	93	92½	93	93½
Lake Shore Div. bonds.	95	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	3	....
Michigan Central	120½	....	....	....	....	120
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	....	....	99½	99½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	11½	11	11	11
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	63½	....	63½	63½	63½	64½
" pref.	....	....	81½	82	82	81½
" 1st mort.	....	....	94	....	94	....
" 2d mort.	....	....	....	....	....	....
" 8s	105	....	....	....	....	....
" 7 3-10s con.	92½	....	....	....	....	92
Missouri 6s	90½	....	90½	....	90½	....
" H. & St. J. 1s	....	....	90½	....	....	....
Morris and Essex	89½	....	89½	89½	90	90
" 1st mort.	101½	....	101½	....	102	....
" 2d mort.	....	....	95	....	95	95
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90	....	....	....	....	91
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	....	92½	92	92½	92½
" certificates	....	....	87½	....	87½	88½
N. York and Harlem	....	....	....	133½	134	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	50	....	....	....	....	50
" new	28½	....	....	....	....	27½
Ohio and Miss.	....	....	32½	....	....	....
" pref.	....	....	....	....	....	73
" 1st M.	99½	....	....	99½	....	....
Pacific Mail S. S. Co.	43½	....	42½	42½	42½	42½
Panama	86	....	85½	....	....	83½
Phila. and Reading	97½	....	98½	97½	98½	100½
Pitts., Ft. W. & Chi. gtd.	93½	....	93½	92½	93	93
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	96	....	97	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	5½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	97½	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	62½	....	62½	62½	62½	62½
" new	60½	....	....	60½	....	60½
Tol., Wab. & Western	52½	....	....	52	52½	52½
" pref.	....	....	....	....	....	....
" 1 M. ex	91	....	91	....	....	90
" 2 M.	....	....	....	....	86	86
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	....	....	....	....	83½	....
Virginia 6s, ex-coupon	....	....	....	62	62	66
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	108½	....	....	....
U. S. 5s, 10-40s, coup..106⅜	....	106¼	106⅜	106⅜	106⅜	106⅜
U. S. 5s, 10-40s, reg.	....	106⅜	....	106¼	....	....
U. S. 6s, 1881, reg.	....	114¼	....	....	....	....
U. S. 6s, 1881, coup...114¼	....	114¼	114¼	113¾	114	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	108⅛	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.112¼	....	111⅞	112⅞	112⅝	112⅝	112⅝
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.111¼	....	111¼	111¼	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	111⅞	....	....	....
U. S. 6s, 5-20s, c. 1865.111⅛	....	112	....	111¼	....	....
U. S. 6s, 5-20s, r. n. '65	....	110¼	....	....	....	111⅛
U. S. 6s, 5-20s, c. n. '65.110¼	....	110¼	110¼	110⅜	110⅜	110⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	110½	110½
U. S. 6s, 5-20s, c. 1867.110⅜	....	110½	110½	110⅜	110⅜	110⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	110⅝
U. S. 6s, 5-20s, c. '68 ..110⅜	....	110⅜	110⅜	110¼	....	....
U. S. 6s, Pac.R.R.issue	....	....	110⅜	111¼	....	111¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Catawissa	....	....	....	....	....	....
.. preferred	....	....	37½	37⅞	37½	....
Camden and Amboy...114¾	114¾	114¾	114¾	114¾	114¾	114¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875 .... 98¼	....	....	....	....	....	....
.. 6s, 1883	92¼	....	92¼	92¼	....	....
.. 6s, 1889	....	92	....	....	....	....
.. mort. 6s, '89 95½	....	....	95½	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	40	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 33¼	33¼	33¼	33	33	33	
.. 6s, 1884	....	....	....	....	....	....
.. Gold L..... 89	....	89¼	89	89	89	
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R..... 59¾	60	59¾	58¼x	58¼	58¼	
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.. 98	....	....	98¾	98¾	....	
Little Schuylkill R.R... 42	42	42	42	....	....	
.. 7s	....	....	....	....	....	....
Minehill 51¼	....	....	....	52	....	
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	96	....	96	....	....	....
.. 7s	....	94	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	42	....	....	....
Pennsylvania R. R..... 60	60	60¼	60¼	60¼	60⅜	
.. 1st M.	....	....	....	....	....	....
.. 2d M.	....	....	100½x	....	....	....
Penn. State, 6s. 1st series....	103¼	....	....	....	....	....
.. 6s, 2d series.	....	105¾	106	....	106	
.. 6s, 3d series.	....	....	....	....	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s.	....	101¾	....	....	....	....
.. new 101¼	101¼	101¼	101¼	101¼	101¼	
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading 48¼	48¼	49	49	48	49¼	
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie.. 26¼	26¼	....	26¼	....	26¼	
.. 6s.	....	....	....	....	....	....
.. 7s.	....	....	88½	....	....	....
Schuylkill Navigation.....	....	....	8	....	....	....
.. pref.	....	....	16¼	....	....	....
.. 6s, 1882 .... 73¾	....	....	73¾	....	73¾	
.. 6s, 1876	....	....	70	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse).. 13¾	14	....	....	....	....	....
Chestnut & Wal. 44¾	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	49¼	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	....	....	95	95¼	95¼	....
.. 1886	....	94	94	....	....	....
.. 1890	....	93¼	93¼	93¼	93	....
.. 1884	....	....	....	....	....	....
Balt and Ohio.....132¼	....	132	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	96¼	95¾	....	....	....
Marietta & Cin. 1st M.. 90¼	....	....	91	90¾	91	....
.. 2d M.	....	....	75	....	....	....
Northern Central	....	42¼	....	....	42	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany 150	150	149¼	....	149	....	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	149¼	....	....	....	....
Boston and Providence	....	....	....	....	....	145
Boston, Hartford & Erie 5	5	....	4⅞	....	5¼	
.. 7s, new..... 29¼	25	29	28¼	30	31	
Cheshire, pref.	....	83	....	....	82¼	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	135	135	
Eastern 120	120¾	120¼	120¼	....	120¼	
Fitchburg.....132¼	133	133	132¼	132¼	132¼	
Manchester & Lawr'ce	....	....	....	....	135	
Michigan Central.....120	....	120	....	120	120	
Northern, N. H.....112	112	....	....	111¼	....	
Ogdens. & Lake Champ 86⅞	86¾	....	86¼	86	86	
.. pref.	....	....	107	107	107	
Old Colony & Newport	....	96¼	....	....	96⅜	
Ph., Wil. & Baltimore.. 53⅞	53⅞	54	54	54	....	
Portl'd, Saco & Ports	113	....	....	....	112¾	
Union Pacific 23⅜	....	....	....	26¼	27¼	
" 6s.	....	82¼	....	....	81⅜	
" Land Grant 7s.	....	69	....	70	70¼	
" Income 10s... 72⅜	72⅜	....	73¼	73¼	73¼	
Vermont & Canada....106	....	106	....	....	106	
Vermont & Mass.	62¼	....	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	99¾	....	100	99	
Metropolitan .. 71	....	71¼	....	....	71	
Middlesex ..	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Copper Falls .. 6	6½	8	7⅛	....	8	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	2	
Pittsburg ..	....	....	....	....	....	
Quincy .. 18¼	....	18¼	....	19	19	

London Stock Exchange.

	—Closing Prices.— Sept. 23.	Sept. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	45 — 55	45 — 55
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	45 — 55	45 — 55
Do. Consol. 7 per cent. mort. 1890	25 — 26	23 — 24
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	62 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109 —110	108½—109½
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	97 — 99	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89¾ — 91½	89 — 90
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal

Saturday, October 8, 1870.

Stock Exchange and Money Market.

Money has been in fair demand for mercantile use, but has been in less urgent request for speculative purposes. The offerings of funds have been unusually liberal for the season; and rates have been quoted easy for responsible borrowers at 4@6 per cent. on call, and 7@9 per cent. per annum in the discount form The city banks, in their last weekly return, reported a gain of $1,666,156 of legal tender notes; with a further loss of $10,628 of deposits, and $1,397,743 of specie. They contracted their loan and discount averages $801,016; and diminished their circulation slightly. Their legal tender average is now a little over 51 millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now a trifle over 191 millions, their loans 266¼ millions, and their specie reserve 13¼ millions.

The specie reserve of the city banks according to the latest return is $13,272,981, against $15,902,849 same time last year. The city bank deposits are now $191,055,574, against $183,124,508 week ending Oct. 2 1869. The legal tender reserve amounts to $51,084,092, against $54 209,088 same time last year. The circulation now stands at $32,718,199, against $34,169,409 same time last year. The loans are now $266,286,601, against $255,239,649 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $75 080,839 a day, against a daily average of $73,566,643 the preceding week. The current weeks' exchanges average about 87 millions a day. The city banks, last week, reported a loss of $1,397,743 of specie, and of $10,628 of deposits, with a gain of $1,666,156 legal tender notes. They reduced their loans, $801,016; and their circulation, $14,847.

At the annual election of the Bank Clearing House, the general officers chosen were as follows: John Q. Jones, Chairman; Alex. Masterton, Secretary; W. A. Camp, Manager. The operations of the year were reported as follows: Exchanges for the year, $27,804,539,405 75; Average exchanges per day, $90,274,487 59; Balances for the year, $1,036,484,821 79; Average balances per day, $3,365,210 46. The Clearing House transactions from Oct. 11, 1853, to Oct. 1, 1870, have been as follows: Total exchanges, $273,661,150,141 93; Total balances, $11,207,433,048 31.

The city bank exchanges on Wednesday were about 67¾ millions.

The coin reserves of the Treasury Department on Monday were $96,061,662, including $13,571,300 on deposit on private account; currency balances, $32,088,505.

National Bank notes to the amount of $4,079,543 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $338,355,237, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,265,601 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $300,089,636. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,833,850; and for the public deposits, $16,111,500—making a total of $358,945,350. The Treasury Department last week redeemed and destroyed $583,200 of worn and mutilated fractional currency, and issued $167,337 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 1, were $4,388,036 in coin, (including $3,289,000 from customs duties,) and $5,402,687 in currency; payments, $3,961,724 in coin, (including $337,382 of coin interest,) and $4,689,383 in currency; balance at the close of the week, included $61,054,494, of coin, against $60,628,183 the preceding Saturday, and $7,864,046 of currency, against $6,650,742 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $437,231 in coin, (including $391,157 from customs,) and $300,809 in currency; payments $102,070 of coin (including $66,583 of coin interest), and $491,948, of currency. On Tuesday, receipts, $858,958 in coin (including $801,287 from customs), and $705,117

in currency; payments, $58,727 in coin (including $52,009 of coin interest) and $234,826 of currency. The balance at the close of business on Tuesday included $7,643,204 of currency, and $62,189,886 of coin, against a balance a week previous of $7,539,102 currency, and $62,343,660 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were $45,989,731, including $14,704,035 from customs; aggregate payments, $57,093,400, including $3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September $1,137,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,865,601 of coin certificates, received for customs.

Government revenues have been up to a fair average yield, since our last. The excises, during the week yielded about 2¼ millions; customs at the port of New York, $3,162,601, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,047,000 in currency. The income of the Government, from excises, since July 1, 1870, has been $51,776,586. The internal revenue rsceipts for the month of September, were $12,902,003 36, against $13,022,303 87 for the same month last year, being a decsease of $120,300 51, though nearly $4,000,000 more than for the corresponding month in 1868. The receipts for the quarter ending Oct. 1, are $51,776,586 36, against $49,621,060 02 for the same quarter in 1869, a gain of $2,155,526 34, and against $40,650,831 81, being a gain over that quarter of that year of $11,125,754 55. It is expected that the large reductions of special taxes which took effect Oct 1, will at once show a very considerable falling off in receipts as compared with last year.

Gold has been moderately active, since our last, within a range of from 113@114, closing on Wednesday at 113⅛. The speculative inquiry has been fair. The export drain has been light. The customs call has been liberal. Government has announced that it will sell four millions of Gold in October, as follows: Wednesday, Oct. 5, $1,000,000; Wednesday, Oct. 12, $1,000,000; Wednesday, Oct. 19, $1,000,000; Wednesday, Oct. 26, $1,000,000. And buy in eight millions of Five Twenties as follows: Thursday, Oct. 6, $2,000,000; Thursday, Oct. 13, $2,000,000; Thursday, Oct. 20, $2,000,000; Thursday, Oct. 27, $2,000,000. Secretary Boutwell has authorized the U. S. Assistant Treasurer to anticipate the payment of the five per cent. bonds due Jan. 1, 1871, upon an adjustment of the interest at the rate of six per cent. per annum. These bonds were issued under the act of June 22, 1860, and amount to $7,022,000. Thus far, over a million of these bonds have been redeemed, under the order. On Wednesday Government sold a million of Gold at from 111@113 10. The bids reached $3,610,000.

The export drain last week was only $465,260, against $1,345,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been about 49¼ millions, against 26⅝ millions same time in 1869; 66⅛ millions same time in 1868; 42⅛ millions same time in 1867; 53¾ millions same time in 1866; and 22¾ millions same time in 1865. On Wednesday of the current week, the specie exports were unimportant. The exchanges at the Gold Exchange Bank, which were 62⅞ millions on Thursday of last week, were 55¼ millions on Saturday, 29¼ millions on Monday of this week, and 38¼ millions on Tuesday. On Wednesday they were 45⅛ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $61,838,547.

The customs demand for Gold last week, averaged $548,166 a day; thus far, this week, it has averaged $596,222 a day, or equal to a weekly aggregate of $3,577,332. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $182,459; and since Jan. 1, 1870, $8,239,889, against $11,202,442 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $111,030,136 against $103,119,535, same time in 1869.

The exports of specie, from this port, last week, were $465,260 against $265,196 same week last year; and since Jan. 1870, $49,230,072, against $26,660,840 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $337,382; and since Jan. 1, 1870, $66,777,739 against $69,315,243 same time in 1869.

The customs revenue of the port on Wednesday was $749,000; and the coin interest disbursements were $65,905.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 22d, was $6,044,019, against $6,032,410 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Sept. 22, were $25,626,110, against $28,936,427 same time last year.

Foreign Exchange has been depressed and lower, closing heavily. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@110. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $3,257,780, and since January 1, 1870, $136,984,679 against $146,691,726, same time in 1869.

Government securities have been in less demand, closing rather less firmly, though not offered freely.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅞@114; U. S. Five-Twenties of 1862, 112⅜@112⅞; U.S. Five-twenties of 1864 at 111⅛@111⅝; U. S. Five-Twenties of 1865 at 111⅝@111⅞; U.S. Five-twenties of 1865 consolidated, 110¼@110⅜; U.S. Five Twenties of 1867, 110¼@110⅜; U. S. Five-twenties of 1868, 110⅜@110½; U. S. Ten-forties at 106⅛@106¾; U. S. Six per cent. currency bonds, 111⅛@111⅜.

State bonds have been less active but have varied materially in price.

Railway bonds have been in fair request, for investment purposes at full prices, including Central Pacific Sixes, which closed on Wednesday firmly at 90¼@90½. The Union Pacific Sixes closed firmly on Wednesday at 83½@83⅝. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been in less active speculative demand at variable prices, closing weak and irregular.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 21.	Sept. 28.	Oct. 5.
Cuosols	92⅜	91¾	92⅛
U. S. 5-20's of 1862...	90½	90½	91⅛
U. S. 5-20s, 1865.....	89½	89¾	90⅜
" 1867	88½	88⅝	89¼
" 10-40s	85½	85	85½
Erie.	18	17¾	18
Ill. Central.....	113	113	113
At. and Gt. West....	23½	26	26

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 94⅜.

General business has shown less animation in the line of domestic produce. Breadstuffs and Provisions closed rather heavily. Middling upland cotton closed firmly on Wednesday at 16¼ cts. per lb. The stock of cotton now here is given at about 25,000 bales. The receipts at the port this week, have averaged about 5,700 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 122,962 bales, against 143,913 bales same time in 1869-'70; exports same time 30,000 bales, against 18,700 bales same time in 1869-'70; stock on hand at latest dates, 106,000 bales, against 86,654 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,602 pkgs., against 16,871 pkgs., same time in 1869. From Boston, 4,946 pkgs. in 1870, against 6,241 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in less request and heavy; we quote the range at from 6½@16½c. per lb.; week's receipts, 8,069. Milch cows continue very quiet at $40@$100 each, receipts, 53. Veal calves have been quiet at from 4@13c. per lb.; receipts, 3,802. Sheep continue in slack request at from 3@6½c.; lambs at 6@8½c. per lb.; receipts, 35,798. Hogs have been quiet at 8¾@9¼c. per lb., all live weight; receipts, 22,405.

Foreign merchandise has been moderately active, and prices havebeen fairly supported. The dry goods entries at this port, last week, were $2,871,801, making with the general merchandise imports, a total of $7,058,078.

Ocean freights have been less active and irregular. For Liverpool we quote flour at 1s. 9d. by sail, and 2s.@2s. 3d. by steamer per bbl.; grain at 5½@6d. by sail, and 6½@6¾d. by steamer per bushel; cotton at ¼d. by sail and ⅜d.@½d. by steamer per lb.; and heavy goods 15s.@27s. 6d. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 462.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 4th, and since the beginning of the year:

	1869.	1870.
For the week.....	$5,011,442	$3,257,780
Previously reported..	141,680,284	133,726,899
Since Jan. 1	$146,691,726	$136,984,679

The imports for the week ending Oct. 1, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,680,538	$2,871,801
Gen. merchandise..... ..	3,702,666	4,186,277
Total for the week.....	$5,383,204	$7,058,078
Previously reported....	231,029,525	224,450,544
Since January 1.....	$236,412,729	$231,508,622

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Arkansas 6s, 63; South Carolina 6s, old, 80; do., new, Jan. and July, 68½; do., April and Oct., 70; Illinois coupon bonds, 1879, 100; Georgia 7s, 90; North Carolina 6s, special tax, 23; do., Fund Act, 1866, 40; California 7s, 112; Rhode Islank 6s, 100; New York State 7s, Bounty Loan, coupon, 107¾; Alabama 8s, 100; Louisiana 6s, new, 60¼; Brooklyn 6s, W. L., 93; Jersey City W. L., 92; Ohio and Miss. consol. bonds, 88; St. Louis and Iron Mountain 1st mort., 86; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 79; New York and New Haven R. R., 150; do. 6s, 99; Hannibal and St. Joseph 8s, con., 106¾; South Side R. R. 1st mort., 89⅛; Quincy and Toledo 1st mort., 83; Chicago and Milwaukee 1st mort., 90; Morris and Essex const. bonds, 88; Central of New Jersey new bonds, 101; North Missouri, 21; do., 1st mort., 85; New Jersey R. R., 114¾; New York, Providence and Boston, 92; Long Island R. R., 67; Western Union Telegraph, 36⅞; do., 7s, 93; Adams Exp., 67⅛; Am. Mer. Union Exp., 42¾; U. S. Exp., 37; Grass Valley gold, 0.31; La Crosse gold, 0.10; Quartz Hill gold, 0.23.

Philadelphia.—West Jersey 7s, 95; do., 6s, 90½; Morris Canal Boat Loan, 77; Pennsylvania and New York Canal 7s, 92½; Wilmington and Reading 7s, 91; Pennsylvania Canal, 25⅛; Oil Creek and Allegheny River R. R., 44⅞; do., bonds, 80⅜; Germantown Passenger R. R., 28½; N. Y. and Middle Coal Fields, 5; Pittsburg 5s, 73; Pennsylvania State coupon 5s, 103½; Allegheny County 5s, 76⅛; McClintock oil, ¾. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101¾@101⅞; State 5s, coupon, 103¼@105—; do., 6s, W. L., 104@—; do., 1st series, 103½@104; do., 2d series, 105@106; do., 3d series, 110@111; Reading, 49⅞@49⅞; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115@—; do., mort. 6s, 1889, 96@—; do., 1883, 92@92¾; do., 1889, 92@92; Penn. R. R., 60½@60¾; do. 1st mort., 102¼@102⅛; do., 2d mort., 100@—; Little Schuylkill R. R., 41@42; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16@17; do. 6s, 1882, 73@73¾; Elmira and Williamsport pref., 38@40; do., 7s, 1873, 91½@92½; do., 5s, 57@—; Lehigh Coal and Navigation, 33@33¼; do., 6s, 1884, 82¾@83; do., R.R. Loan, 89@89½; do., Gold Loan, 88¾@89; North Pennsylvania, 42@42½; do., 6s, 95@96; do., 7s, 94@94½; do., Chattle 10s, 113@115; Philadelphia and Erie, 26⅛@26⅝; do., 6s, 90½@—; Minehill, 51¾@52¼; Catawissa, 12@15; do. pref., 38⅛@38¼; Lehigh Valley, 58⅜@59¾; do. 6s, 96⅛@—; do., 6s, reg., 98½@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 49@50; Thirteenth and Fifteenth, 20¾@21; Spruce and Pine, 24¾@26;] Green and Coates, 39@40; Chestnut and Walnut, 44@44½; Hestonville, 14@14¼; Union. 43@—.

Boston.—Vermont Central and Vermont and Canada 8s, 1889, 103; Western R. R. 6s, 1875, 100⅞; Old Colony and Newport 6s. 96; Mansfield and Framingham 7, 93¾; Ft. Wayne, Jackson and Saginaw 8s, 91¼; Michigan Central Air-Line 8s, 1890, 105½; Cedar Rapids and Missouri 7s, 1894, 94½; do. 1891, 92¼; Eastern 6s, 1889, 96; Vermont Central 1st mort., 1886, 84½; do., 2d mort., 37; Burlington and Missouri R. R. 7s, 1893, 89¼; Stanstead, Shefford and Chambly 7s, 83½; Maryland and Delaware 6s. 1885, 69½; Cincinnati, Sandusky and Cleveland R. R., 18½; do., 7s, 1890, 76½; Summit Branch, 87¾; Rutland pref., 73; Troy and Greenbush R. R., 50¼; Norwich and Worcester R.R., 103½; Boston Water Power Co., 14¾; Cary Imp., 8½; Massachusetts 6s, 1875, gold, 108¾; do. 1872, gold, 109⅜; do., 5s, 1894, gold, 98; do. 6s, 5 20s, currency, 100½; Maine 6s, 1889, 97½; New Hampshire 6s, 1872, 99¾; Chicago 7s, 98; Cook Co., Ills., 7s, 1889, 97¾; do. 10s, 100; Boston 6s, 1880, currency, 100¼; do 5s, 1887, gold, 97¾; Portland 6s, 1877, 93¾; do. 1889, 95; St. Louis City 6s, 1887, 85¼; Albany 6s, 1876, 94½; Brunswick 6s, 1870, 99¾; Salem 6s, 1888, 98¾; Allouez Mining Co., 1; Calumet, 75; Hancock 1¼; Hecla. 85.

Baltimore.—Virginia 6s, old, reg., 53½; do., 1867, 59¾; do., 1866, 63½; Maryland Defense bonds, 102¾; Orange, Alexandria and Manassas bonds, 76; Western Maryland 1st mort., unindorsed, 75; 2d mort. pref., 65. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@92; Baltimore and Ohio, 130@137; do. 6s, 1875, 94@95; do., 1880, 94@94½; do., 1885, 91@93; Northern Central, 40½@42; do., 6s, 1885, 92@93½; do. 1900, 85@88½; do. 6s, 1900, gold, 90@93; Parkersburg Branch, —@7½; N.W. Va. 1st mort., 95@95; do. 2d mort., 95@95; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 90⅞@91; do., 2d mort., 75@75⅞; Central Ohio, 24@26½; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 64@64; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77@77⅞; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76@78; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 74@75¼; Orange, Alexandria and Manassas 7s, 75⅛@76; Virginia and Tennessee 8s, 82@83; do., 6s, 1st mort., 80@82½; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 95⅛@95¼; do., 1884, 90@92; do., 1886, 93½@94; do., 1890, 93@93⅛; do., 1893, 93½@94; do. 5s, 1838-'70, 75@80; Memphis City 6s, 58@58; Maryland Defense Loan, 1883, 102½@103; City Passenger R. R., 20@20½; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ The Acting Commissioner of Internal Revenue gives notice that where persons hold more two cent revenue stamps than they will need, they can exchange them for other stamps at any Collector's office by paying 2½ per cent. on the amount exchanged.

☞ The St. Louis division of the Toledo, Wabash and Western Railway was opened for regular business on the 3d of October.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Oct. 1, 1870.

☞ THE PRICE OF THE LAST ISSUES OF Five-twenties to-day is 110½—that is a $1,000 bond will bring, in cash, $1,105.

The price of Central Pacific bonds to day, is 90¼—that is, a $1,000 bond can be bought for $902 50.

The Central Pacific Railroad is well and economically managed, and its revenues are large, certain and constantly increasing, as is shown by the following statement of its earnings since its beginning:

	Gross.	Op. Expenses.	Net.
1865..	$401,941 92	$121,669 53	$280,272 39
1866..	864,917 57	200,710 61	664 206 96
1867..	1,470,653 50	430,913 33	1,139,740 17
1868..	2 300,767 17	843,166 54	1,457,600 63
1869..	5,670,822 25	2,993,523 19	2,677,299 06

The earrings of the main line for the current year will exceed $8,000 000, and are as follows:

January	$413,104 41	May.....	$768,719 77
February....	394,176 47	June	729,274 46
March.....	488,332 91	July.....	784,099 64
April.....	633,758 06	August...	806,040,00

The bonds are dealt in with the same facility as Five-twenty Bonds, and have a market at all the great money centres in the world, such as London, Frankfort, Amsterdam, and at the New York Stock Exchange. We unhesitatingly advise our friends and customers, who may be thinking of making investments, or exchanging their Five-twenties, to take these bonds as suitable, safe and advantageous.

We buy and sell Government Securities and Central Pacific Bonds, make collections, and allow interest on deposits. FISK & HATCH.

☞ The tax upon Broker's sales is not removed. The act of July 14, 1870, provides that on and after the 1st day of October, 1870, the taxes on sales, saving and excepting such taxes on sales as are by existing laws paid by stamps and the taxes on sales of leaf tobacco, manufactured tobacco, snuff, cigars, foreign and domestic distilled spirits and wine, are thereby repealed. The tax on Broker's sales is paid by stamps and therefore falls within the exception and remains unchanged.

☞ The railroad from New Orleans to Mobile, 138 miles in length, is rapidly approaching completion, 58 miles of the eastern and 22 miles of the western end being finished and in running order. The extensive workshops of the railroad are situated at Mobile, and cover five squares of ground. They are fitted up with all the modern lathes and planing machines, which are driven by an engine of forty horse power. In the locomotive shed are nine forty-ton locomotives, built in Paterson, N. J.

☞ The coupons for interest of the 7 per cent. bonds of the Sunbury and Erie Railroad Company, and of the first mortgage bonds of the Huntingdon and Broad Top Railroad are now in course of payment in gold.

☞ The survey of the Northern Pacific railroad is completed to Puget Sound. The route is entirely practicable.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for nine months from January 1st, were:

	1869.	1870.
Ashes, bbls.	7,216	5,914
Breadstuffs—		
Wheat flour, bbls.	2,211,011	2,763,742
Cornmeal, bbls.	167,127	152,771
Wheat, bush.	15,426,737	15,419,489
Rye, bush.	260,485	367,872
Oats, bush.	4,560,022	6,293,914
Barley, bush.	431,688	1,397,544
Peas, bush	43,475	177,453
Corn, bush	7,965,191	6,412,896
Cotton, bales	405,304	488,801
Naval Stores—		
Crude turp., bbls.	12,552	5,800
Spirits turp., bbls	50,111	52,056
Rosin, bbls	421,341	418,280
Tar, bbls.	61,502	44,717
Pitch, bbls	5,386	2,192
Provisions—		
Pork, bbls.	69,603	89,362
Beef, pkgs	50,518	68,948
Cutmeats, pkgs	69,708	78,255
Butter, pkgs.	444,090	335,892
Cheese, pkgs	886,869	995,180
Lard, tcs. and bbls.	58,958	59,554
Do., kegs	9,908	20,179
Whiskey, bbls.	124,304	153,862

The Exports from New York to foreign ports of certain leading articles of domestic produce for nine months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls	3,269	2,396
Do., Pearls, bbls	79	58
Beeswax, lbs	124,601	218,882
Breadstuffs—		
Wheat flour, bbls.	1,081,226	1,409,986
Rye flour, bbls.	3,603	3,166
Cornmeal, bbls.	107,964	59,207
Wheat, bush.	13,551,916	13,095,214
Rye, bush.	123,548	65,784
Oats, bush.	45,222	13,860
Barley, bush.	.....	.....
Peas, bush	78,230	188,288
Corn, bush	1,562,706	315,675
Candles, bxs.	40,356	29,288
Coal, tons	38,030	29,417
Cotton, bales	186,291	278,142
Hay, bales	22,333	32,223
Hops, bales.	58,707	19,190
Naval Stores—		
Crude turp., bbls	496	403
Spirits turp., bbls	16,140	14,212
Rosin, bbls	367,102	329,290
Tar, bbls.	30,098	13,826
Pitch, bbls.	3,702	3,015
Oils—whale, galls	14,878	104,403
Do., sperm, galls	496,075	399,374
Do., lard, galls	26,436	17,873
Do., linseed, galls	11,780	6,261
Provisions—		
Pork, bbls.	55,143	65,917
Beef, bbls.	25,060	18,233
Do., tcs	45,051	86,883
Cutmeats, lbs	42,008,205	22,992,280
Butter, lbs.	828,882	1,078,083
Cheese, lbs	44,999,066	49,214,039
Lard, lbs.	24,404,794	22,230,301
Rice, tcs	349	1,174
Do., bbls	7,425	20,262
Tallow, lbs	16,906,042	14,720,568
Tobacco, crude, pkgs.	92,772	66,764
Do., manf., lbs	4,867,646	4,754,243
Whalebone, lbs	191,232	316,752
Petroleum, galls	48,077,477	66,741,106

☞ The officers of the Montpelier and Wells River Railroad, recently elected, are as follows: President, Hon. Roderick Richardson, of Boston; Vice President, Isaac N. Hall, of Groton; Treasurer, John A. Page, of Montpelier; Clerk, Joel Foster, of Montpelier.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool.	$1,688,162	$3,250,579
" cotton	844,444	1,282,248
" silk	1,683,889	2,595,264
" flax	752,315	986,844
Miscellaneous dry goods	624,282	866,442
Total entered for consump.	$5,543,092	$8,981,377

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$1,861,524	$1,709,787
" cotton	387,904	357,772
" silk	640,532	646,670
" flax	417,908	486,666
Miscellaneous dry goods	92,050	67,480
Total withdrawn from warehouse	$3,399,918	$3,267,375
Add entered for consump.	5,543,092	8,981,377
Tot. thrown on the market.	$8,943,010	$12,248,752

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$1,360,349	$857,554
" cotton	487,702	225,989
" silk	820,145	576,311
" flax	612,856	342,949
Miscellaneous dry goods	132,458	92,417
Total entered for wareh'g.	$3,413,510	$2,095,220
Total entered for consump.	5,543,092	8,981,377
Total entered at the port.	$8,956,602	$11,076,597

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$13,836,746	$16,053,940
" cotton	11,432,615	12,234,488
" silk	16,196,424	17,592,431
" flax	7,772,463	7,915,384
Miscellaneous dry goods.	5,580,462	7,179,403
Tot. entered for consump.	$54,818,710	$60,975,646

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$9,810,447	$9,669,331
" cotton	3,470,392	4,474,514
" silk	3,817,947	4,329,876
" flax	3,860,206	4,634,875
Miscellaneous dry goods.	1,009,139	1,090,645
Total withdrawn from warehouse	$21,968,131	$24,199,241
Add entered for consump.	54,818,710	60,975,646
Total thrown on the market	$76,786,841	$85,174,887

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$10,320,774	$8,905,390
" cotton	4,019,140	4,160,097
" silk	4,655,092	4,408,408
" flax	4,298,773	3,691,752
Miscellaneous dry goods.	1,039,856	1,100,199
Total entered warehouse.	$24,333,635	$22,265,846
Add entered for consump.	54,818,710	60,975,646
Total entered at the port.	$79,152,345	$83,241,492

☞ The Cowansville *Observer* says that the contract for grading that portion of the Clyde River and Missisquoi Railroad uniting the two sections of the South Eastern Counties Junction Railway, through the adjoining town of Richford, has been taken and operations commenced by sub-contractors Webster and Johnson.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO PERSON CAUSING DEATH MEASURE OF DAMAGES—STATUTORY DIFFERENCE BETWEEN NEW YORK AND WISCONSIN LAW.

The case of Woodward Admr. *vs.* The Chicago and Northwestern Railway Company, (23 Wis., 400,) was an action commenced in Rock County, by Edmund H. Woodward, administrator, under sections 12 and 13 Chapter 135 R. S., to recover damages resulting from the death of his intestate, Julia B. Woodward, charged by the complaint to have been killed in December 1864, by the negligence of the defendant. The complaint alleged the survivorship of William P. Woodward, the husband of the deceased, and Horace W. Woodward their only child, and claimed special damages to the said William P. Woodward. After this Court had reversed a decision of the Circuit Court sustaining a demurrer to the complaint, (21 Wis., 309,) the defendant answered denying negligence on its part and charging negligence on the part of the deceased, and procured a change of venue to Jefferson county. In the meantime William P. Woodward died, and the defendant filed a supplementary answer, stating the fact, and claiming that by reason thereof the cause of action (if any) had abated. The action came on fo trial in February, 1868, the Court holding that it had not abated. After the plaintiff had closed his evidence, the defendant obtained a non-suit, on the ground that it appeared from the plaintiff's own showing that the negligence of Julia B. Woodward contributed to the accident which caused her death. Judgment for costs in favor of the defendant; from which plaintiff appealed. The following is the opinion of the Court delivered by

DIXON, C. J.—With respect to the persons to be benefited by the money recovered in an action of this nature, the statute of this State differs materially from that of New York, and from the English statute, 9th and 10th Victoria, chapter 93. The New York statute provides, that "the amount recovered shall be for the exclusive benefit of the widow and next of kin, and shall be distributed in the proportions provided by law in relation to the distribution of perconal property left by an intestate." The English statute declares "that every such action shall be for the benefit of the wife, Husband, parent, and child of the person whose death shall have been so caused." The statute of this State reads as follows: "And the amount recovered shall belong and be paid over to the husband or widow of such deceased person, if such relation survive him or her, but if no husband or widow survive the deceased the amount recovered shall be paid over to his or her lineal descendants, and to his or her lineal ancestors in default of such descendants, and in every action the jury may give such damages, not exceeding five thousand dollars, as they shall deem fair and just in reference to the pecuniary injury resulting from such death to the relations of the deceased specified in this section." By all the statutes, the action must be brought in the name of the personal representative of the deceased, that is, the executor or administrator. Now, while it is apparent, under the English and New York statutes, that the right of action vests at once for the bene fit of each and all of the persons entitled to receive any part of the money recovered, and may

maintained so long as any one of such persons survives, it is equally apparent by our statute, that it vests only for the benefit of the husband or widow, in case the deceased leaves such surviving relative, and if no such relative survives at the time of the death, the action may be prosecuted for the benefit of lineal descendants of the deceased; and in default of these, then for the benefit of his or her lineal ancestors. And it seems hardly necessary to add, that if the deceased leaves no relatives of the kind described in the statute, then no action whatever can be maintained. As observed by DUER, J., in Safford *vs.* Drew, 3 Duer, 633, the facts that there are persons entitled by law to claim the indemnity, and that they have sustained a loss justifying their claim, must be proved upon the trial in order to warrant a recovery; and when these facts are not proved, the foundation of the action fails, and the complaint must be dismissed. The language of the statute is so plain, that there seems to be no room for argument as to its meaning.

In this case, the deceased, who was a married woman, left a husband who survived until some time after this action was commenced. Upon her death, therefore, the right of action, by the statute, vested solely and exclusively for the benefit of her husband. He alone was entitled to the amount to be recovered, and could hold and dispose of the same at pleasure. The lineal descendants and ancestors of the deceased had no interest whatever in the action, and the damages to be recovered could not be estimated with reference to the pecuniary injury, if any, resulting to them, or any of them. The damages must have been given in reference to the pecuniary injury and loss of the husband alone; and such is the obvious interpretation of the words in the last clause—"with reference to the injury resulting from such death to the relatives of the deceased specified in this section"—which are to be understood distributively, and not collectively, as counsel seem to suppose.

The question then arises as to the effect of the death of the husband. Did the action abate thereby, or does it survive, so that it may still be prosecuted for the benefit of the infant child of Mrs. Woodward? In answering this question we are first to consider the nature of the action, whether it is one sounding in tort or contract. Upon this point it does not seem to us that there can be two opinions. It is clearly an action of tort. It is an action given to recover damages for an injury caused by the wrongful act, neglect, or the default of another. It can only be maintained where the deceased, if death had not ensued, would have been entitled to sue for and recover damages in respect of the same injury. It is founded upon an injury to the person of the deceased, which could only be redressed in an action of tort. By the common law, the death was a bar to any recovery against the guilty or negligent party, and the legislature, by declaring he shall remain liable to an action, notwithstanding the death, may, in some sense, be said to have declared that the same cause of action shall survive, though based on a somewhat different principle, and with a right of recovery in some respects beyond that which the deceased would have if she had lived.

It being, therefore, an action of tort, and the sole party in interest having died, the next inquiry is, whether it falls within the general rule of the common law, that such an action does not survive the death of the party in whose favor it existed. It is very clear to our minds that it is not distinguishable in this particular from other actions of tort, and that the common law rule must govern, unless it has been taken out of the operation of that rule by some express provision of statute. We know of no such provision. The statute declaring what actions shall survive in addition to those which survive by the common law, is section 2 of chapter 135 of the Revised Statutes; and this is clearly not one of them.

They are actions for the recovery of personal property, or the unlawful conversion thereof; action for Assault and Battery, or for false imprisonment, or for goods taken and carried away; and actions for damages done to real or personal estate. The provisions of statutes allowing actions of tort to survive are strictly construed, so as not to extend the exceptions beyond the clear intent of the legislature, 14 Gray, 183; 19 Pick., 47; 5 Cush., 543, 9 id., 108.

The position that the action does not abate because the nominal plaintiff, the administrator, still lives, and is ready and willing to prosecute it, seems scarcely worthy of serious thought. The administrator is a mere trustee, so made by the statute, with power to sue for the benefit of his *cestui qui trust*, or the person beneficially interested. He has no right except in virtue of the right of the real party in interest, and if the right of that party is lapsed or lost, so that no recovery can be had upon it, it follows that the action can be no longer maintained. As already observed, whether there is a person in being entitled, under the statute, to the money recovered, and whom the administrator represents, is one of the facts in issue, which must be proved before any recovery can be had. It appears that the person so entitled died, and that the right of action expired with him, and for that reason, if for no other, the judgment of non-suit must be affirmed.

Judgment affirmed.

☞ The Boston *Advertiser* says there is now a strong prospect that the Montpelier and Wells River Railroad will be built. The estimated cost is $1,200,000. Of this amount, Montpelier has raised by bonds and private subscriptions $250,000. By bonds of other towns and other subscriptions, $115,000 more are secured. The directors have a guaranty from responsible parties that if the entire subscription can be raised to $400,000, the road shall be built, and it requires only $35,000 more to insure success.

☞ A meeting was recently held at Bachman's Mills to build a railroad from New Freedom, on the Northern Central Railroad, to Westminster, via the Chestnut Hill iron ore banks. Money was subscribed to make the preliminary survey from the Chestnut Hill ore banks to Westminster, the road being already located from New Freedom to the Chestnut Hill ore banks. The survey will begin October 12.

☞ Work has again been commenced on the Eel River Railroad, between Manchester and Columbia City. The Union Construction Company have contracted to have the road completed from Logansport to Butler, DeKalb county, Indiana, by the 1st of November, 1871.

The Public Debt Statement.

The following is a recapitulation of the public debt statement September 30, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$221,589,300 00
Six per cent. bonds	1,739,562,750 00
Total	$1,961,152,050 00
Accrued interest	41,092,753 50
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,135,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,135,000 00
Interest	579,557 03
Debt on which interest has ceased since maturity	$3,437,067 35
Interest	$450,936 11
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,103,971 00
Fractional currency	39,541,184 48
Certificates of gold deposited	13,571,300 00
Total	$409,216,455 48
Total amount outstanding	$2,432,940,572 83
Total interest	42,123,246 64
Total debt, principal and interest, to date, including interest due and unpaid	$2,475,063,819 47
AMOUNT IN TREASURY.	
Coin	$96,061,661 89
Currency	32,088,505 30
Total	$128,150,167 19
Debt less amount in Treasury	$2,346,913,652 28
Debt less amount in Treasury September 1, 1870	2,355,921,150 41
Decrease of debt during the past month	$9,007,498 13
Decrease of debt since March 1st, 1869	$178,549,607 73

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$408,547 68
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	94 545 00
Sioux City and Pacific	1,628,320	24,424 80
Central Pacific	25,881,000	388,215 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	24,000 00
Western Pacific	1,970,000	29,550 00
Totals	$64,618,832	$969 282 48
Interest paid by United States		$8,815,345 49
Interest repaid by transportation of mails, etc.		2,293,287 55
Balance of interest paid by United States		6,522,057 94

☞ The stockholders of the Mississippi River Railway have elected H. S. McComb, John Overton, J. S. King, E. Norton, F. M. White, S. H. Bernard, A. T. Lacy and John L. Norton, directors; A. T. Lacy, president, and John L. Norton, Secretary.

☞ The officers of the Connecticut Valley Railroad Company, recently chosen at Hartford, are: President, J. C. Walkley; Vice-president, Luther Boardman; Secretary, Levi Woodhouse; treasurer, O. D. Seymour; engineer, Seth E. Marsh; attorney, H. H. Barbour, Esq.

Commerce of New York.

The foreign imports at New York for the month of August 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$15,895,735	$18,722,822
Do. for warehousing	10,008,548	9,965,682
Free goods	1,322,924	1,141,295
Specie and bullion	159,927	430,726
Total entered at port...	$27,387,134	$30,260,025
Withdrawn fr. wareh'use	11,706,290	11,305,475

The foreign imports at New York for the eight months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$109,111,441	$112,178,072
Do. for warehousing...	93,824,564	85,387,812
Free goods	10,409,867	8,571,485
Specie and bullion.....	10,373,674	7,788,675
Total entered at port...	$223,719,546	$213,926,044
Withdrawn fr. wareh'se	72,845,055	80,203,700

The revenue from customs at New York for eight months from January 1, were:

	1869.	1870.
6 months	$63,467,409 94	$67,581,811 10
In July.....	10 045,078 14	10,592,841 37
August.....	13,845,030 69	15,078,512 90
Eight months.....	$87,357,518 77	$93,253,165 37

The exports from New York to foreign ports in the month of August, were:

	1869.	1870.
Domestic produce.....	$17,976,524	$12,599,436
Foreign free goods.....	54,356	484,152
Do. dutiable.....	594,339	808,944
Specie and bullion.....	3,027,940	10,087,040
Total exports	$21,652,159	$23,979,572
Do. exclusive of specie.	18,624,219	13,892,532

The exports from New York to foreign pors for eight months from January 1, were:

	1869.	1870.
Domestic produce.....	$118,218,016	$111,264,616
Foreign free goods....	238,246	782,480
Do. dutiable	4,522,556	6,854,123
Specie and bullion.....	24,954,457	43,850,091
Total exports.....	$147,933,075	$162,751,310
Do. exclusive of specie .	122,978,618	118,901,219

Richelieu, Drummond and Arthabaska Railroad.

The Montreal *Gazette* says that this company has got over the little difficulties formerly in the way of its commencing work satisfactorily, and the road is now to be made as soon as possible. The tender of Mr. Senecal, M. P., who resigned his post as Director and Vice-President of the Company, and offered to construct the road, put on a certain amount of rolling stock, build stations, workshop, bridges, &c., (with the exception of the bridge over the river Yamaska, which is to be extra,) at the rate of $5,000 per mile of road, has been accepted by the Board, and a contract signed in accordance with its terms. Mr. Senecal guarantees that the road shall be constructed in time to take advantage of the Colonization Railway Act, and includes with his contract a lease of the road from the time of its construction to 1st December, 1873, paying as rent 6 per cent. upon the cost. Dr. Fortin, M. P., for Yamaska, was elected Director and Vice President in the stead of Mr. Senecal. In consequence of Mr. Butler's removal to Melbourne to reside, that gentleman resigned his post as Secretary and Treasurer of the Company, and A. C. Wurtele, Esq., of River David, was elected to succeed him.

☞ The Greencastle (Pa.) *Echo* says that work on the Southern Pennsylvania railroad is being rapidly pushed forward by the energetic contractors, Messrs. Rice, Rebill & McTague. The piers for the bridge at Hawbecker's mill are completed, and the work has commenced on those for the bridge over the Conococheague, on the Fredericks farm.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

To Contractors.

THE line of the Portsmouth, Great Falls and Conway Railroad will be ready for examination on and after the 10th inst. Proposals will be received at the Eastern Railroad Office, Causeway street, Boston, until Thursday noon, 20th inst. Profiles, maps and specifications may be seen at same office after 10th inst. The right to reject any and all bids is reserved.

GEO. M. BROWN, President.

To Contractors.

PROPOSALS will be received until Monday October 10, at twelve o'clock noon, for the graduation, masonry and bridging of the Shepaug Valley Railroad, extending from Litchfield to Hauleyville, in the State of Connecticut, a distance of about 32 miles. Plans, profiles and specifications may be seen at the office of the chief engineer in Litchfield; payments will be made ninety per cent. in cash and ten per cent. in the stock of the company at par; contractors will be required to give security for the faithful performance of their contracts; the right is reserved to reject any or all bids not considered advantageous for the company.

J. DEMING PERKINS, President.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

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or 75 Maiden Lane, N. Y.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

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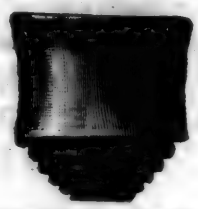
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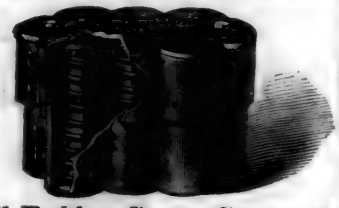
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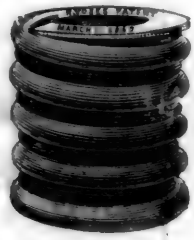
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Large Rubber Centre Spiral.



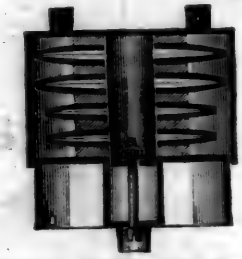
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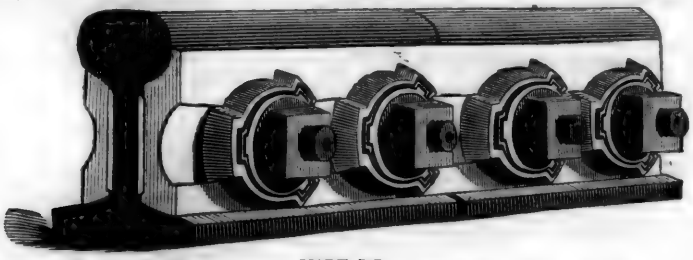
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 20, ALASKA, CAPT. GRAY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, Oct. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, Oct. 18, only.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, October 15, 1870.

Lake Superior and Mississippi Railroad.

The opening of the Lake Superior and Mississippi Railroad is an event the most important and auspicious that has transpired in the history of St. Paul and Minnesota. It connects the greatest lake and the greatest river on the continent by an easy stretch of railroad, and makes St. Paul, in addition to its commanding position at the head of navigation on the Mississippi, almost a port on Lake Superior. The travel and trade over this line of road must always be enormous in amount for it is far from probable that any other railroad will be built in competition with it for many years to come. When the St. Paul and Sioux City railroad and the link to the southwestward that will connect with the Union Pacific are completed, still greater importance will be given to this highway of travel and trade, and still greater wealth and prosperity will be made to flow along this continental channel of commerce.

The completion of this road confirms the position of Duluth, and renders its future one of promise and splendor, without an equal among the young cities of the West. Its place is not that of a rival to St. Paul, but they will mutually share in the harvest of unbounded prosperity that is dawning upon them, and every stride in advance that either makes in wealth and greatness will be timed to the forward progress of the other. There can be no set back or delay in the growth of either, for they have both surmounted the first and most difficult steps to be taken, and the broad, unobstructed onward road lays before them. Duluth will be the largest city on Lake Superior, possibly upon any of the chain of lakes, with the exception of Chicago, and St. Paul, St. Louis and New Orleans will be the great cities of the Mississippi. The iron pathway makes us neighbors to the city on the lake shore, and no distant neighbors either; and the intimate relations that we shall hold to each other will be full and fruitful of lasting mutual benefits.

As yet the most sanguine can hardly compute the measure of the prosperity that this railroad will bring to these two cities, or the importance that it will occupy as a highway of travel and commerce. It now runs across a sparsely settled country and its connections are with but fragments of incomplete lines of railway. But the near future will see vast trains loaded with merchandise and with the product of our unrivaled fields thronging its course, and travel will crowd its entire length as it crowds no other thoroughfare in the West. It will be the outlet of the great Northwest to the seaboard, and carry tribute from the upper Missouri, from the golden mountains of Montana, and from the far Saskatchewan. It will have no rival or competing line, and will monopolize the traffic of many parallels of latitude and longitude, will convey away the abundance of their harvests, and bring to them the supplies that they require from the markets of the world. A great future is opened to-day, and its compass can scarcely be excelled by the rosiest dreams that the human fancy may invent.—*St. Paul Dispatch.*

Refunding the National Debt.

The Secretary of the Treasury has issued the following circular defining his plan for commencing the work of funding the five-twenty bonds under the law passed at the last session of Congress:

TREASURY DEPARTMENT,
WASHINGTON, D. C., Oct. 8, 1870.

The Secretary of the Treasury, in anticipation of a proposal to be issued by him for subscriptions to the national loan, under the act approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," gives notice of the terms and conditions on which such proposal will be issued. The proposed loan comprises three classes of bonds, namely:

First—Bonds to the amount of $200,000,000, payable at the pleasure of the United States after ten years from the date of their issue, and bearing interest, payable semi-annually, in coin at the rate of five per cent. per annum.

Second—Bonds to the amount of $300,000,000, payable at the pleasure of the United States after fifteen years from the date of their issue, and bearing interest, payable semi annually in coin, at the rate of four and a half per cent. per annum.

Third—Bonds to the amount of $1,000,000,000, payable at the pleasure of the United States after thirty years from the date of their issue, and bearing interest, payable semi annually in coin, at the rate of four per cent. per annum.

Banks and responsible bankers will be designated for the negotiation of the loan and paid commission upon the amounts negotiated by them respectively.

Subscribers to the loan will have preference in the following order, namely:

First—Subscribers for equal amounts of the first and third classes of bonds.

Second—Subscribers for equal amounts of each class of bonds.

Third—Subscribers for five per cent. bonds according to the per cent. of premium offered or at par in the order of the date of subscribing.

When a subscription is made subscribers will be required to deposit two per cent. of the amount thereof, to be accounted for by the government when the bonds are delivered, and payment may be made either in coin or in bonds of the United States known as five-twenty bonds at their par value. The coin received in payment will be applied to the redemption of five-twenty bonds. The bonds will be registered or issued with coupons, as may be desired by the subscribers, and in denominations of $50, $100, $500, $1,000, $5,000 and $10,000. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer or designated depository of the government. The bonds of the several classes aforesaid and the interest thereon are exmpt from the payment of all taxes or dues of the United States, as well as taxation in any form, by or under State, municipal or local authority. After maturity the bonds last issued will be first redeemed by classes and numbers, as may be designated by the Secretary of the Treasury.

GEO. S. BOUTWELL, Secretary.

Bridge over the Mississippi River.

The immense bridge over the Mississippi river, to be built for the Toledo, Wabash and Western, and the Hannibal and Naples, Hannibal and Moberly and North Missouri railroads, is now under contract. The bridge will cross the Mississippi at Hannibal, and give the Toledo, Wabash and Western Railway connection with each of the roads named above, and, when completed, will be one of the most stupendous structures of the kind in the United States. The bridge is by contract to be completed and ready for use by August 1, 1871. The bridge proper begins with an abut-

ment on the East bank of the main channel of the river. From thence it consists of four fixed spans of 180 feet each; one fixed span of 250 feet; one pivot draw span of 360 feet; and one fixed span of 250; in the order named, a total of 1,580 feet.

Cincinnati, Sandusky and Cleveland R. R.

The gross earnings of this road for the years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From freight	$479,779 31	$498,186 77
" passengers	229,054 72	241,508 69
" mail	21,300 00	17,599 69
" express	40,394 73	28,696 95
" mileage	21,145 10	20,518 76
" miscellaneous	3,795 14	3,965 68
	$795,469 00	$810,476 54
Ordinary expenses and renewals	650,064 21	538,044 60
	$145,404 79	$272,431 94
Interest on bonds and preferred stock and taxes	$207,179 08	
Sinking fund	10,000 00	
		217,179 08
Balance		$55,252 86
Add avails of assessments on Cincinnati, Dayton and Eastern stock		4,889 60
Leaving abalance of		$60,142 46

The balance of $60,142 46 has been expended towards paying liabilties for new work and re-construction expenses due at commencement of fiscal year. The extraordinary expenses have been continued during the year in new works, bridges, station houses and machinery, much of it rendered necessary by the great flood of 1869. The report says:

Since my last annual report the business of the road has shown a stability which, under the great competition to which we have been subjected, is gratifying. The volume of our business has increased, but rates have been so low that the gross increase of earnings has not been as great as would otherwise have resulted.

We now compete at Sandusky with the Baltimore and Ohio Railroad Company, who have a Lake Erie Division, by a perpetual lease of the Sandusky, Mansfield and Newark Railroad, which line the former company commenced operating July 1st, 1869, and which company has made most extraordinary exertions for business over its line to and from Sandusky; yet, notwithstanding this diversion of some of the business formerly transacted over our road, our earnings show an increase for the fiscal year of $15,007 54, as will be seen by reference to the report of the Treasurer herewith.

The expenses of operating the road have necessarily been increased with the volume of business, and the lower rates which have prevailed for doing the same, have diminished the ratio between the income and expenses.

The great flood of January last also greatly damaged our track, washing away road bed and culverts, and rendering it necessary to construct a new bridge over Buck Creek. These expenses were absolutely indispensable, and have, during the whole season, required a gravel as well as a construction and wood train, upon the road, one of which trains, in September next, we expect to dispense with, and continue, only at intervals, the construction and wood trains.

These extraordinary and unexpected expenditures, together with the continual and necessary improvement of your road bed and property and fencing the road, with our interest and sinking fund obligations have used more than all the earnings of the road and delayed a dividend to the stockholders, which in our report a year ago, we reasonably anticipated would be made during the past fiscal year.

The condition of your property is such at this time that, excepting fencing, and masonry required by the City of Tiffin to cover two streets, one on each side of Sandusky river, no more than the usual expenses of maintaining your property, will, hereafter, in all human probability, be required; and we can safely speak of your road and property as comparing favorably with any first class line in the country.

We have made very great efforts, the past year, to interest the roads east of us, in our route, and arrangements have been concluded for the fast freight line, known as the "Red Line," to be extended to Cincinnati over our road and the Cincinnati, Hamilton and Dayton Road.

Our freight car equipment will have to be considerably enlarged to accommodate this business; but the results will, no doubt, warrant us in the increased outlay.

During the year an important arrangement has been concluded, being ratified by a large vote of our stockholders, for the completion of the road between Springfield and Columbus, Ohio, and for its perpetual lease to this company.

The road is to be completed by September 1st, 1871, and it is anticipated that it will bring a large increase of business to our main line. We shall then have the best and most attractive route between Cincinnati and Columbus, offering to the tourist, or mercantile traveler, the inducements of such cities as Springfield, Dayton, Middletown and Hamilton, and traversing the most beautiful farming country in Ohio.

In entering Cincinnati we shall have a great advantage by reason of the location of the railroad depot, readily approached without running through streets, and trains not delayed by restrictions to speed, and, at the same time, most accessible to the city railroads and carriages.

We must control between the terminal points, a great proportion of the local travel which is now large and rapidly increasing.

During the past year we have settled the suits so long pending, affecting the title to the very valuable depot grounds of the company in the City of Dayton, which had been held only under a contract by which the use of the grounds were restricted to railroad purposes and under which a forfeiture was claimed as against our company; By this settlement, costing us in all about $15,000, we obtain the title in fee of that most valuable property.

The travel over our road shows a fine increase, and during the year not a single passenger has been injured or killed.

Our relations with the Cincinnati, Hamilton and Dayton Railroad are quite satisfactory and with all our connecting roads (except the Little Miami Road because we give our Cincinnati business chiefly to the C. H. & D. Road) are more satisfactory than heretofore.

The channel of Sandusky Bay is being improved and deepened, so that the commercial importance of our lake port is increasing.

Put-in-Bay and the Islands of Lake Erie more accessible from Sandusky than from any other point, are becoming popular and favorite places of resort for the summer.

Large and convenient hotels, for the accommodation of the traveling public, have been and are being erected, and these attractions are adding to the passenger travel over our road, which would increase more rapidly than it does, if we had better steamboat facilities for the Islands, and it is worth serious consideration whether we ought not to give such assistance to some proper party, as to induce the building of a new steamer to run, specially in connection with our trains, to and from the Islands.

The road between Carey and Findlay which was commenced the last, has, during the present year, been completed and is being operated with satisfactory results, justifying the wisdom of the expenditure.

The employees and subordinate officers have exercised care and fidelity in their various duties, and are commended.

The company have 26 locomotives, 31 passenger, sleeping, mail and baggage, 335 box, 66 stock, 165 flat, and 2 old baggage cars used as freight cabooses. The service of engines during the past year is 603,581 miles, at a cost of 6.19 cents for repairs, and 10.24 cents for fuel per mile run. Tonnage of way freight, 162,758; do. through freight, 73,179. During the year 560 tons of new rail and 7½ miles of repaired iron have been put in the track. The relaying of Findlay Branch with T rails has been completed, and all culverts on the same have been rebuilt. A new Howe Truss Bridge of 128 feet span has been built at Buck Creek.

CONDENSED BALANCE SHEET JUNE 30, 1870.

Cost of railway		$5,840,623 30
Materials on hand		51,545 12
Bonds and stocks		8,100 00
Sinking fund		67,523 69
Due from railroad companies, agents and post office department		10,166 88
Individual accounts		902 08
Bills receivable		175 00
Cash at transfer agencies		5,348 64
Cash on hand		3,460 38
		$5,987,845 09
Capital stock		$2,967,800 00
Preferred stock		428,646 44
Bonds—		
San., Dayton and Cin., 1st mort.	$988 000	
Eastern bonds, (not extended)	9 000	
San. City and Ind	350 000	
Cin., San. & Cleveland	1,051,861 20	
C., D. & E., (exchangeable for C., S. & C.).	19,000 00	
		2,417,851 20
Interest on bonds		24,873 95
Dividends on preferred stock		4,078 87
Bills payable		49,092 11
Pay rolls and taxes		36,132 95
Due for materials		59,369 57
		$5,987,845 09

Pres't and Sup't.—RUSH R. SLOANE.

Directors.—Jacob W. Pierce, Israel M. Spelman, (Did not qualify), John S. Farlow, Boston, Mass.; Elisha C. Litchfield, New York; Wm. Wilshire, Cincinnati; Rush R. Sloane, Wm. G. Lane, Geo. J. Anderson, J. D. Chamberlin, Sandusky.

Secretary and Treasurer.—L. P. WHEELOCK.

Ass't Superintendent.—E. S. QUINTARD.

From the Bellefontaine Press, Sept. 29.

Homesteads for Soldiers and Sailors.

Some weeks ago we published the law of Congress giving to soldiers homesteads in alternate reserved sections of public lands along our Western railroads. There has been much call for a copy of that law since, and we again print it below, with the instructions of the Commissioner of the General Land Office at Washington. We also publish a letter from the Commissioner to Judge Lawrence, giving a list of all the land grant railroads in the United States, along which there are "alternate reserved sections," in which soldiers can select their homesteads.

HOMESTEAD ACT OF JULY 15, 1870.

"DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE, Aug. 6, 1870.

"'GENTLEMEN: The following is the 25th section of the act of Congress approved July 15, 1870, entitled "an act making appropriations for the support of the army for the year ending June 30, 1871, and for other purposes," viz.:

"SECTION 25. *And be it further enacted*, That every private soldier and officer who has served in the army of the United States, during the rebellion, for ninety days, and remained loyal to

the Government, and every seaman, marine, and officer or other person, who has served in the navy of the United States or marine in the corps, or revenue marine, during the rebellion, for ninety days and remained loyal to the Government, shall, on payment to the fee or commission to any register or receiver of any land office required by law, be entitled to enter one quarter section of land, not mineral, of the alternate reserved sections of public lands along the lines of any one of the railroads or other public works in the United States wherever public lands have been or may be granted by acts of Congress, and to receive a patent therefor under and by virtue of the provisions of the act to secure homesteads to actual settlers on the public domain, and the acts amendatory thereof, and on the terms and conditions therein prescribed, and all the provisions of said acts, except herein modified, shall extend and be applicable to entries under this act, and the Commissioner of the General Land Office is hereby authorized to prescribe the necessary rules and regulations to carry this section into effect, and determine all facts necessary therefor.'

"By these provisions, the Homestead Law of May 20, 1862, and the acts amendatory thereof, are so far modified as to allow entries to be made by the parties mentioned therein, of the maximum quantity of one quarter section, or one hundred and sixty acres of land held at the double minimum price of $2 50 per acre, instead of one-half quarter section, or eighty acres, as heretofore.

"In case of a party desiring to avail himself thereof, you will require him to file the usual homestead application for the tract desired, if legally liable to entry, to make affidavit according to the form hereto annexed instead of the usual homestead affidavit, and on his doing so, allow him to made payment of the $10 fee stipulated in the act of May 20, 1862, and the usual commissions on the price of the land at $2 50 per acre, the entry to be regularly numbered and reported to this office in your monthly homestead returns.

"Regarding settlement and cultivation, the requirements of the law in this class of entries are the same as in other homestead entries.

"Very respectfully, your obedient servant,
Jos. S. Wilson, Commissioner."

LIST OF LAND GRANT RAILROADS.

"Department of the Interior,
"General Land Office, Sept. 19, 1870.

"*Hon. Wm. Lawrence, Bellefontaine, O.:*

"Sir—Pursuant to your request of the 12th instant, I have the honor herewith to present a statement showing land grant railroads in the following named States and Territories, along which there are alternate reserved sections subject to entry under the Homestead and Pre-emption Laws, as well as an estimate of the quantity subject thereto along each line of road:

MICHIGAN.

	Acres.
Jackson, Lansing and Saginaw Railroad, from Hillsdale to Traverse Bay; estimated quantity of reserved alternate sections undisposed of	450,000
Port Huron and Milwaukee and Detroit and Milwaukee Railroads, from Port Huron to Grand Haven; estimated quantity undisposed of	75,000
Flint and Pere Marquette Railroad, from Flint to Marquette; estimated quantity undisposed of	200,000
Grand Rapids and Indiana Railroad, from Fort Wayne, Indiana, to Traverse Bay; estimated quantity undisposed of	300,000
Marquette and Ontonagon Railroad, from Marquette to Ontonagon; estimated quantity undisposed of	250,000
Chicago and Northwestern Railroad, from Marquette to mouth of Menomonee river; estimated quantity undisposed of	275,000
Total acres	1,550,000

IOWA.

Iowa Falls and Sioux City Railroad, from Dubuque to Sioux City; estimated quantity undisposed of	150,000
McGregor and Sioux City Railroad, from McGregor to a point in O'Brien county; estimated quantity undisposed of	200,000
Sioux City and St. Paul Railroad, from Sioux City to St. Paul, Minnesota; estimated quantity undisposed of	125,000
Sioux City and Pacific Railroad, from Sioux City to Fremont, Nebraska; estimated quantity undisposed of	25,000
Total acres	500,000

WISCONSIN.

West Wisconsin Railroad from Tomah to Lake Superior; estimated quantity undisposed of	600,000
St. Croix and Lake Superior Railroad and branch to Bayfield, from St. Croix to Superior and branch to Bayfield; estimated quantity undisposed of	550,000
Chicago and Northwestern Railroad, from Fond du Lac to Green Bay; estimated quantity undisposed of	300,000
Portage, Winnebago and Superior Railroad, from Portage City to Bayfield, and thence to Superior; estimated quantity undisposed of	1,200,000
Total acres	2,650,000

MINNESOTA.

St. Paul and Pacific Railroad from St. Paul to mouth of Siouxwood river; estimated quantity undisposed of	650,000
Branch of St. Paul and Pacific Railroad from St. Paul to Crow Wing; estimated quantity undisposed of	800,000
Minnesota Central Railroad from St. Paul to Iowa State line, range 18 west; estimated quantity undisposed of	400,000
Winona and St. Peter Railroad from Winona to St. Peter; estimated quantity undisposed of	750,000
St Paul and Sioux City Railroad from St. Paul to Sioux City Iowa; estimated quantity undisposed of	500,000
Lake Superior and Mississippi Railroad from St. Paul to Duluth; estimated quantity undisposed of	550,000
Minnesota Southern Railroad from Houston to Big Sioux Lake; estimated quantity undisposed of	400,000
Hastings and Dakota River Railroad from Hastings west to a point on State line; estimated quantity undisposed of	300,000
Total acres	4,850,000

MISSOURI.

Hannibal and St Joseph Railroad from Hannibal to St. Joseph; estimated quantity undisposed of	150,000
Atlantic and Pacific Railroad from St. Louis *via* Springfield to State line; estimated quantity undisposed of	200,000
Cairo and Fulton Railroad from Cairo to State line of Arkansas; estimated quantity undisposed of	50,000
Total acres	400,000

ARKANSAS.

Cairo and Fulton Railroad, from point on State line in Randolph county, *via* Little Rock to State line of Texas; estimated quantity undisposed of	550,000
Memphis and Little Rock Railroad, from Memphis to Little Rock; estimated quantity undisposed of	250,000
Little Rock and Fort Smith Railroad, from Little Rock to Fort Smith; estimated quantity undisposed of	400,000
Total acres	1,200,000

KANSAS AND NEBRASKA.

Kansas Pacific Railroad, from Omaha to a point near Ogden, in Utah; estimated quantity undisposed of	9,000,000
St. Joseph and Denver City Railroad, from St. Joseph to Denver City, Colorado Territory: estimated quantity undisposed of	1,000,000
Kansas and Neosho Valley Railroad, from eastern terminus of Union Pacific to a point on Red river; estimated quantity undisposed of	1,200,000
Southern Branch of Union Pacific, from Fort Riley to Fort Smith, Arkansas; estimated quantity undisposed of	850,000
Total acres	12,050,000

NEVADA.

Central Pacific Railroad from a point near Ogden in Utah to Sacramento, California; estimated quantity undisposed of	8,500,000

CALIFORNIA.

Central Pacific Railroad from a point near Ogden in Utah to Sacramento; estimated quantity undisposed of	1,000,000
Western Pacific Railroad from Sacramento to San Jose; estimated quantity undisposed of	800,000
California and Oregon, from Roseville to Portland, Oregon; estimated quantity undisposed of	1,200,000
Southern Pacific, from San Jose to a point on Colorado river; estimated quantity undisposed of	300,000
Stockton and Copperopolis; estimated quantity undisposed of	250,000
Total acres	6,250,000

OREGON.

Oregon and California Railroad from Portland to Roseville, California; estimated quantity undisposed of	1,250,000

COLORADO TERRITORY.

Kansas Pacific Railroad from a point on Missouri river in Kansas to Denver City; estimated quantity undisposed of	2,000,000
Denver Pacific Railroad from Denver City to connect with Union Pacific in Wyoming Territory; estimated quantity undisposed of	2,600,000
Total acres	4,600,000

UTAH TERRITORY.

Kansas Pacific to a point near Ogden	2,500,000
Also statement showing the estimated quantity of alternate reserved sections now and to be hereafter made subject to homestead entries as the surveys on the line of the Northern Pacific Railroad progresses, as follows: Estimated quantity for that portion of road in Wisconsin	1,000,000
Estimated quantity for that portion of road in Minnesota	2,000,000
Estimated quantity for that portion of road in Oregon	1,500,000
Estimated quantity for that portion of road in Washington Territory	3,800,000
Total acres	8,800,000

"Herewith I have the honor to inclose several of our circulars dated August 9, 1870, containing the amendment of July 15, 1870, the Homestead law, which provides that soldiers and sailors can make homestead entries of alternate reserved sections along the several railroad lines, each to the extent of 160 acres, the law not, however, relaxing in any respect the requirements of the Homestead statutes as to actual *bona fide* continuous settlement and cultivation.

"The foregoing estimates are the result of a cursory examination, which of course are ap-

proximate and liable to change in an exact adjustment.

"Very respectfully, your obedient servant,
"Jos. S. Wilson, Com."

Central Railroad and Banking Company of Georgia.

The earnings of this road for the years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From up freights....	$567,332 72	$849 838 44
" down freights.	1,064,976 65	952,591 55
" through pass'ge	122,889 42	145,053 86
" way passage...	224 353 77	273,510 98
" U. S. mails....	29,168 75	26,925 00
	$2,008,721 81	$2,247,919 78
Expenses, viz:		
Transportation....	$314,362 57	$299,514 63
Motive power....	347 947 22	409,219 09
Cars	164,385 85	171,208 35
Repairs of road....	378,759 66	252,780 19
Stock killed....	8,565 25	9,599 50
Incidentals	36,654 46	51,095 63
Repairs of buildings..	26 569 16	29,792 63
Construction....	6,820 90	....
	$1,284,065 10	$1,323,210 02
Net earnings....	$724,656 21	$924,709 76

It will be seen that while the earnings of the road have been $239,198 47 greater than the previous year, the expenses have only increased $39,144 92, notwithstanding an expenditure of $111,020 38 for rails, engines and tools for the machine shops, paid for during the year over and above what was paid in 1868.

The gross earnings of the road for the past fiscal year have been....	$2,247,919 78
And the earnings of the Bank.....	77,280 42
Total Road and Bank.....	$2,325,200 20
Road expenses of all kinds.... $1,323,210 02	
Bank expenses..... 20,231 78	
	1,343,441 80
Leaving net....	$981,758 40
Appropriated as follows:	
Interest on bonds.... $54,950 00	
Dividend in June, 1869, 5 per cent.... 233,340 00	
Government tax on same 11,667 00	
Dividend Dec., 1869, 5 per cent.... 233,340 00	
Government tax on same 11,667 00	
Rent A. and S. R. R. .. 73,000 00	
Rent E. B. Railroad.... 14,000 00	
Paid for Bank in liquidation 14,630 07	
Paid for depot lots and right of way to new depot in the City of Macon 184,404 75	
Paid for steamboats Julia St. Clair and Baudy Moore 56,964 14	
Paid for contingent exp. 19,050 00	
Appropriated for rails.. 124,000 00	
	981,012 96
Leaving a balance of	$745 44

after paying all expenses on account of the Road and Bank. In this connection it is proper to remark that, under the head of expenditures on account of the road, there is included the purchase of new engines, cars and rails; and payments have been made for Bank in liquidation, depot lots and right of way to new depot in the City of Macon, purchase of steamboats Julia St. Clair and Bauuy Moore, contingent expenses and appropriated for rails to be delivered, the sum of $349,048 96; leaving nothing that is known to be paid at a future day, and thus placing the Company upon a more substantial basis than ever before since the war.

Looking to the completion of other lines, which may not only become competitors for the business heretofore passing over your road, but seeking to carry it from our port, the Board have, under an Act of the Legislature of the State of Georgia, approved the 22d day of January, 1852, leased the Southwestern Railroad upon the following terms and conditions, viz:

1st. The lease to continue during the entire corporate existence of the Southwestern Railroad Company.

2d. the Central Railroad and Banking Company of Georgia to exercise all rights, privileges and control over the Southwestern Railroad, except as to the organization of that Company, which is to be kept up by the election of a President, Directors, Secretary and Treasurer, as heretofore: the expenses necessary to keep up this organization to be paid by the Central Railroad and Banking Company of Georgia.

3d. Possession and control of the Southwestern Railroad by the Central Railroad and Banking Company of Georgia to take effect from and after the 24th day of June last. After the 1st day of December, 1869, the commencement and termination of the fiscal year of the Southwestern Railroad to be the same as that of the Central, and to that end a dividend of two dollars and fifty cents per share is to be paid to the stockholders of the Southwestern Railroad up to 30th November, 1869.

4th. From and after the 1st day of December, 1869, the Central Railroad and Banking Company of Georgia is to pay to the Southwestern Railroad Company dividends which shall bear to the dividends declared and paid to its stockholders at the rate of eight to ten—that is to say, eight dollars to each share of Southwestern Railroad stock for every ten dollars declared and paid to each share of its own stock; and no semi-annual dividend to the stockholders of the Southwestern Railroad Company shall be less than at the rate of seven per centum per annum on the par value of their stock.

5th. Should any additional dividend or division of assets or accumulations be declared, paid or made, then such dividends, divisions of assets or accumulations shall be made in the same proportion of eight to ten. All dividends to be paid to the stockholders of the Southwestern Railroad Company at Macon and Savannah free from tax to the stockholders.

6th. The Central Railroad and Banking Company of Georgia to pay the current expenses incident to the working and management of the Southwestern Railroad, and all debts and bonds, including the bonds of the Muscogee Railroad, and interest on said bonds at the times and places specified therein.

7th. The Central Railroad and Banking Company of Georgia are to keep the road bed, station houses, engines, cars, and everything appertaining to the interest of the Southwestern Railroad in as good condition as when received, and any failure or neglect to pay any interest on bonds, or bonds at maturity, or failure to pay dividends within six months after the same may be due, then the Southwestern Railroad Company has the right, at its option, to annul the contract of lease, and enter upon its property as though no lease had ever been made.

This lease was made after the most careful consideration of the whole subject by the Directors of the two companies, and it is confidently believed to be just and fair to each. The Southwestern Railroad having been built under the auspices, and to a very considerable extent, by the means of the Central Railroad, it was considered but reasonable that the heretofore close alliance between the two companies should be continued, and it was foreseen that this could not be guaranteed in any other way than by a lease. There was no desire on the part of this Company to exact any more than a fair and liberal arrangement, nor was it expected that the lease would ever operate injuriously to the patrons of either road, or the towns tributary to them. On the contrary, it is confidently believed that the interest of all will be subserved. Notwithstanding this expectation on the part of the Board, there has been an injunction granted to restrain us from "consummating" the lease. The final result of this injunction cannot, of course, be known, but it is not perceived how we can be restrained from doing that which has already been done, for this Company have not only been in possession of the Southwestern Railroad since the 24th of June last, but have made, and are yet making, very considerable improvements, involving an actual expenditure of large sums of money, all of which has been done under and by virtue of an Act of the Legislature of the State of Georgia, passed for the express purpose of allowing the parties to do exactly that which has been done.

In the original construction of the road, the citizens of Macon, by a vote in town meeting, expressed their opposition to the road crossing the Ocmulgee River, and the Company, although persuaded that the interest of all parties would be promoted by a different course, acquiesced in the expression of their wishes. More recently the sentiment of that city has undergone a very decided change, and early in the year 1868 the Board determined to cross to the west bank of the river and locate a new freight depot, so soon as an eligible site and the right of way, with the necessary privilege from the city could be procured. At the time this was determined upon, it was supposed that the improvement would cost not far from two hundred and fifty thousand dollars. We have now obtained a site (the old Court House Square) upon which to locate the depot, and the City Council have granted the privilege of crossing the streets to it. The purchase of the Court House Square and the necessary lots to approach it, with the right of way on the east bank of the river necessary to make the change, except from one party, has been obtained. The cost of this property thus far has been, as before stated, $134,404 75. This is considerably more than it was expected we should have to pay, and, with the work necessary to be done, including a warehouse and offices, will probably swell the entire cost of the improvement to near three hundred thousand dollars. From this, however, may be deducted the value of property that will not be required for depot purposes. This may amount to as much as one hundred thousand dollars, especially if, as we believe, that part of the city improves by the establishment of the depot in it.

In order to give time to make these improvements of the most substantial character, and spread the payments so as not to interfere with the regular dividends, a temporary structure has been erected, and we are now transacting the business of the road terminating at Macon on the west bank of the river. To do this it became necessary to deliver goods at the domicil or place of business of the consignee. This has been in operation since the 1st day of November, and has been found to work very satisfactorily.

In the last annual report reference was made in general terms to competition that might be looked to from the construction of rival lines, as well as those then in existence. To those remarks exception was taken by parties that considered themselves aggrieved, and at the time considerable feeling was engendered in the public mind against this Company for taking steps to protect itself from a ruinous competition; but, as the acts of this Company were never intended to be aggressive, this feeling has measurably subsided, and it is now believed that those who were the most violent in their denunciation of our acts, have come to see that we only sought to protect investments already made, without in any way oppressing either the public or other lines of transportation. With reflecting minds it has become a well settled principle that all internal improvements ought not only to be self-sustaining, but pay a reasonable return to the parties making the investment, and whenever this principle is acted upon by lines in competition with us, the

Board have no hesitation in saying that your road will be one of the best paying institutions of the country. It is true that madness may rule the hour, but this must be an exception, as the law of nature is in opposition to such a course, and whenever reason is allowed to act free from all feeling, prices will be charged for transportation commensurate with the cost, including a reasonable return for the capital invested.

In the report heretofore referred to, a concise statement was made as to the aid given, in connection with the Southwestern Railroad, to the Montgomery and West Point, as well as the Western railroads of Alabama, and inasmuch as there have been exceptions taken to the terms and conditions upon which this aid was given, it may not be out of place to state here that prior to the war the two lines—that is, the one via Charleston and Augusta and your Company—agreed to subscribe to the stock of the Western Railroad of Alabama, and endorse its bonds jointly. This aid, with private subscription, would enable that Company to build the connecting link between Montgomery and Selma, thus forming a continuous line from the Atlantic at Charleston and Savannah with the Mississippi river at Vicksburg. Since the termination of the war application was made by the President of the Western Railroad to the two lines for a renewal of their original promise of aid to make this most important connection. After due deliberation this Company agreed to join with the line via Charleston and Augusta and give the aid asked. But the line from Charleston declined. Thus the matter stood for some months, when upon a further application from C. T. Pollard, Esq., President of the Western Railroad of Alabama, for the necessary aid, in consideration of important advantages to this line, it was agreed by this Company and the Southwestern Railroad Company to give the aid as stated in the last annual report, and thus ensure the construction of this important connecting link between the Atlantic Ocean and the Mississippi river. After these arrangements had been made, sundry vague complaints against the policy of this Company found circulation through the public prints, reflecting upon the course adopted by this Company to aid in the completion of the line referred to. Feeling that those complaints were entirely without foundation, an offer was made some months since to the line via Charleston to come in, even now, jointly with this Company and the Southwestern Railroad, to the aid of the Montgomery and West Point and Western railroads of Alabama, and in consequence of such joint aid to enjoy an equal property-interest, and equal privileges with us for all business from Montgomery and beyond. To this proposition no positive response has been made until within a very few days, when a meeting was had and views interchanged, looking to a joint obligation on the part of the two lines, and equal privileges to the two ports of Charleston and Savannah. What will be the final result of this negotiation, the Board are now unable to say. Should it be an agreement to bear equally the burthens, and share alike the benefits of this connection, then of course there will be an end to all further complaint. On the contrary, if the line via Charleston and Augusta should think it to their interest to decline to come into an arrangement so eminently just and liberal, then it must forever remove the pretended ground of complaint against the policy of this Company.

The company have 52 locomotives, 27 first class and 14 second class passenger cars, 9 mail, 23 baggage and package, 3 express, 22 conductor's, 444 box, 170 platform, 14 stock and 3 provision cars. Miles run by locomotives, 953,711; by cars, 8,325,163. Total number of passengers carried, 152,474, an increase as compared with the previous year of 57,468. Bales of cotton transported, 360,580, against 388,127 in 1868—an increase of 2,453. Pounds of guano, salt and lime carried, 88,764,310, an increase of 62,977,909.

BALANCE SHEET, Nov. 30, 1869.

Railroad and appurtenances		$4,472,000 00
Real estate	$40,508 00	
Depot lot and right of way City of Macon	134,404 75	
Steamers Julia St. Clair and Baudy Moore	56,964 14	
Stocks of other Cos	735,860 00	
Bonds of other Cos	83,000 00	
		1,050,736 89
Bills receivable		20,240 48
United States		2,462 46
Post Office department		10,387 98
State of Georgia		1,298 09
Interest account		54,942 75
Railroad expenditures		1,328,210 02
Rent Augusta and Savannah R. R.		73,000 00
Rent Eatonton Branch Railroad		14,000 00
Cash	307,472 25	
Due by treas. and a'gts.	224,132 34	
Due by other roads	8,682 26	
		540,286 85
Profit and loss		234,325 34
Atlanta rolling mill, Atlanta, Ga		16,400 98
		$7,813,291 79
Capital stock		$4,666,800 00
Bonds issued		786,000 00
Forwarding account		88,874 68
Dividends unclaimed		28,697 38
Railroad earnings		2,247,919 78
		$7,813,291 79

President.—WM. M. WADLEY.

Directors.—Andrew Low, Wm. B. Johnston, Gen. J. F. Gilmer, John R. Wilder, Edward Padelford, Geo. W. Anderson, John Cunningham, George W. Wylly.

General Superintendent.—WM. ROGERS.

Treasurer.—H. C. CUNNINGHAM.

New Bridge over the Harlem River.

Travelers by the New Haven and Harlem Railroads will doubtless feel gratified to learn that a new, handsome and substantial iron bridge is to be constructed over the Harlem River at the head of Fourth-avenue, during the present Fall and approaching Winter months. The work of erecting piers of solid masonry for the new bridge has been carried on during the close of navigation in Winter for several years past, but as the work thus far completed makes no show to the casual passer-by in the trains, very few are aware of the progress made.

The four stone piers already erected for the support of the stationary spans are oblong in form, each forty by fourteen feet on the face. The centre pier for the draw or swing-span will be octagonal in form, thirty-three feet across the face.

Each of the stationary spans of the bridge will be 161 feet long. The draw or swing span will be 200 feet long, so that, after deducting the width of the centre pier, upon which the draw will turn, and those portions of the two piers on which the ends of the draw will rest when closed, there will be a clear opening on each side of the draw for the passage of vessels 85 feet wide. Steam will be used as the motive power in opening and closing the draw.

The entire work will be done in the most thorough manner, according to plans prepared by I. C. Buckout, Esq., Engineer-in-Chief and Superintendent of the Harlem Railroad. The piers being of solid masonry, it is believed that they will last for ages.

The expense incurred for the erection of the piers, notwithstanding their durable character, and the difficulties encountered in doing the work without interrupting the passage of trains, will not exceed $80,000, while the iron columns, filled with concrete, of the new iron bridge over the Harlem River, at the upper terminus of the Third avenue, less durable than stone, cost the city about $500,000.

The superstructure of the new railroad bridge will be built of iron, upon the most approved principles. It will weigh about 25,000 pounds to the lineal foot, and is estimated to sustain a weight of 6,000 pounds per lineal foot. The construction of the stationary spans of the bridge will be commenced immediately, and the draw or swing span and the centre pier at the close of navigation on the Harlem River above the bridge, as the opening of the draw will not then be required before the completion of the work.

New Railroad from Pittsburg to Chicago.

The securing of a new and independent route, direct to Chicago and the great Northwest, has been claiming the attention of the Baltimore and Ohio Railroad Company for some time. This it is proposed to accomplish by building a line from Pittsburg to Chicago, north of the Pittsburg, Fort Wayne and Chicago Railroad. A considerable portion of the route has already been surveyed, and wherever the line runs the people are enthusiastic upon the project, and say they are determined to assist the company in putting the line through in the shortest possible time. Much of the right of way, it is supposed, will be given at a nominal sum. The estimated cost of this road, for which a favorable route is practicable, is $9,000,000. Of this amount $2,000,000 will, it is understood, be contributed by the owners of the Baltimore and Ohio Railroad. It is expected that the people along the line will raise $3,000,000, and of the remaining $4,000,000 Chicago ought certainly to provide a liberal share.

The present shortest route between Washington and Pittsburg is:

Washington to Baltimore	40 miles.
Baltimore to Harrisburg	85 "
Harrisburg to Pittsburg	253 "
Total	378 miles.

On the completion of the Connellsville and Point of Rocks Railroad the distances will be:

Washington to Point of Rocks	45
Point of Rocks to Cumberland	109
Cumberland to Pittsburg	150
Total	304

This route brings Pittsburg and Chicago about 74 miles nearer to Washington than by the shortest present route.

The Baltimore and Ohio system has hitherto suffered on account of the want of railway bridges across the Ohio, a facility in which the Pennsylvania Railroad system has possessed great superiority. This company is now building two great bridges over the Ohio river, at Parkersburg and Bellaire, which will be finished in a few weeks. These bridges are spoken of as superior structures, excelling anything of the kind in the United States, being no less than magnificent monuments of architectural skill and engineering ability, embodying alike greatness, strength and durability, such as only a powerful company like the Baltimore and Ohio could erect. Upon the completion of the bridges cars can be taken to all parts of the West without change to either freight or passengers. Heretofore barges have been provided at both places for a year past for the transfer of freight and passengers, previous to which time everything had to be transhipped.—*Cumberland Civilian.*

☞ Three Howe truss bridges are in process of construction on the line of the St. Paul and Chicago Road. At Hastings, Minn., the Vermillion river is crossed by one 128 feet long; another which is partly finished is to be stretched across Canon River Slough near Red Wing, Minn. The Canon river itself will be crossed by another bridge just commenced, 188 feet in length.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	18,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,000,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	998,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 3½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800		
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 100	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n..100	899,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July'69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	880,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref....100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	13,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	-------	J'n &J'ly	Jan.'68$2
" Street.....	-------	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....100	1,500,000	M. & N.	May '70 5
Concord & Porta., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,336,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	462,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do. do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7½
Erie & Pittsburg 50	982,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	348,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. Ft. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....10	-------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	160,000	J. & J.	July '70 3
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	-------	Aug'70 3½
Do. do pref.100	6,258,830	-------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	-------	
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,350	-------	
" " pref. 50	190,750	J. & J.	J'n. 68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	-------	
Leeds and Farmington*.....	-------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	-------	
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	58,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,916	-------	
Maine Central.....100	1,611,500	-------	
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	-------	
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	-------	June'69 3
Memphis and Ohio 100	570,000	-------	
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	-------	-------	
" " " 1st pref 100	-------	-------	
Milw. & St. Paul.....100	7,668,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul.'70 3½
Mobile and Ohio	3,762,400	-------	
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	-------	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,066,544	-------	
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	-------	
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	-------	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000	-------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	-------	
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	-------	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 5½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	-------	
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	-------	
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3514,515	-------	
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	348,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	-------	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref. 50	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	28,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,538,350	A. & O.	Oct. '70 4
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,088,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	852,900	J. & J.	Jan. '70 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	-------	-------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	-------	
Richmond and Petersb g.100	847,100	-------	
Rich., Fred. and Potomac.100	1,041,800	-------	
Rockport 100	88,400	-------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	-------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	
Sandusky and Cincinnati.100	2,089,000	-------	
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	-------	
Savannah and Charleston.100	1,000,000	-------	
Schuylkill and Susqueh'a. 50	1,269,150	-------	
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	-------	
Second Avenue (N. Y.)....100	670,000	-------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	-------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	8,819,275	-------	
South Shore 100	259,685	-------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	-------	
Stockbridge & Pittsfield*100	448,700	-------	------3½
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	-------	
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	-------	
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	-------	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	-------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	-------	
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000	-------	
Tol., Wabash and West....100	11,700,000	-------	
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	-------	
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	-------	
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	-------	
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	-------	
Virginia Central 100	3,353,678	-------	
Virginia and Tennessee....100	5,506,300	-------	
Western Union 100	4,707,693	-------	
West Jersey 100	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	-------	
Winchester and Potomac.....	-------	J. & J.	July'70 3
Warren..... 100	1,647,650	-------	------3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	3,228,596	-------	
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson..... 100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,621,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	-------	
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 6
Pennsylvania	4,300,000	-------	
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	-------	
Union..... 50	2,907,350	-------	
" preferred 50	-------	-------	
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	800,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	-------	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	-------	Dec'68 2½
Short Mt. Coal..... 50	800,000	-------	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	-------	June'70 3
Am. Merchants Union Exp.100	18,000,000	-------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,703	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	98,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	833,413	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,808	262,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,160	3,892,861
1868	276,117	276,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4,568,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870	293,978	328,825	344,366	334,653	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,785	176,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,356,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	556,387	591,209	424,589	435 435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 230	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	306,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,948	925,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,750
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,607,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	1,276,171	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,681	241,456	259,408	253,367	341,783	320,025	293,615	271,556	242,621	3,096,985
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	... ...	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,576	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,606	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,086	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	661,041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	645,768	861,358	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,048	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,406	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 888	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	364,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,1 0	307,968	313,130	434,318	468,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	390,3 0	365,117	306,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]2	408,139	727,045*	838,777*	1,230,725*	1,279,002*	1,124,745*	1,048,272*	.....
1870	931,878*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,485	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,903	464,778	506,296	412,934	330,373	4,371.013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,322	5,683,606
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	901.195	[illegible]96,[illegible]63	7,250.669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,062	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,680	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,696	332,400	278,008	346,245	275,960	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 219	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	366,371	379,867	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	283,861	2,994,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	296.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	283,677	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	[illegible]742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	[illegible]308,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033 026
1866	738,061	725,907	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	584,561	765,[illegible]18	836,603	965,356	903,974	864,637	693,104	873,153	966,658	837,351	588,779	9,256,284
1868	427,437	518,174	651,019	817,760	761,220	744,188	314,472	681,143	1,006,631	1,169,726	1,113,398	589,924	8,735,023
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,[illegible]	155,893	192,138	170,485	168,699	162,532	166,015	222,853	198,884	244,834	212,227	177,364	2,240,143
1867	149,658	129,[illegible]	149,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,216,402
1868	127,593	133,392	149,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,216,402
1869	132,623	127,817	175,950	171,328	130,545	140,402	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1870	152,393	158,788	172,216	172,347	162,296	154,133	144,104	186,889	202,228	205,750	189,351	160,046	2,006,245
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,[illegible]	167,305	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,696	[illegible]95,[illegible]	.....	.....	.....
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,806	323,[illegible]	434,284	[illegible]4,[illegible]48
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450,246	470,720	422,269	323,377	.....	.....
1870	312,133	293,645	295,296	318,699	340,892	348,682	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	707,943	892,686	706,602	625,560	617,585	756,467	857,283	867,206	716,239	9,769,185
1870	438,439	400,130	439,284	706,606	746,450	684,519	643,056	664,051	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	114
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 26, 1862 (5-20s)...registered	497,179,850	6	May & Nov.	1882	108½
(5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	108½
(5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	106,968,600	6	" "	1884	108½
(5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	187,776,750	6	" "	1885	111½
(5-20s).....coupon		6	" "	1885	111½
.. .. 2d series (5-20s)...registered	277,011,900	6	Jan. & July.	1886	108½
(5-20s).....coupon		6	" "	1886	110½
.. .. 3d series (5-20s)...registered	344,140,200	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	30,678,250	6	" "	1888	110½
(5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
(10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,135,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	236,232	var	.....	Due.	....
Treasury Notes (7-30s).....	594,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,054,500	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	nil.	.....	Dem.	....
Fractional Currency	39,541,184	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	101
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63
.. — .. .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. — —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My'.64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)..	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,685,964	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,640	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds.....	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1868	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	90
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	66½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	100
.. —War Loan of 1861.....	800,000	6	"	1871	101½
.. — .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. 1864.....	2,832,500	6	June & Dec.	1889	....
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	'79-'89	....
Maryland—Sterling Bonds of 1838	802,000	5	J. A. [illegible]	[illegible]	98½
.. — .. .. converted.....	2,252,112	[illegible]	[illegible] & O.	1865	....
.. —Currency Bonds of 1837....	[illegible]	[illegible]	[illegible]	'89-'90	....
.. — .. .. 1841.....	[illegible]	6	" "	'89-'90	....
.. — .. .. 1854-'55.....	24,000	5	" "	1890	95½
.. — .. .. 1858-'59.....	1,438,428	6	" "	1880	....
.. — .. .. 1858-'59.....	525,000	6	" "	'70-'85	96
.. — .. .. 1858-'59.....	46,232	5	" "	'89-'09	95½
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1890	79
.. —South Relief Loan of 1867.....	300,000	6	" "	1883	100½
.. —			" "	1878	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	109½
.. —	720,000	6	" "	'74-'75	108½
.. —	1,430,000	6	" "	1876	100
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	please.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	49½
.. — .. (new).....	3,059,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,300	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	1870	....
.. —	1,642,128	5	Jan. & July.	1870	....
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	100
.. —	112,000	4½	Jan. & July.	1882	103
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	111
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	106
.. —	910,200	6	" "	'72-'87	111
.. —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	103
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & [illegible]	[illegible]	99
South Carolina—Fire Loan, 1838	314,454	[illegible]	[illegible]	[illegible]	101½
.. — .. (stg.).....	[illegible]	[illegible]	[illegible] Aug.	1894	80
.. —State House Loans.....	[illegible],445	[illegible]	J. A. J. & O.	1870	....
.. —Blue Ridge R. R.	2,386,000	5	" "	1868	....
.. —Funding Bo[illegible]	1,000,000	6	Jan. & July.	'71-'90	....
Tennessee—State Bo[illegible]nds	1,282,971	6	" "	'75-'79	....
.. — [illegible]	1,398,6[illegible]	6	" "	'70-'90	67½
.. —	2[illegible],160	5	April & Oct.	Var.	....
.. —	[illegible]	5½	" "	"	....
.. —Railroad Loa[illegible]	1,706,000	6	" "	"	....
.. —	25,903,000	6	Jan. & July.	long.	62½
.. —[illegible]ailroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West, Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	968,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £337,250	1,632,290	6*	Jan. & July.	London.	1850	....
Sterling Loan, sk'g fund £369,200	1,846,000	6*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	90
Loan for $875,000	875,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1887 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1887	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1910	89
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1896	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	384,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1898	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	80½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	90½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	986,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1890	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1868	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1854	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	860,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1899	76
Cleveland, Columbus and Cinc.:						
1st Mortgage	426,000	7	June & Dec.	New York.	'98-'99	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	90½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,016,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1896	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	79
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	59½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	262,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1934	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1860)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	8	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Danger to Wirz.)	1,800,000	4*	Jan. & July.	London.	1903	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (U.N. & W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £815,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,862,950	5*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	83
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	104½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 90.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	8,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1886	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1891	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,298,000	7	May & Nov.	" "	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100¼
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1886	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1863	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1900	....
2d Mortgage for $300,000	145,900	7	"	"	1900	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1893	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	94
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		6	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	99
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	30½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	96
						103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	75½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	85
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	75½
Va. State Loan	249,962	6	" "	" "	1887	75
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome.						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'75	96
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,530	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
2d M. stg. }	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,097,000	7	— & —	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						....
1st Mortgage	235,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	107
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1866	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	335,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	...
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,799,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	83½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87–'89	71½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	72
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	36½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	75
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	75
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	85,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Bont Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	95
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	264,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	581,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000			505.7	3,844,138	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.0	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	132
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. .....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		—	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	182	Boston, Clinton and Fitchburg .....Mass.	1,073,922	274,636	.....	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	—	100	75½
Dec. 31, 1869	297.7	—	24.3	....	48	84	27	528	Boston, Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,687,217	12,330,812	1,071,881	247,195	8	100	135
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0[illegible]	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	148
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	145
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,067	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	98,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	rns 110 m	iles recent	ly comple	ted.)	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	103	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115½
Dec. 31, 1869	69.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,489	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper.b	y West J	ersey.)		6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.0	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,763,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	107½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	1.0 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,200	28,620,000	.....	.....	890.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	(N	o returns.)		.....	.....	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)		30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	.....	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)		.....	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,536	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,826,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	113½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,650	45,470,104	146,499,422	6,812,809	3,145,287	10	100	151½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N o returns.)	.....	.....	—	100	....
May 31, 1869	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	660,337	10	00	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	81½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,615,073	627,595	806,788	5,231,980	2,708,049	10	100	113½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	00	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,560	2,500,000	5,550,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700.00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	589,259	.....	.....	795,469	145,405	—	100	16½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31,	1869	340.5	49.9	61.8	—	53	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,120,680	2,962,614	929,384	7	100	80⅝
Jun. 30,	1869	67.8	12.4	59.6	—	.....	.....	.....	.....	Cleveland and Mahoning .....Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....		(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,516	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,065,141	.....	.....	2,383,670	908,306	8	50	106½
Dec. 31,	1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,282,517	.....	.....	6,250,000	3,149,000	.....	.....		(	Leased to	Lake Sho	re.)		7	100	93
Jun. 28,	1869	588.0	12.5	67.9	—	235	76	28	1,690	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	6¾	100	18½
Jun. 30,	1869	54.5	—	13.0	—	.....	.....	.....	.....	Columbus and Xenia .....Ohio.	2,034,200	*	.....	.....	1,786,200	248,000	.....	.....		(Leased	& operate	d by Little	Miami.)			100	....
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	....
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,420	27,338	—	100	....
Mar. 31,	1869	41.0	—	3.2	—	.....	.....	.....	.....	Concord and Portsmouth..N.Hampshire.	1,108,859	*	.....	.....	350,000	.....	.....	.....		(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30,	1869	60.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	2 13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	136½
Oct. 31,	1869	6.8	—	9.5	—	.....	.....	.....	.....	Connecting (Phila.).....Pennsylvania.	2,278,300	*	215,000	.....	1,278,300	1,000,000	.....	.....		(Leased	to Phila.	& Trent.)				50	....
Mar. 31,	1869	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River .....New Hampshire.	257,000	*	.....	.....	200,000	30,000	.....	.....	14.6	(Leased	by Northe	rn N. H.)		38,458	15,931	—	50	....
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,115	—	50	....
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31,	1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,788	10	100	....
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....		(Under cons	truction.)				—	100	....
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	.....	261,099	2,293,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30,	1869	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30,	1869	42.0	—	3.0	—	.....	.....	.....	.....	Dayton and Western.....Ohio.	870,000	*	.....	.....	309,276	715,000	.....	.....		(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31,	1869	84.5	23.0	4.9	—	.....	.....	.....	.....	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	....
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,100,000	.....	263.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104½
Dec. 31,	1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365,392	—	100	....
Dec. 31,	1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 31,	1869	28.5	—	1.7	—	.....	.....	.....	.....	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31,	1869	143.5	—	6.1	—	.....	.....	.....	.....	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	109
Dec. 31,	1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	....
Dec. 31,	1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....		(In progres	s.)				—	100	....
Sept 30,	1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....		(Leased	to Boston,	Hart.&Fis	hkill.)			100	....
Sept. 30,	1869	17.5	—	0.3	—	.....	.....	.....	.....	East Brandywine and Waynesb'....Penn.	264,800	.....	2,500	.....	89,800	175,000	2,000	.....		(Leased	to Pennsy	lvania.)	.....	.....		50	....
Oct. 31,	1869	44.1	53.4	23.0	—	45	75	25	724	Eastern †.....Massachusetts.	5,784,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,806,106	1,675,238	529,914	8	100	120½
Nov. 30,	1869	38.5	—	1.9	—	.....	.....	.....	.....	Eastern Shore †.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	....
Dec. 31,	1869	7.5	—	3.5	—	.....	.....	.....	.....	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Reading.)	.....	.....	6	50	....
Oct. 31,	1869	36.0	—	9.8	—	.....	.....	.....	.....	East Pennsylvania.....Pennsylvania.	1,472,599	.....	.....	.....	1,209,200	495,900	.....	.....		(Leased	to Phila.	& Reading.)	.....	.....	7	50	84
Oct. 31,	1869	130.0	—	6.7	—	20	14	5	208	East Tennessee and Georgia †..Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	....
Jun. 30,	1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia †.....Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	....
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky †.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	....
Sept. 30,	1869	46.8	—	2.9	—	.....	.....	.....	.....	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	toNorther	n Central.)	25,000	25,000	5	100	....
Oct. 31,	1869	78.0	—	15.2	—	.....	.....	.....	.....	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Cent.)	562,934	loss.	5	80	57
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,636,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	228
Oct. 31,	1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	....
Dec. 31,	1869	58.0	—	5.0	52.0	5	5	1	98	European and North American †..Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....		58,493	.....	.....	129,726	56,196	—	100	....
Jun. 30,	1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American †..N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Domi	nion of	Canada.)	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Aug. 30,	1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	....
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	146	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30,	1869	5.8	—	....	—	.....	.....	.....	.....	Fall River, Warren and Providence..R. I.	330,089	.....	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31,	1869	12.7	—	0.5	—	.....	.....	.....	.....	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	90,000	.....	.....	.....		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	74	50	....
Nov. 30,	1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132½
Dec. 31,	1869	12.0	—	....	—	.....	.....	.....	.....	Flemington.....New Jersey.	375,000	.....	.....	.....	150,000	100,000	100,000	.....		(Oper. by	Belvide	re Delaw	are.)	.....		100	....
Dec. 31,	1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,376	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	....
Dec. 31,	1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	60.0	—	....	—	.....	.....	.....	.....	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Feb. 31,	1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....		(Not in complete operation.)							
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	.....	230,845	.....	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	(Operat	ed by Rec	eiver.)	.....	.....	.....	.....	....
Mar. 31,	1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31,	1869	40.0	—	....	280.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	(In prog	ress and n	o part in c	ompl'te o	pera'n.	—	100	....
Dec. 31,	1869	94.0	—	6.5	—	.....	.....	.....	.....	Grand River Valley.....Michigan.	3,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....		(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)		100	....
Jun. 31,	1869	851.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk †.....Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	....
July 31,	1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western †.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	753,218	280,895	334.5	2,876,393	.....	.....	3,934,114	1,786,616	4	100	....
Sept. 30,	1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia † ...S. Carolina.	3,081,213	*	80,496	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	....
Aug. 31,	1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* †.....Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	110½
Oct. 31,	1869	36.0	18.0	20.6	—	.....	.....	.....	.....	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069		(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30,	1869	61.4	14.1	70.3	—	31	29	....	518	Hartford and New Haven....Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,928	18,558,582	1,861,682	548,219	14	100	....
Dec. 31,	1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	....
Dec. 31,	1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153,257	119.8	.....	.....	.....	943,808	166,231	—	100	....
Dec. 31,	1869	144.0	36 0	7.2	323.0	18	12	10	340	Houston and Texas Central †.....Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,000	601,933	—	100	....
Dec. 31,	1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	continued	to Whar	ton Color	'do Riv.)	—	100	....
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	68.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500		970.9	5,414,403	53,306,016	253,386,118	8,823,482	3,652,516	10	100	138
Dec. 31,	1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progress	s now o	perating	St. Louis,	Alton &	T. H. R. R.)		194.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	13,720,057	*	.....	.....	5,686,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,774,567	Loss.	—	100	28½
Dec. 31,	1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....		(Project	ed.)				—	100	....
Jun. 30,	1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*	.....	.....	132.411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,307	11,855	—	100	....
Oct. 31,	1869	4.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31,	1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31,	1869	108.0	62.0	17.9	—	37	28	15	849	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,333	413,927	2,000,000	3,100,000	867,179	1,682,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	67
Dec. 31,	1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....		(Leased	and oper. b	y Chicago	& Alton.)		7	100	90
Dec 31,	1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....		(Leased	and oper. b	y Mich'gan	Central.)		8	100	....
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
Dec. 31,	1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	[St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]			—	100	....
Dec. 31,	1868	25.0	—	....	18.0	3	5	2	80	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned	by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31,	1869	16.0	—	....	37.0	—	—	—	8	Knoxville and Charleston †...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	....
Dec 31,	1869	31.0	—	1.8	84.0	2	2	1	20	Knoxville and Kentucky †....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	....
Oct. 31,	1869	60.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,220,000	560,000	.....	.....	1,886,000	2,200,000	125,000	.....	80.0	676,046	.....	.....	966,832	350,439	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....		37.0	29,970	668,490	460,738	57.875	17,670	—	100	...
Oct. 31, 1869	540.0	406.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	94½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,080,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	*	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	(Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. Lat84	80,000p.a.	196.5	954,319	22,208,215	35,720,006	1,709,708	562,298	6¼	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	9.0	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	84
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	.....	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,513	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,770	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1869	185.0	198.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,233,500	1,518,102	1,368,468	381.2	1,058,503	22,561,417	40,813,718	2,381,188	1,031.676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	29.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence...N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	136
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,667	291.0	816,589	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,908	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	121½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	128,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	64½
Oct. 31, 1869	94.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseesa.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.8	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,237	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	.....	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	7	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.]	.....	—	100	92
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	92
Jun. 30, 1869	161.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	133
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.6	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	462,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	—	972,000	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	16	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,798	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	114½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern...Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,735	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	208.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	662,383	—	100	53
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,000	11,898,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	...
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,553	9,244,621	8	100	93½
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	51	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	887,115	10	100	150½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235.458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	183	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.																					
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			72.0												
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		381.0				2,084,486	432,124	—	100	21		
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	416,407		5,675,377	289,010	3,218	67.7	460,143			1,132,731	463,114	5½	50	85		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		96.6	404,631	5,252,948		671,076	168,918	—	100			
Mar. 31, 1870	69.1	18.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			332.4	1,469,366			2,928 463	977,748	6	50	84		
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	111½		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	218,074	2,363,700	754,000	49,920	241,530	35.3	146,773			325,369	65,764	8	100			
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		66.4	413,172	7,312,851	11,066,863	741,607	171,957	8	100	103½		
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	317	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,992	145.0				281,138		—	100			
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,764	23,714,125	6,152,850	492,321		122.0	532,120		31,199,413	1,045,222	356,839	6	100	86½		
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	33½		
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	98.5	406,010			2,014,427	978,925	10	50	88½		
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96		
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72		
Dec. 31, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000			9.0				169,088	29,747	—	100			
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100			
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	121½		
Sept. 30, 1869	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	....			7,000,000	3,784,136			336.0	1,764,780			3,213,058	894,345	—	100			
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000				47.6			nine months.	1,105,219	340,861	—	100	82		
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....			500,000	500,000			—	(Leased	to Erie.)			53,400	8	100			
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000			—	(Leased	to Erie.)				—	100			
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	....			342,150	160,000	36,542		—	(Leased	to Camden	and Amboy.)		26,500	6	100			
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	121½		
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						—	10	50	225	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....			1,200,000	600,000			—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100			
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100			
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)	0		—	100			
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100			
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	2,272	—	50			
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	54½		
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	156		
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	101½		
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	339,675	....	1,259,100	....		80,555	26.5				1,077,559	274,081	10	100	118		
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	108		
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	....	5,423,200	10,036,690	421,184	....	201.0	1,849,510			608,919	207,354	—	50			
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,503	16,286,331	8,131,531	2,891,199	9½	100			
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093	....	480.6	5,253,584					—	100	85½		
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100			
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)				23.0	34,971			60,642	5,313	—	100			
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100			
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,268			575,036	175,586	6	100	113		
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....			350,000				—	(Leased	to Concor	d.)		24,500	7	100			
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100			
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500	....	15.0	37,960			112,572	21,542	—	100			
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	....	49,772	2,000,000	....	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½		
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100			
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	....			2,630,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100			
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	....	....	508,848	1,000,000	952,859	....	54.0	155,070			207,799	55,879	—	50			
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	8,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93		
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100			
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100			
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331	....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100			
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	1,250,000	*	....	....	650,000	600,000	....	....	—	(Not in o	peration.)				—	100			
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	(No	returns.)		....	....	—	100			
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,064,197	1,274,134	501,998	10	100	120		
Sept. 30, 1869	120.0	—	12.0	—	28	[illegible]	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	4,381,400	....	331,828	....	138.0	679,669	8,347,128	16,336,225	874,855	187,329	—	100	25		
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,687,500	*	....	....	2,100,000	2,589,500	....	....	132.0	....	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	72½		
Dec. 31, 1869	175.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	....	—	....	....	abo	ut 10),000	....	—	100	30½		
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	....	....	10,000,000	4,000,000	....	....	—	....	....	....	....	....	—	100	48½		
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	....	—	(Leased	to Chi. &	Alton.)	....	240,000	—	100	....		
Dec. 31, 1869	—	—	....	74.3	....	....	....	....	St. Louis and St Joseph	Mo.	....	(Unf	nished.)	....	....	2,000,000	1,000,000	....	—	....	(No	returns.)	....	....	—	100	....		
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	....	....	....	1,500,000	4,500,000	....	—	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....		
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	....	....	....	....	....	....	2,020,000	....	—	257,004	2,776,68	3,570,874	373,448	138,411	—	100	....		
Dec. 31, 1869	100.0	—	5.0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514	—	189,152	....	....	338,693	179,941	—	100	....		
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West J	ersey.)	....	17,500	1½	100	....		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	....	1,590	243,305	226,900	535	91	....	....	....	....	....	16,833	6	50	....		
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	....	....	904,832	2,307,742	....	....	116.3	271,076	....	....	429,212	101,024	—	100	....		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	....	54.0	155,070	....	....	172,494	27,393	—	50	....		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	*	....	....	576,050	....	....	....	—	(Leased	to Phila. a	nd Readin	g.)	....	5	50	....		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	....	*	....	....	....	290,000	....	....	....	....	....	....	....	....	—	100	....		
Dec. 31, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	....	....	999,050	796,830	....	....	119.3	....	....	....	312,577	12,909	—	100	....		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	160.0	....	....	....	218,441	....	—	100	....		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450	....	....	....	869,450	700,000	....	....	—	(Le	ased by N	orthern C	entral.)	....	6	50	....		
Oct. 31, 1869	23.0	—	4.5	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	....	25.0	....	265,000	155,000	82,260	11,145	—	100	....		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Shelby and Rush	Indiana.	187,663	*	....	....	100,000	37,800	....	....	20.0	(Operat	ed by Jeff.	Mad. and	Louisville	.)	—	100	....		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shore Line	Connecticut.	691,200	*	....	....	636,200	55,000	....	....	50.0	167,376	....	....	289,288	68,334	—	100	....		
May 31, 1868	50.0	—	2.5	—	10	15	5	35	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,000	....	....	75.0	....	....	....	127,000	....	—	100	....		
Dec. 31, 1868	101 ¶	6.5	—	—	10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	....	109 0	373,510	7,127,219	....	605,543	214,124	—	100	....		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	....	....	438,300	....	....	....	—	(Leased	to Central	of New J	ersey.)	....	6	100	....		
Dec. 31, 1868	16.0	—	....	—	....	....	....	....	South Branch	New Jersey.	438,300	....	....	....	....	....	....	....	....	....	....	....	1,294,962	590,706	—	100	....		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	....	....	—	100	....		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	....	....	....	....	900,000	....	....	....	—	....	....	....	(In progres	s.)	....	—	100	....		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,588	*	....	....	497,750	850,000	....	....	63.0	150,580	5,597,645	2,094,921	221 815	66,552	10	100	....		
Sept. 30, 1868	123.0	6.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	476,160	9,401	132.5	256,714	1,944,588	8,666,425	389,360	63,560	—	100	....		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	....	....	....	....	880,000	....	....	....	(Und	er const	ruction.)	....	....	....	—	100	....		
Dec. 31 1868	80.0	—	....	28.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....		
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.	....	....	....	....	....	....	....	....	91.0	....	....	....	....	....	—	100	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cargo. Pass.	Cargo. B. M. E.	Cargo. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	5	100	104
Dec. 31, 1868	68.0	—	....	—	23	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,679	*	(Including Ferry.)		700,000	200,000	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,919,240	.....	.....	.....	.....	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	.....	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		250,700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	654,000	2,620,000	.....	.....	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,968,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	54½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	50½
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)			.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,660,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,660	.....	—	100	25½
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	.....	(Leased to Vermont Central.)			.....	.....	8	100	105½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	518,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.0	286,607	5,603,057	3,889,481	567,568	loss.	2	100	63½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	.....	.....	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)			.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	206.4	300,405	4,936,004	5,225,008	488,467	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶.....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,069,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			863,272	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	410,371	156,528	7	100	87½
Dec. 31, 1868	9.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	56,455	21,417	8	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1868	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 800	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	8.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.7	27.0	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	151.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	81
Dec. 31, 1868	69.7	—	8.0	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	(Not in operation.)			.....	.....	—	100	....
Dec. 31, 1868	28.0	—	....	68.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	(Not in operation.)			.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.2	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	117.0	103,000	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	16.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,864	.....	(Leased to Nashua and Lowell.)			596,169	13,845	6½	100	....
Dec. 31, 1868	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	32.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	180,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	131½
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	.....	—	—	184.5	—	—	—	445,956	362,488	—	50	80
Oct 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	231,194	105,751	8	50	92
Dec 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)	—	—	—	—	—	—	110,619	.....	10	100	120
Oct. 31, 1869	136.0	26.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1,562,005	—	—	—	64,000	897,759	662,246	—	161.0	—	—	—	912,168	586,547	—	100	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,285	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	405,174	213,374	—	50	66½
Oct. 31, 1869	337.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	459,135	162,972	100	25½
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	735,308	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	—	2,002,746	2,632,310	195,232	—	45.0	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			43,587	loss.	—	50	1½
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	—	—	—	—	—	—	124,895	39,961	8	50	13
																									50	44

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	78	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,163	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	87	Brooklyn City & Newtown.N.Y.	607,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	—	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	99
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	167	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	202,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	38
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10.205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm. Br., Morr. & F'dham.N.Y.	255,225	114,010	130.000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	..
Oct. 31, '69	14.10	339	66	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	15
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	—	Hudson Av. (Brooklyn)....N.Y.	161,595	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M	ldlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M	ldlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,086	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)....Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '68	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	50½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	78,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	168	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	61,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31, '69	13.50	382	66	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct .31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	90
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,630	2,812	4	100	100	....
Nov.30 '69	4.00	44	—	Worcester .....Mass.	89,578	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A. & O	1890	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J. & D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	015,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	000,000	7	J. & J.	1870	....
Real estate	500,000	7	J. & J.	—	—
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	188'	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	90
Worcester: 1st Mortgage	72,000	6	A. & O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	77½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	32½
Chicago and Alton, pref.	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241.900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78½
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	....	....	117
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	19
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	....	8	8	....
" " 2d pref.	....	7	7	....
Milwaukee and St. Paul, preferred	9,744,288	7	....	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,776,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	232,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	133½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	73½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,850	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	....	6	....	32½
Mariposa Mining, pref.	6,774 400	7	7	11½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 50 @ 36 —
Pig, American, No. 1		33 — @ — —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	STORE PRICES.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	11 @ — 11½
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 36½@ — 36½
Straits	(gold).	— — @ — 33½
English	(gold).	— 32½@ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 50 @ 8 87½	10 — @ 10 50
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 87½@ 6 75	7 — @ 8 —
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 12½@ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— — @ — —
Refined, Standard White (in ship'g order)		— 25½@ — 25½
Refined, prime White (in shipping order)		— — @ — 26½
Refined, S. W. (in jobbing lots)		— — @ — 27½
Refined, S. W. (in tin)		— @ 29½— 31
Naptha, Refined, (66 @ 73 gravity)		— 9½@ — —
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	(Single Thick.) 1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Canton Co.	67½	....	....	67½	....	....
Central Pacific 6s	90	90½	90½	90½	90½	90½
Central of N. Jersey	107½	107½	107½	....	107½	107½
Chicago & Alton	....	....	112½	113	113	113½
" pref.	....	114½	....	....	....	114½
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	151½	151	151	151	151	151½
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	80½	81½	....	81	81½
" pref.	88½	88½	88½	88½	88½	89½
" 1st M.	....	....	....	....	....	94
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	90½	....
Chic., Rock Isl. & Pac.	117	....	117½	113½	113½	114½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	97½	97½	97½	97½	97½
Clev., Col., C. and Ind.	80½	80½	80½	81	80½	80½
Clev. and Pittsburg	107	106½	106½	....	....	107½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	77½
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	17	17½	17½	18½	19½	
" 1 M.	79½	79½	79½	79½	79½	
" 2 M.	....	....	....	59½	....	
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120	....	....	....	....	120
Del. Lack. & Western	104½	106	108½	107½	108	108
" 1 M. 7s	99	....	....	....	....	....
" 2 M. 7s	....	....	94	....	....	....
Dubuque & Sioux City	101	....	....	....	....	....
Erie Railway	22½	22½	22½	22½	22½	
" pref.	46	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 85½	....	....	....	....	....	....
" 4 M. 7s, 1880	....	80½	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	84½	....	....	....
Hannibal & St. Joseph	111	108	107½	110	110	110½
" pref.	114½	115½	117½	116½	....	117½
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	106½	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93½	94½	94½	95½	
Lake Shore Div. bonds	....	....	91½	....	91½	
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	120½	121½	121½	121½	122
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
Mariposa Mining Co.	....	5	....	....	....	....
" pref.	11½	11½	....	....	11½	11½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	64	64	....	64½	64½	64½
" pref.	81½	80½	81½	82	82½	82½
" 1st mort.	94	94	94	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	92½	....	92½	....	
Missouri 6s	90½	90½	91	91	91	....
" H. & St. J. 1ss.	....	....	....	....	....	....
Morris and Essex	90½	....	....	....	....	92
" 1st mort.	101½	....	....	102	102	....
" 2d mort.	95	95	....	95	....	95½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	91½	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93½	93½	93½	93½	93½	94½
" certificates	88½	88½	88½	88½	88½	89½
N. York and Harlem	133	133½	....	134½	134½	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	49½	....	....	....
" new	27	26½	....	....	27	27½
Ohio and Miss.	32½	32	32½	....	33½	34
" pref.	....	73½	....	....	....	....
" 1st M.	99	....	....	....	99½	....
Pacific Mail S. S. Co.	43½	43	44½	44½	45½	46½
Panama	81	81	81	80½	81	....
Phila. and Reading	99½	99½	100½	100½	101½	101½
Pitts., Ft. W. & Chi. gtd.	92½	93	93	93	93	93½
" 1 M.	....	....	....	....	....	104
" 2 M.	96	96	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	5½	5½	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	77	....	....	....	....	....
Tennessee 6s	62½	62½	62½	....	....	62½
" new	60½	60½	60½	61	....	60½
Tol., Wab. & Western	52½	52½	53½	54	54½	55½
" pref.	....	....	....	....	....	....
" 1 M. ex.	90½	90½	....	....	91	91½
" 2 M.	86	86½	....	86	....	....
" Equipment	79	....	....	....	....	....
Union Pacific 1st mort.	....	83½	83½	....	....	....
Virginia 6s, ex-coupon	63½	....	....	63	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	107½	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	....	106¾	106¾	106¾	106¾
U. S. 5s, 10-40s, reg	106¼	106¼	106¼	106¾	106¾	106¾
U. S. 6s, 1881, reg	....	114	....	....	114	....
U. S. 6s, 1881, coup	113¾	114	114	....	114	114½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	108¾	....	....	108¾	108¾	108¾
U. S. 6s, 5-20s, c. 1862	112¾	113	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, reg. '64	....	108½	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111¾	111¾	....	....	111¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111⅞	112	112	111¾	111¾	111⅝
U. S. 6s, 5-20s, r. n. '65	....	110¾	110¾	....	....	....
U. S. 6s, 5-20s, c. n. '65	110¾	109½	110¼	110¾	....	110⅛
U. S. 6s, 5-20s, reg. '67	110¼	110¼	110¾	....	....	110⅜
U. S. 6s, 5-20s, c. 1867	110¼	110¼	110¾	110¼	110¼	110¼
U. S. 6s, 5-20s, reg. '68	110¾	....	....	110¼	....	....
U. S. 6s, 5-20s, c. '68	....	110¼	110¾	110¼	110	....
U. S. 6s, Pac.R.R.Issue	111¼	....	111¾	....	111¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
.. preferred	38	....	38	....	38¾	38¾
Camden and Amboy	114¾	....	115	115¼	115¾	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	92¾	92¾
.. 6s, 1889	92	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	39½	....
.. 7s	....	91½	....	....	92	92
Lehigh Navigation	33⅜	33¼	33⅛	33⅛	33¼	33
.. 6s, 1884	....	83⅜	83	83	....	....
.. Gold L.	89¼	88¾	89	88¾	88¾	88¾
.. R. R. L.	....	....	89	....	....	89
Lehigh Valley R. R.	58¼	58¼	58¾	58⅜	58¼	58⅜
.. 6s new coup	....	....	98	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	42	....	....	....	42	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	42¼
.. 6s, 1880	....	....	95⅜	....	....	....
.. 7s	....	....	94	94	94	....
.. 10s, 1887	....	....	110	....	....	....
Northern Central	42	....	....	....	....	....
Pennsylvania R. R.	60¾	61	61¼	61⅛	60¾	61
.. 1st M.	....	102½	....	102½	....	....
.. 2d M.	100¼	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	104
.. 6s, 2d series	107	106	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	101¼	101¼	101⅛	102	102	102
Philad., Germ. & Nor.	78	....	78	....	....	....
Phila. & Reading	50¼	49⅞	49⅝	50	50¼	50⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26¾	26¼	....	26⅜	....	....
.. 6s	....	....	....	....	92	....
.. 7s	....	....	88¼	....	....	88¼
Schuylkill Navigation	....	....	....	....	6	....
.. pref.	....	....	....	....	....	16
.. 6s, 1882	....	....	....	....	73¼	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	14¼	14¼	14¼	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	50	50	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	95	....	95½	94¼	....
.. 1886	....	....	....	....	....	....
.. 1890	93	93	93	93	93	93½
.. 1884	....	....	91	92	92½	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880.	94	....	....	....	....	....
.. .. 1885	....	....	92	....	....	....
Marietta & Cin. 1st M.	91	....	....	....	....	....
.. 2d M.	75	75	75	75	75½	75
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	87¼	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	95½
.. 3d mort	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11	W.12
Boston and Albany	....	....	148¾	148¼	149	149
Boston and Lowell	....	....	....	....	....	136
Boston and Maine	....	....	....	....	....	148
Boston and Providence	....	....	....	....	....	145
Boston, Hartford & Erie	5	4⅞	4⅞	4⅞	....	4⅞
.. 7s, new	29	....	28¾	28½	28	28½
Cheshire, pref.	82½	....	82½	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	135½	....	....	....
Eastern	....	....	120⅝	120¾	....	120¾
Fitchburg	....	....	132	....	132½	132½
Manchester & Lawr'ce	....	....	....	....	....	136
Michigan Central	....	120½	120⅜	....	121¼	121⅜
Northern, N. H.	112	....	....	....	111¼	....
Ogdens. & Lake Champ	....	86½	86½	86½	86¾	86¼
.. pref.	106¾	....	....	....	....	....
Old Colony & Newport	....	....	96¾	96¾	97	96
Ph., Wil. & Baltimore	54	54	54	54	....	....
Portl'd, Saco & Ports	....	113	....	....	....	....
Union Pacific	....	....	....	25½	25¾	25¼
" 6s	81¼	81¼	82	81¼	81¾	81¼
" Land Grant 7s	70¼	....	....	71½	....	71½
" Income 10s	72	72	....	....	....	....
Vermont & Canada	105	....	....	....	105½	105½
Vermont & Mass.	....	....	....	63½	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	99	....	....	....	98½	99
Metropolitan	....	....	70	....	....	69½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	8¼	8¼	....	8¼	8¼	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	1⅞	....	2	2	....
Pittsburg	....	....	....	....	....	....
Quincy	18¼	....	19¾	20	....	20⅛

London Stock Exchange.

	Closing Prices. Sept. 23.	Sept. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	60 — 65	65 — 70
Do. do., 2d mort., 1881	45 — 55	50 — 60
Do. Penn., 1st mort., 1877	60 — 65	65 — 70
Do. do., 2d mort., 1882	45 — 55	50 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	97 — 99	97 — 99
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89¼ — 91¼	90½ — 90⅝
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881	92 — 94	93 — 98
Do. with option to be paid in Phila.	92 — 94	93 — 98

American Railroad Journal.

Saturday, October 15, 1870.

Stock Exchange and Money Market.

Money has been in better demand, chiefly for speculative use, at the Gold and Stock Exchanges, especially the latter. The offerings of capital thus far, however, have been quite liberal, and rates have not varied essentially, the figures on call loans having been uniformly 4@6, generally 5@6 per cent. per annum. The mercantile inquiry has been good; but all strictly prime to good business paper has met with a comparatively ready sale at from 7@9 per cent. per annum. The city banks in their last weekly returns, show a general falling off in their averages, the deposits showing a decrease of about 3⅜ millions; the legal tender reserve, of nearly ⅞ths of a million; and the specie hoard, of $675,340. The loans have been cut down nearly 1⅜ millions. The circulation has also been been contracted. The Treasury disbursements through the local office have been on an enlarged scale, and the currency balance has been reduced considerably, with a moderate decrease, reported likewise in the coin reserve. Of the 1871 five per cents, now being redeemed, by the Sub Treasurer, under the recent order, nearly two millions have already been offered to the Government, for retirement; and the amount of money thus far paid out on this account is $1,727,472. Toward the close on Wednesday Money was in more urgent request on call, and quoted at 5@7 per cent. per annum.

The specie reserve of the city banks according to the latest return is $12,597,641, against $21,513,526 same time last year. The city bank deposits are now $187,701,117, against $179,214,675 week ending Oct. 9, 1869. The legal tender reserve amounts to $50,275,226, against $52,017,588 same time last year. The circulation now stands at $32,593,209, against $24,178,925 same time last year. The loans are now $264,981,329, against $250,749,974 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $75,948,742 a day, against a daily average of $75,080,739 the preceding week. The current weeks' exchanges average about 78½ millions a day. The city banks, last week, reported a loss of $675,340 of specie, $3,354,457 of deposits, and $808,866 of legal tender notes. They reduced their loans, $1,305,272; and their circulation, $124,990.

The city bank exchanges on Wednesday were about 75⅝ millions.

The coin reserves of the Treasury Department on Monday were $98,481,014, including about 13½ millions on deposit on private account; currency balances, $26,348,433.

National Bank notes to the amount of $421,000 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $333,776,237, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,610,718 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $300,165,519. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,960,550; and for the public deposits, $15,981,500—making a total of $358,942,050. The Treasury Department last week redeemed and destroyed $512,874 of worn and mutilated fractional currency, and issued $1,393,159 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 8, were $4,232,587 in coin, (including $3,005,000 from customs duties,) and $3,553,706 in currency; payments, $4,470,301 in coin, (including $298,441 of coin interest,) and $5,822,424 in currency; balance at the close of the week, included $60,816,082, of coin, against $61,054,494 the preceding Saturday, and $5,595,328 of currency, against $7,364,046 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $627,095 in coin, (including $540,174 from customs,) and $291,072 in currency; payments $89,310 of coin (including $27,127 of coin interest), and $396,181, of currency. On Tuesday, receipts, $657,616 in coin (including $640,075 from customs), and $1,408,206 in currency; payments, $208,477 in coin (including $31,252 of coin interest) and $346,530 of cur-

rency. The balance at the close of business on Tuesday included $6,546,896 of currency, and $61,808,705 of coin, against a balance a week previous of $7,643,204 currency, and $61,808,705 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were $45,989,731, including $14,704,035 from customs; aggregate payments, $57,093,400, including $3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September $1,137,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,-621,138 of coin certificates, received for customs.

Government revenues have been yielding more satisfactorily, since our last. The excises, during the week yielded $4,033,567; customs at the port of New York, $2,920,739, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $8,-542,415 in currency. The income of the Government, from excises, since July 1, 1870, has been $55,810,153.

The Gold speculation has been on a more confident basis, and the range of the price has been from 112¾ to 114, closing on Wednesday at 113⅞ against 113⅛ the preceding Wednesday. The customs demand has been liberal. The export drain has been comparatively light. The Treasury office sold on Wednesday one million of gold at 113.45 to 113.70. The aggregate of the bids was $3,540,000.

According to the official programme of the Treasury Department for October, Government will sell Gold as follows: Wednesday, Oct. 19, $1,-000,000; Wednesday, Oct. 26, $1,000,000. And buy in Five-Twenties as follows: Thursday, Oct. 20, $2,000,000; Thursday, Oct. 27, $2,000,000.

The export drain last week was $802,174 against $465,260 week ending with Oct. 1; $1,345,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been over 50 millions, against nearly 27 millions same time in 1869; 66⅜ millions same time in 1868; 42½ millions same time in 1867; nearly 54 millions same time in 1866; and 23 millions same time in 1865. On Wednesday of the current week, the specie exports were $151,000 by the *Java*. The exchanges at the Gold Exchange Bank, which were 36½ millions on Thursday of last week, were 36¼ millions on Saturday, 39½ millions on Monday of this week, and 48 millions on Tuesday. On Wednesday they were nearly 40 millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $62,228,589.

The customs demand for Gold last week, averaged $500,834 a day; thus far, this week, it has averaged $540,129 a day, or equal to a weekly aggregate of $3,240,774. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $19,865; and since Jan. 1, 1870, $8,259,754, against $14,565,429 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $114,038,488 against $105,872,038, same time in 1869.

The exports of specie, from this port, last week, were $802,174 against $460,248 same week last year; and since Jan. 1870, $50,032,246, against $26,932,036 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $293,441; and since Jan. 1, 1870, $67,071,-180 against $69,543,017 same time in 1869.

The customs revenue of the port on Wednesday was $388,121; and the coin interest disbursements were $45,608.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 29th, was $6,347,000, against $6,241,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Sept. 29, were $26,115,000, against $29,067,000 same time last year.

Foreign Exchange has been depressed and lower, on a freer offering of bills and a very moderate inquiry, closing heavily. Bankers' sixty day bills on London closed on Wednesday at 108⅜@108¾; sight bills on London, 109¼@109½. The offerings of produce bills have been more liberal. The week's exports of domestic produce have been to the currency value of $4,-574,389, and since January 1, 1870, $141,559,068 against $151,976,583, same time in 1869.

Government securities have been in more demand and quoted stronger in price, particularly the later issues of the Five-Twenties, and the Ten-Forties, which closed buoyantly, on a comparatively slight offering.

State bonds have been quiet throughout the week but generally firm in price.

Railway bonds have been in moderately active request, for investment purposes at fairly supported prices. Central Pacific Sixes, have been more sought after, closing on Wednesday firmly at 90⅜@90½. The September earnings of the Central Pacific Road were $833,412 50 the largest of any month of the year, and of any month thus far in the history of the enterprise, making the average monthly earnings, thus far, in 1870, $649,919, against an average of only $472,569 a month in 1869. The earnings up to this time in the current year have shown a very encouraging increase in nearly every month of the year. The Union Pacific Sixes closed firmly on Wednesday at 83⅛@83⅜. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in moderate demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been in more confident speculative demand at generally stronger though variable prices, closing however, heavily and irregularly.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 28.	Oct. 5.	Oct. 12.
Cuosols	91¾	92⅛	—
U.S. 5-20's of 1862	90½	91⅛	91½
U. S. 5-20s, 1865	89¾	90⅜	—
" 1867	88⅝	89¼	89⅞
" 10-40s	85	85½	86⅛
Erie	17¾	18	18
Ill. Central	113	113	—
At. and Gt. West	26	26	—

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114@114⅛; U. S. Five-Twenties of 1862, 112¾@113; U. S. Five-twenties of 1864 at 111½@111⅝; U. S. Five-Twenties of 1865 at 111⅞@112; U. S. Five-twenties of 1865 consolidated, 110½@110⅝; U.S. Five Twenties of 1867, 110½@110⅝; U. S. Five-twenties of 1868, 110⅝@110⅞; U. S. Ten-forties at 106¾@107; U. S. Six per cent. currency bonds, 111⅛@111⅜.

General business has been rather more animated in the line of domestic produce. Breadstuffs and Provisions have been firmer but irregular. Naval Stores stronger, Petroleum cheaper, Cotton, much depressed by free receipts. Middling upland cotton closed heavily on Wednesday at 15¾ cts. per lb. The stock of cotton now here is given at about 25,000 bales. The receipts at the port this week, have averaged about 4,-250 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 191,775 bales, against 203,233 bales same time in 1869–'70; exports same time 44,300 bales, against 44,100 bales same time in 1869–'70; stock on hand at latest dates, 143,500 bales, against 102,775 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,602 pkgs., against 16,871 pkgs., same time in 1869. From Boston, 4,946 pkgs. in 1870, against 6,211 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in better request and firmer; we quote the range at from 9@17c. per lb.; week's receipts, 4,595. Milch cows in more demand at $40@$100 each, receipts, 68. Veal calves have been more saleable at from 5@12½c. per lb.; receipts, 3,365. Sheep in fair request at from 4½@6¾c.; lambs at 6½@9¼c. per lb.; receipts, 33,957. Hogs have been in demand at 9@9½c, per lb., all live weight; receipts, 17,197.

Foreign merchandise has been less active, yet prices have been quoted steady, as a rule. The dry goods entries at this port, last week, were $2,963,-406, making with the general merchandise imports, a total of $6,852,635, against $7,058,078 the preceding week.

Ocean freights have been more active and firmer though irregular. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s.@2s. 3d. by steamer per bbl.; grain at 6½@7d. by sail, and 8¼@8⅝d. by steamer per bushel; cotton at ¼@⅜d. by sail and ⅜d.@½d. by steamer per lb.; and heavy goods 17s. 6d.@27s. 6d. by sail, and 20s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 466.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 11th, and since the beginning of the year:

	1869.	1870.
For the week	$5,284,857	$4,574,389
Previously reported	146,691,726	136,984,679
Since Jan. 1	$151,976,583	$141,559,068

The imports for the week ending Oct. 8, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,490,685	$2,968,406
Gen. merchandise	2,413,346	3,889,229
Total for the week	$3,904,031	$6,852,635
Previously reported	236,412,729	231,508,622
Since January 1	$240,316,760	$238,361,257

The following quotations of sales of Railway

and other securities are n addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do. 6s, new, 66¼; California 7s, 112⅛; Ohio 6s, 1875, 102; North Carolina 6s, special tax, 23⅜; South Carolina 6s, new, Jan. and July, 67½; Georgia 6s, 81; Arkansas 7s, issued to Little Rock and Fort Smith R.R., 68; Alabama 8s, 101½; do. 5s, 72; St. Louis and Iron Mountain 1st mort., 86; Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Toledo, Peoria and Warsaw 1st mort., E. D., 85; do., W. D., 79; Chicago and Milwaukee 1st mort., 90; Albany and Susquehanna 2d mort., 92½; Central of New Jersey new bonds, 101; Ohio and Miss. consol. bonds, 87⅝; Cleveland, Painesville and Ashtabula 7s, 1892, 90½; Hannibal and St. Joseph 8s, con., 107; Quincy and Toledo 1st mort., 82½; N. Y. and N. H. R. R., 150½; do. 6s, 99; New Jersey R. R., 114½; Rome, Watertown and Ogdensburg R. R., 120; Sixth Avenue R. R., 125; American Coal, 35; Maryland Coal, 27; Western Union Tel., 39⅛; do., 7s, 92; Adams Express Co., 67½; U. S. Exp., 36½; Wells Fargo Exp., 42; Am. Mer. Union Exp., 43; Brooklyn 6s, W. L., 92¾; Central gold, 0.18; Quartz Hill gold, 0.21.

Philadelphia.—Oil Creek and Allegheny River R. R., 44¼; do., bonds, 80⅜; Pennsylvania and New York Canal 7s, 92¼; Wilmington and Reading 7s, 91; Pennsylvania Canal, 26; Sunbury and Erie 7s, 101½ West Jersey 6s, 90½; do., 7s, 95; Lehigh Nav. conv. Loan, 78; Morris Canal Boat Loan, 77; Ridge Avenue R. R., 7; Philadelphia City 6s, prior to 1862, 103½; Pennsylvania State 5s, coupon, 103½; Pittsburg 6s, 1871, 98; do. 5s, 73; N. Y. and Middle Coal Fields, 5. The latest quotations are: City 6s, 101¾@102; do. free of tax, 102@102⅛; State 5s, coupon, 103@105—; do., 6s, W. L., 104@—; do., 1st series, 104@105; do., 2d series, 105@106; do., 3d series, 110@111; Reading, 50⅞@51; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115⅛@115¾; do., mort. 6s, 1889, 96⅝@97¼; do., 1883, 92¼@92¾; do., 1889, 92@92¼; Penn. R. R., 60¾@61; do. 1st mort., 102@102¾; do., 2d mort., 100½@—; Little Schuylkill R. R., 42@42½; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@46; Schuylkill Nav., 7@8½; do., pref., 16@16¼; do. 6s, 1882, 73@73¼; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 92@92¼; do., 5s, 57@—; Lehigh Coal and Navigation, 33⅝@33¾; do., 6s, 1884, 82¾@83; do., R.R. Loan, 88½@89; do., Gold Loan, 88⅞@89; North Pennsylvania, 42¼@42½; do., 6s, 96@96; do., 7s, 93@94; do., Chattle 10s, 109@—; Philadelphia and Erie, 27@27½; do., 6s, 89@—; Minehill, 52@53; Catawissa, 11¼@14; do. pref., 38⅞@39; Lehigh Valley, 58⅝@58¾; do. 6s, 96⅛@—; do., 6s, reg., 98⅛@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 50@50¼; Thirteenth and Fifteenth, 21@21; Spruce and Pine, 24¾@26; Green and Coates, 39@40; Chestnut and Walnut, 44@44½; Hestonville, 15@15¼; Union, 43@—.

Boston.—Vermont Central 1st mort., 85; do., 2d mort., 86¾; Cincinnati, Sandusky and Cleveland R. R., 16⅛; do., 7s, 1890, 76; Mansfield and Framingham R. R., 1st mort., 7s, 90; Michigan Air-Line 8s, 1889, 106¼; Stanstead, Shefford and Chambly 7s, 82¾; Maryland and Delaware 6s, 1885, 69; Kalamazoo, Allegan and Grand Rapids 8s, 93¾; Old Colony and Newport 6s, 96; do., 7s, 1877, 103; Phila., Wil. and Balt. 6s, 1887, 94¾; Burlington and Missouri 7s, Land Grant, 1893, 90; Eastern R. R. 6s, 1889, 96; Central Pacific 7s, 1883, 100; Vermont Central and Vermont and Canada 8s, 102½; Missouri River, Fort Scott and Gulf 10s, 102; Indianapolis and Cincinnati R. R., 14¼; Conn. and Passumpsic Rivers pref., 85¼; Nashua and Lowell R. R., 133; Concord and Portsmouth R. R., 120; Rutland pref., 73; Summit Branch, 37¾; Boston Water Power Co., 14⅞; Cary Imp., 8⅝; Massachusetts 6s, 5-20s, currency, 100½; do., 6s, 1876, gold, 106¾; Maine 6s, 1889, 97⅜; Boston 6s, 1880, currency, 100¼; do., 5s, 1882, gold, 96¾; do., 1878, gold, 97¼; Lynn 5s, 1882, 87½; Chicago 7s, 98¼; Portland Water Works 6s, 1887, gold, 88⅞; Cook Co., Ills., 7s, 1880@1885, 97⅞; St. Louis County 7s, 1889, 96⅝; Allouez Mining Co., 1; Calumet, 81; Dana, 50c.; Hancock 1⅜; Hanover, 35c.; Hecla, 90; Petherick, 20c.

Baltimore.—Maryland Defense bonds, 102¾; do., 6s, 1870, 96; Virginia 6s, old, reg., 52; Orange, Alexandria and Manassas bonds, 75; Pittsburg and Connellsville bonds, 91¼, Northern Central R. R. 6s, 1900, gold, 93; Orange and Alexandria 2d mort., 75¼; Wilmington and Weldon bonds, 89½; Western Maryland R. R. 1st mort., unindorsed, 76; Virginia and Tennessee R.R. 2d mort., 73. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91¼@91⅝; Baltimore and Ohio, 131¾@132½; do., 6s, 1875, 94@95; do., 1880, 94@94½; do., 1885, 91⅞@93; Northern Central, 41@42; do., 6s, 1885, 93@94; do., 1900, 86⅛@87¼; do., 6s, 1900, gold, 93@94; Parkersburg Branch, —@7½; N. W. Va. 1st mort., 95@95; do., 2d mort., 95@95; do., 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 91½@92; do., 2d mort., 75@75¼; Central Ohio, 24@26; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 64@65; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77@78; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76@76; do, 3d mort., 8s, 85½@—; do., 4th mort., 8s, 73@75; Orange, Alexandria and Manassas 7s, 74⅞@75; Virginia and Tennessee 8s, 82@82¾; do., 6s, 1st mort., 80@82½; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 91½@92½; do., 1884, 91½@93; do., 1886, 92@94; do., 1890, 92¾@93¼; do., 1893, 93½@93⅝; do., 5s, 1838–'70, 75@80; Memphis City 6s, 58@59; Maryland Defense Loan, 1883, 102½@103½; City Passenger R. R., 20@20½; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ At the recent annual election for directors of Erie Railway Company Hon. Wm. M. Tweed acting as Chairman, and H. N. Otis as Secretary. Resolutions were adopted approving the present management. The vote for the three directors to serve five years was as follows: Homer Ramsdell, 304,038; Justine D. White, 300,938; Charles G. Sisson, 300,968.

☞ The Montreal *Gazette* says that a new company is about to be formed for the purpose of constructing a line of railway from Joliette to connect with the North Shore Railway at Rawdon.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Oct. 8, 1870.

☞ THE PRICE OF THE LAST ISSUES OF Five-twenties to-day is 110½—that is a $1,000 bond will bring, in cash, $1,105.

The price of Central Pacific bonds to day, is 90⅜—that is, a $1,000 bond can be bought for $903 75.

The Central Pacific Railroad is well and economically managed, and its revenues are large, certain and constantly increasing, as is shown by the following statement of its earnings since its beginning:

	Gross.	Op. Expenses.	Net.
1865..	$401,941 92	$121,669 53	$280,272 39
1866..	864,917 57	200,710 61	664 206 96
1867..	1,470,653 50	430,918 33	1,139,740 17
1868..	2 300,767 17	843,166 54	1,457,600 63
1869..	5,670,822 25	2,993,523 19	2,677,299 06

The earnings of the main line for the current year will exceed $8,000,000, and are as follows:

January	$413,104 41	June.	$729,274 46
February....	394,176 47	July	784,099 64
March	488,332 91	August...	806,040 00
April	633,758 06	Sept.	833,422 50
May	768,719 77		

The bonds are dealt in with the same facility as Five-twenty Bonds, and have a market at all the great money centres in the world, such as London, Frankfort, Amsterdam, and at the New York Stock Exchange. We unhesitatingly advise our friends and customers, who may be thinking of making investments, or exchanging their Five-twenties, to take these bonds as suitable, safe and advantageous.

We buy and sell Government Securities and Central Pacific Bonds, make collections, and allow interest on deposits. FISK & HATCH.

☞ The Philadelphia *Telegraph* says that the contract for the railroad between Thurlow Station Depot on the Philadelphia, Wilmington and Baltimore railroad, along the river Delaware to Chester, has been taken by Michael Horning, Esq., and it is to be completed within four months. The road is to be built under the provisions of the general railroad law, and the proprietors are represented by Messrs. John M. Broomall and Wm. Ward, of Chester, who are the chief parties in interest.

☞ The North Pennsylvania Railroad Company has just completed a survey for an extension of their line from Bethlehem through Northampton to Portland, on the Delaware, Lackawanna and Western Railroad; the object being to connect Philadelphia by a direct route with the Delaware Water Gap.

☞ The Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company is ready to pay to the holders of its bonds the amount of difference between the depreciated currency payment of interest made to them on the 1st of July and coin, as the difference existed on that day—say about 12 per cent.

☞ Contracts have been made with the directors of the Montpelier and Wells River railroad company by Mr. N. C. Munson of Boston, for the entire completion of the road within two years.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE.

The case of Martin *vs.* The Western Union Railroad Company, (23 Wis., 437,) was an action to recover damages for the loss of goods destroyed by fire at the City of Beloit, through the alleged negligence of the defendant. The allegation as to the negligence was as follows: that defendant ran a train of cars at an unlawful and unusual rate of speed, out of said city, and within said city limits, in a most reckless, negligent and careless manner, by opening the grates and flues under and around the locomotive engine boiler, thereby allowing fire, coal, sparks and cinders to be thrown in all directions in and about the plaintiff's premises, thereby setting fire to the plaintiff's goods. Verdict and judgment for plaintiff and defendant appealed.

The following is the able opinion of the Court delivered by

DIXON, C. J.—Where the evidence for want of which a motion for a nonsuit ought to have been granted, is afterward supplied, the error in refusing to allow the motion is cured. The judgment will not be reversed, nor a new trial granted, merely because the evidence was not before the Court when the nonsuit was asked. Barton *vs.* Kane, 17 Wis., 37. The rule applies here, and is decisive of all the grounds taken in support of the motion for nonsuit, except the last. Evidence was subsequently given that the place where the train was running, and where the fire occurred, was, as averred in the complaint, within the limits of the City of Beloit.

The last ground for the motion involves the same question subsequently presented by the instruction asked by the defendant, and which was refused, and may best be considered in connection with that instruction. The complaint in substance, alleges the negligence of the defendant in causing the fire to have consisted in running the train at an unlawful and unusual rate of speed within the city limits, and in opening the grates and flues under and around the engine boiler in a reckless, negligent and careless manner, thereby allowing fire, coal, sparks and cinders to be thrown in and about the premises occupied by the plaintiff. Of the latter allegation no proof was given; and the question is, whether the plaintiff can recover upon proof of negligence in the former particular only. Counsel for the defendant, while apparently conceding that the running of the train at an unlawful rate of speed within the city limits would be sufficient to charge the company with the loss, if that alone had been alleged, yet, as the other acts of negligence are also averred, insist that they, too, must be proved before there can be any recovery on the part of the plaintiff. We have no doubt that the danger to buildings and other adjacent property liable to injury and destruction by fire, caused by the emission of coals and sparks from the engine when in rapid motion was one of the mischiefs which the statute limiting the rate of speed through cities and villages was designed to prevent, and are consequently of opinion that for losses so occasioned by trains moving at a greater rate of speed than the statute prescribes, the company is responsible. With this view of the law, which is not seriously contested, it would not seem material to the plaintiff's right of action in this case, that the other acts of negligence set out in the complaint were not proved. It is not, as argued by counsel, the averment of one kind of negligence in the complaint and proof of another at the trial, but the averment of negligence in two different respects, either of which is sufficient to authorize a recovery, and proof upon trial in one respect only. The latter we suppose to be admissable within all the rules of pleading and evidence.

The next question arises upon the motion for a new trial, and is as to whether there was any evidence upon which the jury were authorized in finding that the train was running at a rate exceeding six miles an hour. The testimony upon this point is conflicting. The plaintiff testifies that the train was running very fast; that she never saw a freight train run so fast through the city before nor since; and that she should think it was running at least eight miles per hour. Mary Wilkinson, another witness on the part of the plaintiff, testifies that she saw the train running very fast, and throwing a good deal of fire, and that the cars were runring faster than usual, which drew her attention to the train. Two witnesses on the part of the defendant, the engineer and baggageman on board the train, testify that it was not running to exceed five miles per hour. Here, certainly, was not an entire want of evidence to support the verdict. The question was not one to be settled with the greatest certainty by the testimony of witnesses; and whether the jury should believe the plaintiff and her witness, or the witnesses of the defendant was a question for the jury to determine. There may have been circumstances attending the examination of the engineer and baggageman which led the jury to discredit them. Other facts may have had their influence, especially the strongly corroborative one as to the length of time occupied in running the train to the next station, a distance of over nine miles, in twenty-five minutes. Allowing twelve minutes for the running of the first mile at the rate of five miles per hour, according to the highest rate of speed fixed by the engineer and baggageman, and the other eight miles and upwards must have been run at the rate of nearly forty miles per hour, with a train consisting of seventeen freight cars and a caboose. With this fact before them, by the testimony of the engineer himself, the jury may very reasonably have believed that both he and the baggageman were mistaken in their estimate of the time occupied in running the first mile, and that the rate exceeded six miles per hour; and if the jury did so believe, who shall say that they were in error? Certainly we cannot, and still more certainly are we unable to say that the verdict is wholly unsupported by evidence, as we must do before the judgment can be reversed upon this ground.

The only remaining question is as to the alleged negligence of the plaintiff in permitting about one-fourth of a pane of glass to be out of the window of her house, through which the sparks are supposed to have passed and set fire to the clothing upon the inside. It does not appear when the glass was broken, or that the plaintiff knew it before the time of the fire. But suppose it had been broken for a long time, and the plaintiff knew it, it is but an exceedingly slight circumstance upon which to base the charge of negligence against her so as to prevent a recovery. The burning happened at a warm season of the year, when it is customary for most people, and convenience and comfort require them, to keep the windows of their houses wholly or partially open. Suppose, in such a case, that the plaintiff's window had, according to the general custom, been open, and the sparks had entered in that way, would it have been such a careless or improper use of her house as would have defeated the action? Are the occupants of adjacent dwellings required to exercise so much care to prevent accidents of this nature happening from trains passing at an unlawful rate of speed, that they must, contrary to common usage, keep the windows closed when it would otherwise be most convenient and comfortable to have them opened? It seems clear to us that both these questions must be answered in the negative; and if they are, then the question here presented must also receive a negative answer. If it would not have been negligence in the plaintiff to have had the windows open at the time, it clearly was not that a small part of a pane of glass was gone, and that she had neglected to have it replaced.

It follows from these views that the judgment must be affirmed.

Judgment affirmed.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Oct. 4, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

107,863.—Slide Valve, George B. Brayton, Boston, Mass.

107,867.—Casting Valve, Chamber and Seat, John K. Burke, Rochester, N. Y.

107,904.—Preserving Wood, Joshua R. Hayes, Washington, D. C.

107,923.—Car Pusher, Rufus Lane, Freeport, Ills; assignor of half his right to W. G. Moore, same place.

107,928.—Hot Air Engine, Chas. P. Leavitt, New York, N. Y.

107,934.—Water Indicator and Alarm, Mirabeau, New Albany, Ills.

107,945.—Balanced Slide Valve, George F. Morse, Portland, Me.

107,950.—Railway Car Coupling, Nathan Norris, Buchanan, Mich.

107,955.—Fricton Roller for Railway Car Trucks, Jethro Peneille, Lockport, N. Y., assignor to himself and Cornelius Hood.

107,970.—Adjustable Time-Table, Loyst J. Smith, New York, N. Y., assignor to himself and H. D. Blake, same place.

107,971.—Car Coupling, same parties as above.

107,976.—Construction of Steam Boilers and Tanks, Henry J. Stein Hannibal, Mo.

107,977.—Steam Pump, Chas. L. Stevens, Galesburg, Ills., assignor to himself, Albert A. Dentan and D. G. Dentan.

107,983.—Locomotive, James Miller Ure, Glasgow, Gt. Britain.

107,988.—Railway Car Coupling, Geo. W. Wheat, Philipsburg, Pa.

107,998.—Nut Lock, Jonathan Bell, New York, N. Y.

108,016.—Rotary Engine, Samuel Gibson, Lancaster, assignor to himself and J. W. G. Wierman, York, Pa.

108,055.—Composition for covering Steam Boilers and for other purposes, John Riley, Troy, N. Y., assignor to the United States and Foreign Salamander Felting Co.

Issued for the week ending Oct. 11, 1870, and each bearing that date.

108,107—Railroad Ticket, Charles A. Chamberlain, Pittsburg, Pa.

108,123—Apparatus for bending R. R. Rail, Geo. D. Emerson, Calumet, Mich., (ante-dated Sept. 26, 1870).

108,124—Car Coupling, Lewis A. Evans, Chester, Pa., assignor to himself and W. C. Boatwright, same place.

108,130—Car Roof, John Garry, Cleveland, Ohio.

108,136—Trunnion for Steam Engine and Calendar, Thos. Hill, Vallejo, Cal.

108,137—Valve Gear for Steam Engine, Thos. Hill, Vallejo, Cal.

108,142—Railway Rail Joint, Geo. A. Huddart, Brynkir, Wales.

108,148—Rotary Engine, Henry Jamelson, Williamsburg, N. Y.

108,156—Steam Engine, Frank E. Kirby, New York, N. Y.

108,162—Governor for Steam Engine, John D. Lynde, Philadelphia, Pa.

108,188—Piston Rod Packing, Edwin A. Richmond, San Francisco, Cal., assignor to himself and Charles Watson, same place.

108,223—Nut Lock, Sheperd H. Wheeler, Dowagiac, Mich.

108,254—Car Coupling, William F. Grasler, Muncy, Pa.

108,277—Railway Car Axle Box, Geo. F. Lynch, Milwaukee, Wis.

108,284—Impregnating Fibrous Material, for packing &c., Eliza D. Murfey, New York, N. Y.

108,285—Saturating Fibrous Material with powdered substances, for bearings and packings, Eliza D. Murfey, New York, N. Y.

108,286—Material for packing and bearings, Eliza D. Murfey, New York, N. Y.

Illinois Central Railroad.

A dispatch dated Chicago, Ill., October 11, says—"Yesterday the Illinois Central Railroad took possession of 134 miles of railroad, embraced in the recently completed Iowa Falls and Sioux City Railroad. The acceptance of this line, running from Fort Dodge to Sioux City, gives the Central Company an unbroken connection between Chicago and the principal city of the Upper Missouri. On the completion of the Sioux City and Pacific Railroad the extended line will strike the Union Pacific Railroad at Fremont, 54 miles west of Omaha. The Illinois Central is also interested in the construction of a proposed line to connect St. Paul with one of the northern termini of the Minnesota Railroad, leased by the Central Company. They are likewise extending their encouragement to the completion of two rival lines, from St. Louis to points on the Illinois Central road proper; the Belleville route, intersecting the Central at Duquoin, and the Central and Southern Railroad at Ashley."

Internal Revenue Decision.

Mr. George E. Langston, of Baltimore, recently addressed the following queries to the Commissioner of Internal Revenue, at Washington:

1. A railroad company issues bonds, say, for $1,000,000. They do not give a mortgage to secure the bondholders, but the city endorses the bonds and the company gives the city an indemnifying mortgage to secure the city from loss. What is the stamp on the mortgage? By series 5, No. 10, page 15, I suppose it is an *agreement or contract*.

2. The bonds will be put on the market from time to time as needed. What stamp will they require? Mortgage rate $1 for $1,000, or 5 cents for $100.

3. Notes under $100 are exempt from stamp duty 1st October. Does this apply to time drafts also under $100?

4. The tax or deeds of gift (section 132) ceases after 1st October. How are such documents to be stamped? As agreements 5 cents per sheet or as conveyances at estimated value of the property conveyed?

To which acting Commissioner, J. W. Douglass, replies under date of September 26, 1870, as follows:

First—"What is the stamp on the mortgage given by a railroad company to the city to secure the latter from loss for endorsing the company's bonds?" I reply that the said mortgage being given to secure a surety from loss, is taxable only as an agreement or contract. (Page 15 of series 5, No. 10.)

The second question is—"The bonds, being put on the market from time to time, as needed, what stamp will they require?" I reply that they will need 50 cents for every $500, or fractional part thereof, and 5 cents on the city's guaranty.

The third question runs—"Notes under $100 are exempted from stamp duty 1st October, does this apply to time drafts also under $100?" I reply it does not. The only papers exempted from stamp duty in act of July 14th, 1870, are promissory notes for sums less than $100, assignments of mortgages in cases where the instruments thereby secured are duly stamped, and receipts for money or for the payment of debts.

The fourth and last question reads—"The tax on deeds of gift (section 132) ceases after the 1st of October. How are such documents to be treated—as agreements 5 cents per sheet, or stamped as conveyance at estimated value of the property conveyed?" I reply that the repeal of taxes on legacies and successions does not affect stamp duties, "A deed of gift" must be stamped as a contract or agreement.

Improvement in Horse Cars.

It is well known to persons familiar with the operation of street railroads that the most laborious part of the horses' work is to get a car under headway from a dead stop, and that this alone wears and strains horses more than all their other work. This is especially the case on an upgrade, since it is almost impossible to let go the brake at just the right moment, or soon enough to avoid having the horses draw against the brake and at the same time prevent the car running back, thus adding to the draft. A remedy, it appears, has at length been found in an apparatus which was first tried upon a car of the Troy and Albany Horse Railway Company, and was very successful. The apparatus has since been attached to a car of the State Street Railway.

The device consists of a ratchet-wheel, fixed to the axle of the car, and a lever, provided with a pawl and operated by a chain and rod, through the medium of an eccentric pulley attached to the bottom of the car; the rod connects with a sliding bar, beneath the platform, forming a hook at its outer end, to which the horses are attached in the usual manner.

It is designed to attach the mechanism to each axle of a car so as to operate in both directions. When the car is reversed the pawl is raised from the ratchet-wheel by means of a cord extending to the rear platform, and thus can interfere in no way with the motion of the car in the other direction. The object of the invention is to equalize the draft, so that in starting a car the resistance would be no greater than in running it, and this result they have apparently attained.—*Albany Journal.*

Railroads of Arkansas.

MEMPHIS AND LITTLE ROCK.

Everything looks hopeful for the completion of this enterprise by the 1st of January. The piers of the White river bridges are already built above the water, and by the 10th of November all the masonry work, abutments, etc., will be completed, ready for the iron bridge, which has been ordered. In the Cache bottom the weather being favorable the work is progressing satisfactorily.

LITTLE ROCK AND FORT SMITH.

On Saturday thirty-five miles of this road were completed. The Cadron has been reached, and there now remains but fourteen miles of iron to be laid to put us in communication with Lewisburg. Track laying progresses at the rate of about a mile per day. The 5th of October, at the furthest, will find the party at Lewisburg, when regular trains will commence running. The road bed is completed and the ties put down ready for the iron for eighty miles, and thirty miles more are under contract. This carries us one hundred and ten miles from this city. Iron is constantly coming forward, and the hope is entertained that there will be no more delays on that account.

CAIRO AND FULTON.

The first twenty miles of this road on the north side of the river will be completed, ready for the iron, on the 1st of October, at which time track-laying will be commenced. Arrangements have been made with the Iron Mountain road to complete the balance of this road north of here. Six miles of railroad iron was sent to the Iron Mountain Company recently from Devalls Bluff by the contractors of the Cairo and Fulton and Fort Smith roads, to be used on this work.

From here, south, about twenty miles of the road has been located. The time of commencing work on it has not yet been fixed—*Arkansas Gazette*, Sept. 27.

Iron Trade of Lake Superior.

The following is a comparative table in gross and net tons, of the amount of iron ore carried over our two railways, up to the 1st inst.:

	Gross tons.	Net tons.
Over M. and O. R. R.	350,027	392,305
Over C. and N. W. R.	321,457	357,864
Total	671,484	750,169

The following is a comparative table showing the shipments of ore from the ports of Marquette and Escanaba, for the season, up to the 1st day of October:

Iron Ore:	Gross tons.	Net tons
From Escanaba	319,075	357,864
From Marquette	306,052	342,778
Total ore	625,127	700,642
Pig Iron:		
From Escanaba	5,557	6,224
From Marquette	20,676	23,157
Total pig iron	26,233	29,381
Total ore and pig iron	651,360	730,023

—*Marquette Mining Journal.*

Illinois Central Railroad.

The statement of this Company for the month of September, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	5,531.56 for	$55,058 43
Acres Int. Fund Lands sold	40.00 for	440 00
Acres Free Lands sold	440.00 for	9,425 00
Total sales during month of Sept., 1870	6,011.56 for	$64,923 43
To which add Town Lot Sales		165 00
Total of all	6,011.56 for	$65,088 43
Cash collected in Sept., 1870		$206,988 95

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 267 Miles.	Total. 974 Miles.
Freight	$476,945 00	$94,878 00	$571,823 00
Passengers	170,013 63	45,372 70	215,386 33
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	65,970 92
Tot. Sept., '70.	$727,333 63	$143,205 70	$870,584 33
Total actual earn'gs, Sept. 1869	$819,786 83	$159,613 93	$979,400 76

☞ The Jackson *Patriot* says: "The Michigan Air Line Railway Company is building a track from this city to the Fort Wayne Road, four miles South. It had been the intention to use the Fort Wayne track for the trains of both roads, but it was feared by the managers of the new road that the arrangements would cause a great deal of inconvenience. The new track will run parallel with and in close proximity to the one already down."

☞ The Parkersburg bridge over the Ohio at Parkesburg, West Virginia, connecting the Marietta and Cincinnati with the Baltimore and Ohio road, consists of thirty-six spans, and is 4,110 feet, or a little over four-fifths of a mile long. Nine of the spans, or 952 feet of the length are on the Ohio shore. The six channel span stretch over a space of 1,541 feet. On the West Virginia shore there are twenty-one spans covering a space of 1,620 feet.

☞ The St. Louis, Council Bluffs and Omaha Railroad Company, is the name of the new organization, formed by the consolidation of the Chillicothe and Brunswick, Chillicothe and Omaha, St. Louis and Council Bluffs Companies. This consolidation was effected at St. Louis after a full consultation by and representation of all the interests.

☞ The Missouri, Kansas and Texas Railroad was completed to Arlington, sixty-one miles from Sedalia, on the 27th ultimo, and trains are now running to that point regularly.

☞ The surveys for the Holyoke and Westfield (Mass.) Railroad have been completed.

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D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

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(Successor to WM. KUMBEL & SON,)
MANUFACTURER OF
LEATHER BELTING,
27 Ferry St., New York.

To Contractors.

SEALED PROPOSALS will be received until October 31st, 1870, for Grading and Masonry of the Alexandria and Fredericksburg Railway, extending from Alexandria to a connection with the Richmond, Fredericksburg and Potomac Railroad, a distance of about 20 miles.

Proposals may be made for one or more sections of about one mile each.

Payments in cash, eighty (80) per cent. monthly, and balance on completion of contracts.

Plans and Specifications may be seen at Engineer's Office, Alexandria, Virginia on and after October 24th. Proposals to be addressed to

G. B. ROBERTS,
President A. & F. R. W. Co.,
Alexandria, Va.

To Contractors.

THE line of the Portsmouth, Great Falls and Conway Railroad will be ready for examination on and after the 10th inst. Proposals will be received at the Eastern Railroad Office, Causeway street, Boston, until Thursday noon, 20th inst. Profiles, maps and specifications may be seen at same office after 10th inst. The right to reject any and all bids is reserved.

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CHARLES S. HELLER.

Philadelphia August 1, 1870.

40 Walnut St., Cin., O.

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INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York
September 20, 1870. 6t39

THE NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

And 17 Burling Slip, NEW-YORK,

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The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
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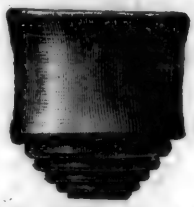
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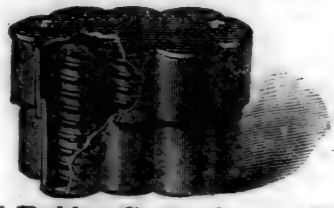
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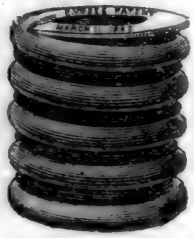
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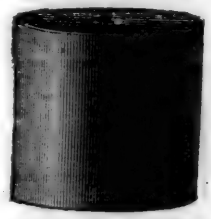
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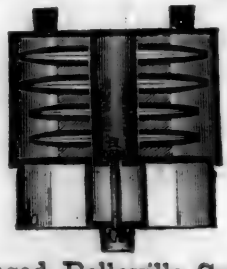
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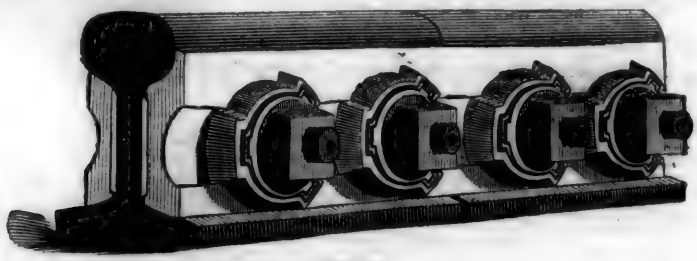
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

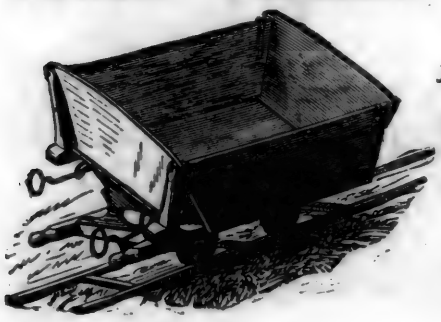
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, Oct. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, Oct. 18, only.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, October 22, 1870.

Macon and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 11th inst.—the President, George H. Hazlehurst, Esq., in the chair. Sixteen thousand three hundred and nineteen shares of stock were represented by person or proxy. The Secretary of the company read the annual report of the President as follows:

MACON, SEPTEMBER 30, 1870.

To the Stockholders of the Macon and Augusta Railroad Company:

GENTLEMEN—The annual report of the officers of the road is herewith respectfully presented to your consideration.

We were in hopes to have been enabled to announce at the time of this Convention the entire completion of your road, but in spite of the best efforts of all, this result has not been accomplished. It is a great disappointment. Delay in the reception of the iron, the great amount of work to be done, and scarcity of labor have caused the failure.

No money has been spared nor effort left untried to complete the work in time. In addition to such other contractors as could be induced to attempt contracts with free labor, the large convict force of the State, under the charge of Grant, Alexander & Co., were, at an early stage of the contract, placed on the grading. This convict force consisted of five hundred hands with near one hundred carts and teams.

The amount of work to be done embraced some one million and a quarter of yards of material to be moved, much of which proved to be solid and loose rock, some heavy masonry, a long extent of trestle work and pile bridging, 75,000 cross-ties, and an expensive bridge across the Ocmulgee River at Macon.

All of this has been completed and twenty-three miles of track laid, leaving but a few miles of track to close the gap—large gangs of track layers are engaged at either end, and should we not be delayed by the non arrival of the vessel with five miles of iron on board, now overdue, the road should certainly be finished before the end of October. This vessel was consigned to Savannah, in order that we might have the advantage of delivering the iron at the Milledgeville or Macon end as might be required.

In reviewing the contract made with the New York parties for the completion of the road (in spite of the delay in the time of completion, and our present disappointment) it is very evident, that the contract has been of great value to the company. Some near $700,000 was required in cash to finish the road. The slow sale of bonds, our sole assets with the exception of some slight collections from stockholders would have necessitated a tardy prosecution of the work, and we should utterly have failed in completing the road within any reasonable time. The contracting parties have been unable to dispose of but few of the bonds, and are to-day in advance near $400,000 in cash on the work.

Statements of the total cost of the road from Warrenton to Macon, a distance of seventy-five miles show in round numbers $2,250,000 being an average of $30,000 per mile.

While some of the payments were made in Confederate money, yet, in consideration of the fact that the prices of the work were kept down to gold rates, as have been shown in previous reports, it is but just to assume the above average as the true value of the road.

Crossing the broken country between the Ocmulgee, Oconee and Ogeeche rivers, the grading was necessarily heavy and expensive, and I feel confident that the same amount of work could not be done at any less rate at the present time.

The financial condition of the company is good. We shall open the road without one dollar of floating debt. Its bonded debt being in a mortgage bond, bearing 7 per cent. interest. principal and interest guaranteed by the Georgia Railroad on $670,000, and $100,000 not guaranteed, gives a total of $770,000.

It will become necessary to renew, or to replace with permanent embankment, the trestle work, which has been standing many years. With this view, and to make a beginning, a long arched culvert of twelve feet span has been built under the highest trestle on the road, at "Ivey Branch," preparatory to filling up the trestle. Granite of the finest quality is found convenient throughout the whole line; but the work of building the proper culverts, all of them arched, and of filling, will be expensive. It must be done, however, before we can have a good and safe roadway.

To facilitate the filling and to save the expense and difficulty of procuring large gangs of men, a steam excavator has been purchased, which is now in Charleston ready to be put to work. This will not only reduce cost, but enable the trestle to be filled in much quicker time.

Report of earnings and expenditures of the section between Camak and Milledgeville, as made by the Georgia Railroad, give the following results:

Earnings	$59,410 36
Operating expenses	51,561 22
Net earnings	$7,849 14

It is a question which must be considered by you at this convention as to what disposition is to be made of the road when completed. It would seem to be our best policy to continue the control of the road in the hands of the Georgia railroad, provided some good and equitable arrangement could be effected with the company for its working. We have but little rolling stock, in the way of engines and cars, in this respect being altogether dependent on the Georgia railroad.

An amalgamation of the capital stock of this company into that of the Georgia railroad, or a lease of the road to that company on the plan pursued by the Central road towards its branches, would unquestionably present the easiest and best method of settlement, but as the sense of the stockholders in the Georgia railroad cannot be reached until their annual convention in May next, no definite arrangement of that nature can be made until that time.

There can be but little doubt of the value of the road. To secure its greatest efficiency it must, however, be operated as one line, and the trains be made up and run through between Macon and Augusta without change or detention at Camak.

Our route as now completed gives a gain of 29 miles over the present mail route *via* Atlanta, and 41 miles over the line *via* Millen. This can be further increased to a gain of five miles by building five miles of road from Warrenton to the 41 mile post on the Georgia road. This can be done at some future day when the saving becomes more important. The total distance from Macon to Augusta is now 125 miles, which can be made as above stated 120 miles. This reduction of two

hours in the time of travel must attract and concentrate on our road travel between Augusta and Montgomery, which now parts at Augusta, going *via* Atlanta and Millen, to meet again at Opelika.

By availing ourselves of the saving in time and distance effected by this and other contemplated roads, there is little question but that the lines in interest in what is known as the Seaboard route can soon be in a condition to complete successfully for the travel which has been lost to them for so many years. It is within the recollection of many here present, that the entire travel between New York and New Orleans passed over the roads of this State. Recently, however, the greater speed, safety and comfort of the western routes *via* Louisville and Cincinnati, though more circuitous, has diverted this great source of revenue. The East Tennessee and Virginia line has secured a portion of it, but not to the same extent as the western routes.

The great secret lies in the fewer changes of cars—in the greater speed of their trains, obtained not by faster running, but by avoidance of unnecessary stops, in their luxurious sleeping cars, and by the general attention given to the wants of a traveller. Through trains are recognized as through trains, and the effort made to combine a way business with a through is never attempted.

I am induced to introduce these remarks, which are scarcely pertinent to a report, as the adoption of such a system would especially be valuable to our line, which would gain largely by the return of the former travel over the Georgia road. We present the shortest line, as shown, between Montgomery and Augusta, and must be on the great thoroughfare. In the location of the road an especial eye was had to obtaining the straightest line possible and easy curves, regardless of cost. The road bed is of sand and gravel; the track is mostly laid with a heavy T rail, with improved fish-bar fastenings, and we thus believe that we can offer to the travelling public a road which, for speed and safety, will be second to none south of the Potomac. Respectfully submitted,

GEO. H. HAZLEHURST,
President.

After the reading of the Report, a resolution was adopted requesting the President to call a meeting in May, and that in the interim the Boards of Directors be authorized to arrange for operating the road.

An election was then held for a Board of Directors, which resulted in the choice of the following gentlemen: J. V. H. Allen, J. W. Horton, J. D. Butt, J. P. King, G. H. Hazlehurst, W. J. Magrath, B. B. DeGraffenreid, Henry Moore, Geo. S. Obear, A. J. Lane, W. E. Jackson, and J. O. Mathewson.

After the meeting of the stockholders had adjourned, the Board of Directors held a meeting, at which it was determined to continue in their positions the old officers of the company until the completion of the road.

Closer Railway Connections.

Mr. Abbot of Brockville and Mr. Ellis of Prescott, have just closed a large contract for the completion of a railway which will afford additional travelling facilities from this locality. They are about to commence the construction of a road from Morristown (opposite Brockville, on the American shore) to Philadelphia, a station on the Rome and Watertown Railway, up to which point a line is rapidly being constructed from New York, and when the Morristown link and two or three other short links are completed, our citizens will be able to save one hundred miles in distance between this city and New York—over any other existing route. We observe the work is to be commenced immediately, and that the contract price reaches up towards three-quarters of a million of dollars.

The completion of this road will be of immense value to the Canada Central and Brockville and Ottawa Railways—as it is in fact a continuation of those roads and a connection with the whole American system of railways.—*Ottawa Times.*

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$130,986 41	$151,358 07
" freight	203,231 85	296,700 38
" mail	8,649 96	8,649 96
" express	6,240 44	9,165 40
" U. S. Gov., etc	13,556 95	2,082 77
	$362,665 64	$467,956 58
Expenses, viz:		
Conducting transp.	$59,810 39	$69,715 55
Motive power	76,412 28	96,477 01
Maintenance of way	73,012 42	82,996 56
Maintenance of cars	8,722 93	19 609 28
Taxes, etc	4,614 31	7,100 00
	$222,572 33	$275,898 35
Earnings less expenses.	$140,093 31	$192,058 23

From which deduct extraordinary expenses in 1869–'70:

New locomotive engines	$27,000	
New cars	6,000	
Re-rolling and purchase of iron rails	20,000	
		53,000 00
Balance net profits		$139,058 23

In 1868–'69 the extraordinary expenses were $20,931 49, leaving the balance of earnings at the close of that year, $119,161 82. The percentage of ordinary expenses to gross receipts in 1869–'70 is 59, against 61.3 for the previous year. The gross earnings show an increase of $105,290 97, and the net profits an increase of $19,896 41. The President in his report says:

It will be seen, by the Superintendent's report, that the gross earnings of the year have exceeded those of the year preceding, the sum of $105,290 97, and an increase of net earnings of $19,896 41 is also shown by the same report. The stockholders are, however, properly reminded, that the sources of this increased profit are not reliable as a basis of calculation for future profits.

Since the restoration of peace, and the change of our labor system, the condition of the country has been, to some extent, abnormal, and the profits of railroads have been fluctuating and uncertain. Whilst some sources of previous profit have been partially dried up, these losses have been compensated by others, not always foreseen or expected. Whilst business has been diverted by new and competing lines, indemnity has been found in more friendly connections, and in the improved resources of the country. On this subject the Superintendent makes very judicious remarks, and the directors on this head will only add, that should our reasonable hopes be realized, and the improved all-rail line between New Orleans and Atlanta be fully realized, as contemplated by the Superintendent, we shall be more than compensated for any loss we have sustained, or may hereafter sustain from other hostile rival improvements. With this improvement, we shall have the favorite route for travel between New Orleans and the North-Atlantic cities, with which no other route will be able to compete—especially in winter—and the large transportation once furnished us by the products of the Louisiana sugar estates, will again be restored to us.

In view of the conflict between friendly and rival interests, the directors will give no confident opinion upon our future profits. It is with much confidence, however, that they venture to coincide with the opinion of the Superintendent—that we shall be able, in any probable event, to continue the payment of eight per cent. dividend, free of all taxes. From the statement of the profit and loss account of the past year, some of the stockholders may suppose that a larger dividend might have been paid. Such opinion would be erroneous, and it is very important that the subject of a legitimate net profit should be well understood by the stockholders. There is no excess of net profit if the excess of receipts beyond disbursements would be absorbed by the restoration of property. The existence of war, to say nothing of its ravages, suspended for several years the supply of material for repair, and much of our property, especially iron, has nearly reached the maximum of decay; and the same may be said of much of our rolling stock. Any apparent excess of profits, therefore, from the year's business, was needed for the restoration of property, and orders have already been given that will more than cover the apparent surplus.

The great embarrassment and injury to our business beyond West Point, by the control of the Montgomery and West Point road by the Central Railroad Company, was referred to by the Superintendent in his last year's report, and reference is again made to it in his report now submitted. The control by the Central Railroad was not the only subject of interest in relation to this important connection. The losses and destruction occasioned by the war had so crippled this road, that its value as a connecting link was greatly impaired, and, without assistance from some quarter, fears were entertained that it might become worthless. Its value, too, as a link in the great Southwestern line, to and beyond Vicksburg, could not be fully realized without completing the last link in that line east of the Mississippi, by building the short road from Montgomery to Selma. An amicable arrangement has been agreed on, by which the road from Montgomery to Selma will be shortly completed, and the whole line from West Point to Selma placed in the condition of a first-class road. This accomplished, and the two lines will be placed upon the same footing "in every particular." This line by way of Vicksburg will evidently, at no distant day, form a part of the Great Southern Pacific Line—with Marshall, Texas, as an initial point, and its Western terminus at San Diego on the Pacific! Upon the advantages of a free and open connection with this line, thus improved, it is unnecessary to dwell. This important object will not, of course, be accomplished without the expenditure of money; and as this Company is by far more interested than the Georgia Railroad, it will probably be expected that it should make a reasonable contribution to the cost.

It will be seen that the expenses and expenditures on account of the road for the last year have been heavy. They must continue to be so until our property is restored and rendered fully adequate to the prompt performance of the business of the Company.

The Superintendent reminds us that a mail has not been lost on our road in four years! This is believed to be unprecedented, and is a sufficient guaranty that the officers and employees have been generally diligent and faithful in the performance of their duties.

The company have 16 locomotives, 6 passenger, 3 baggage, 1 express, 1 cab, 1 shanty, 61 box, 18 stock, and 25 platform cars. Number of through passengers carried, 13,371; number of way passengers, 49,004—total, 62,375; against 50,252 in the previous year, an increase of 12,123. Tons of freight transported, 78,120, against 54,525 in the previous year—an increase of 28,995. The Superintendent in his report says:

Our Cotton Statement shows an increase of 25,066 bales over the previous year, of which 11,438 bales were from our local stations, including West Point, and 13,628 from the Montgomery and West Point Railroad. The latter was transported at very low rates, resulting from the oppressive discrimination against us by the Montgomery and West Point Railroad Company, briefly

adverted to in my previous report. I am advised by you that recent negotiations have resulted in removing this serious drawback to our prosperity, by placing us on equal footing with the Savannah line.

The increase in travel was mainly due to emigration from the Southern Atlantic States to Louisiana, Texas and Arkansas. I do not regard this element of travel as reliable for future estimates. The price of our principal staple, cotton, and other influences, tending to rapid and radical changes, may increase or diminish this source of income.

The general results of the operations for the year may be regarded as encouraging, having exceeded our anticipations. The future is a "tangled web," to my view, in railroad matters. Lines are being built and projected that would seem to threaten our present main reliance for income. Others are in progress that promise to return to our route much of the long tavel which it controlled in the early history of your road, but since diverted by lines offering superior facilities at low rates.

The Savannah, Griffin and North Alabama attacks our local business at Newnan. Two lines from Opelika—one towards Guntersville, the other in the direction of Tuscumbia—if completed, will share, if not control, the business between the Northwest and Columbus, which has heretofore passed over your road. The South and North Alabama, from Montgomery to Decatur, will effectually cut off the traffic we have shared from the Northwest to Montgomery. The shorter line, now nearly completed, between Augusta and Macon, will command a portion of the travel between the South-Atlantic and Gulf, of which we have heretofore had a large share.

These drawbacks will, I trust, be more than compensated by the completion of all-rail routes from Montgomery to Mobile and New Orleans on the Southwest, and Selma and Vicksburg on the West. These, with the completion of a more direct line to Richmond, now in progress, will enable us to compete successfully for the long travel between the North-Atlantic and Gulf States, and will, to some extent, re-instate our former freight relations with New Orleans.

While I am not sanguine of increased net revenue, under present law tariff rates and augmenting expenses, yet I venture to reiterate my confidence in the ability of the Company to maintain the usual dividends from legitimate profits, and have no hesitation in expressing the opinion, that the intrinsic value of the stock is equal to that of any railroad company south of the Potomac.

The Assets and liabilities of the company July 1, 1870, were as follows:

Assets:

Road outfit and real estate	$1,200,261 51
Bills receivable	26,827 20
Supply fund	2,500 00
Due by agents and connecting roads	52,706 42
Cash on hand	70,368 56
	$1,852,163 69

Liabilities:

Capital Stock	$1,232,200 00
Bonds of the company	32,000 00
Dividends unpaid	1,520 00
Due to agents and connecting roads.	3,844 03
Profit and loss	82,599 66
	$1,852,163 69

President.—Hon. John P. King.

Directors.—R. Peters, John E. Robinson, L. B. Lovelace, W. B. Berry, F. Phinizy, John F. Moreland.

General Superintendent.—L. P. Grant.

Secretary and Treasurer.—W. P. Orme.

☞ The work on the Sugar River Railroad is progressing so rapidly that it is hoped the entire line will be opened by the 4th of July next.

Western Union Telegraph.

At the recent annual meeting of the stockholders of this company the following gentlemen were elected directors for the ensuing year: Hugh Allan, Montreal, Canada; James H. Banker, New York; Roswell S. Burroughs, Albion; Ezra Cornell, Ithaca; Horace F Clark, New York; Emory Cobb, Kankakee, Ill.; Alonzo B. Cornell, New York; William E. Dodge, New York; Harrison Durkee, New York; J. Alden Ellis, Chicago; Marvin Green, Louisville; Augustus W. Greenleaf, New York: John A. Griswold, of Troy; James H. Howe, Kenosha, Wis.; Wilson G. Hunt, New York; George Jones, New York; Cambridge Livingston, New York; Edwin D. Morgan, New York; William Orton, New York; Edwards S. Stanford, Brooklyn; Augustus Schell, New York; Hiram Sibley, Rochester; Zalmon G. Simmons, Kenosha, Wis.; John Steward, New York; Moses Taylor, New York; Daniel Torrance, New York; George Walker, Springfield, Mass.; Edward B. Wesley, New York; Stillman Witt, Cleveland. On the 1st of July, 1870, this company possessed 54,109 miles of poles and 112,191 miles of wire, against 52,099 miles of poles and 104,584 miles of wire at the same time last year, being an increase of 1,910 miles of poles and 7,607 miles of wire. The gross receipts for the year ending July 1, 1870, were $7,138,787.96; and the gross expenses $4,910,772.42, making the net profits for the year, $2,227,965.54. In 1869 the net profits were $2,801,457.45—being a decrease of $573,491.91. During the past year there has been an increase of 521 offices, and 833 sets of telegraph apparatus. The number of messages transmitted during the year was 22 per cent. more than for the preceding year. The rates of tolls upon the entire volume of business done for the year ending July 1, 1870, was 20 per cent. less than for the year ending July 1, 1869. The average expense of transmission per message for the year ending July 1, 1870 was 11 2-10 per cent. less than for the year ending July 1, 1869. From October 1, 1869, when the reduced tariff went into operation, to April 30, 1870, the gross receipts were $238,228 98 less, and the expenses were $186,019 13 more than for the same months of the previous year, making a difference in the net earnings of $419,293 11. After the reduction of rates in October last the gross receipts did not come up to those of any corresponding month in the preceding year until May, when they exceeded the same month in 1869 by $6,145 07. As the cost of performing an increased amount of traffic increases in proportion to the service, the net earnings did not come up to any corresponding month in the preceding year until July, when they were in excess of the same month of 1869 by $21,281 92. From October 1, 1869, when the rates were reduced, to March 1, 1870, five months, the net earnings were $847,879 78. From March 1, 1870, to August 1, 1870, five months, the net earnings were $946,863 65, being an increase of $98,983 92, or 11 3-5 per cent. We may, however, said the President, expect much better results than these, for the business of the five months from October 1 to March 1 is generally better than for the five months from March 1 to August 1. Thus from October 1, 1868, to March 1, 1869, the net earnings were $1,207,564 93, and from March 1, 1869, to August 1, 1869, they were $1,032,124, showing that the autumn months for 1868 and 1869 were $175,440 93 better than the spring and summer months of 1869, while, for the present year the spring and summer months are nearly $100,000 better than the preceding autumn and winter months.

Louisville and Nashville Railroad.

At the annual meeting of the stockholders of this company in Louisville, Ky., on the 12th inst., the following resolution was unanimously adopted:

Resolved, That it is the sense of this meeting that the charter of the Louisville and Nashville Railroad Company be so amended that hereafter there shall be nine directors, who shall hold office for three years, the members of the directory first elected after the passage of such amendment to divide themselves by lot into three equal classes, the seats of the first class to be vacated at the end of one year, of the second at the end of two years, and of the third at the end of three years on the retiring of the first class, and annually thereafter three directors to be elected to fill the vacant seats. And the present directory is hereby requested to make timely and proper application to secure such an amendment.

H. D. Newcomb, R. A. Robinson, G. W. Norton, Thomas J. Martin, W. B. Caldwell, W. H. Smith, and James Whitworth, having received 50,869 votes, all that were cast, were unanimously elected directors.

From the Report of the President which was presented, we learn that the gross earnings of the road for the past fiscal year were $2,954,658 80, against $2,381,138 55 for the fiscal year ending June 30, 1869, an increase of $573,520 25. The net earnings for the year ending June 30, 1870, were $1,142,133 33, against $1,031,676 70 for the year ending June 30, 1869, showing an increase of the net earnings for the last year over the previous year of $110,450 57.

The bonded debt of the company, June 30, 1869, was $8,713,500. Of this amount there have been redeemed during this fiscal year $235,500, leaving the bonded debt of the company June 30, 1870, $8,478,000. This sum includes bonds of the City of Louisville, without mortgage, and consolidated mortgage bonds unsold, to the amount of $981,000—making the total mortgage debt at this date, $7,497,000.

Seven per cent. cash dividends have been declared upon the stock of the company during the fiscal year.

There have been redeemed during the year, of the mortgage bonds	$235,500 00
Expended on Lebanon Branch Extension south of Lebanon	178,845 24
Interest paid during the same period	351,930 83
Additional rolling stock and depot grounds	593,107 09
Total	$1,354,383 16

Richmond, Fredericksburg and Potomac Railroad.

At a recent meeting of the stockholders of this company at Richmond, Va., resolutions were passed authorizing a loan of $300,000 to extend the road from Brooks' station to Quantico, where connection will be made with the Alexandria and Fredericksburg railroad, which will make a continuous road from Richmond to Washington. The work on the whole line is under contract and rapidly progressing, and will be completed in twelve months. When this connection is completed trains will run through from Richmond to New York without break of bulk or change of cars.

☞ The Southern Pacific, San Francisco and San Jose, Santa Clara and Pagaro, and California Southern Railroad Companies, are consolidated under the name of the Southern Pacific Railroad.

On the Use of Cast Iron for Compressive Members, in the Construction of Iron Bridges.

A paper read before the American Society of Civil Engineers, June 15, 1870, by F. C. Lowthorp, C. E., Member of the Society.

Having recently had my attention directed to an article published in the February No., 1870, of the Journal of the Franklin Institute, of Philadelphia, Pa., over the initials 'A. P. B.' in which the writer in his attempt at criticising "a work on Iron Truss Bridges for Railroads," by Brevet Col. W. E. Merrill, U. S. A., after quoting the names of numerous authors, arrives at the strange conclusion, that cast iron is an unsafe material to use in such structures.

Believing the article in question—appearing as it did in a leading journal of science—was calculated to mislead many who are deeply interested in the subject, but whose time is so taken up in the discharge of other duties as to prevent their investigating the matter, I have been led to prepare and read before you the following facts and observations:

There have been many bridges built entirely of cast iron, which, so far as I can learn, have answered their purposes admirably. More than eighty years ago a cast iron arch bridge of 240 feet span was built at Wearmouth, England, and upwards of fifty years since another of three spans of 240 feet each, across the Thames at Southwark. Many others have since been erected in the British dominions and on the continent.

On this side of the Atlantic we have at least two notable specimens: one of two spans of 200 feet each across the Schuylkill at Philadelphia, a much admired bridge, designed by Strickland Kneass, Esq. The other a bold and remarkable, and, judging from a photograph I have seen, a handsome structure, built over Rock Creek, at Washington, D. C. This bridge has a clear span of 200 feet, a rise of 20 feet, and a width of 26 feet, 4 inches, and has two supporting arches which are formed of cast iron pipes four feet in diameter, through which is brought the entire water supply of the city. It was designed by Maj. Gen. Meigs, of the U. S. A.

I think it very remarkable indeed that A. P. B., who has enjoyed the great advantage of examining so many authors, should have done it in a manner so superficial as to overlook the results of the numerous experiments of such men as Tredgold, Hodgkinson, Whipple, and Maj. Wade, of the U. S. Ordnance Corps; as also the practical experience of such well known engineers and builders of bridges as Whipple, Bollman, Fink and others; or surely he would not have taken for granted the statements of Mr. Edward Clark, that "Cast Iron Changes its Length nearly twice as much as Wrought iron for every Ton of Imposed Load," and "that it does not recover itself fully after the load is removed, even when that load is but *one ton to the inch*." These properties A. P. B. observes, "are sufficient to give wrought iron the preference for compressive members in bridge construction."

In contradiction to the preceding, I quote the following facts: Hodgkinson, in his experiments on columns or hollow cylinders, the bearings of which were flat or at right angles with their axes, found that those of 48 diameters in length (10 feet long by 2¼ inches diameter,) required a force of 18000 lbs. per square inch to break them, and that others of 84 diameters in length (10 feet long by 3⅛ inches in diameter,) required 26,000 lbs. per square inch to break them. His experiments also demonstrated the fact that columns of the same dimensions having both ends rounded, would require but one-third, and with one end rounded and one flat end, two-thirds of the above forces to break them. In many of the hollow columns tested, at the point of fracture the metal was found to be much thicker on one side than on the other, but they appeared to be generally as strong as those whose sides were of uniform thickness, (see Francis' work on cast iron columns.) Mr. Whipple in his valuable treatise on bridges, page 52, observes, "with regard to the simple positive and negative strength of iron, it is only necessary for me to state in this place, that, as the result of a multitude of experiments, a bar of good wrought iron an inch square will sustain a positive strain of about 60,000 lbs. on the average; and a negative strain in pieces of a length not exceeding twice the least diameter, of about 90,000 lbs. Cast iron resists a positive strain equal to from 15,000 to 30,000 lbs. to the square inch, but usually not over 18,000 lbs., in fact it is seldom relied upon to sustain this kind of strain, and its power of resistance in this way is not so well determined as in the case of wrought iron. But cast iron resists a negative strain even better than wrought iron, its power of resistance being from 80,000 to 140,000 lbs., seldom less than 100,000 lbs. to the square inch, for pieces of a length not exceeding twice its least diameter. But in pieces of such dimensions as must usually be employed in bridges, fractures would take place by latteral deflection, with a much smaller force than would crush the material.

"It is therefore necessary to take into account the length and diameter, as well as the area of cross section, in order to determine the amount of negative strain which a piece of cast iron, or any other material may be relied upon to sustain."

According to the numerous experiments of Maj. Wade, of the U. S. Ordnance Corps, (see Haswell's Engineers' and Mechanics' pocket book, page 484,) we have the following as the comparative tensile, compressive, and torsional strength and hardness of wrought and cast iron:

	Tensile.	Compressive.	Torsional.	Hardness.
CAST IRON.				
Least.....	9,000	84,529	1,660	4.57
Greatest..	45,900	174,120	3,060	33.51
Mean	31,829	144,906	2,760	22.14
WROUGHT IRON.				
Least.....	38,027	40,000	1,296	12.14
Greatest..	74,592	127,720	1,836	14.45

Having had some experience in the construction of Iron Bridges, I will state some of the facts which have fallen under my own observation. During the years 1856 57 I constructed for the C. & F. R. R. Co. of Pa., across the Jordan Creek and Valley, a single track Deck Iron Bridge about 1120 feet long, and 89 feet high; the bridge consisted of eleven spans of 100 feet each, the side trusses (see figures 1, 2, 3,) were double cancel, and were divided into 12 panels each, they were 16 feet high, and were placed 10 feet apart from centre to center. Each lower chord (see fig. 4, C. C. C.) was formed of eight round bolts of wrought iron, which were connected longitudinally with screw swivels (R. R.) and laterally with combination or angle plates of cast iron (D. D.) through which the chord bolts (C. C. C.) pass, the plates being held in position by means of the jam nuts (n. n.)

The end panels had each but one chord-rod (fig 1, C. C.) which was secured to the base plates of the end posts in such a manner as to admit of the free expansion and contraction of the metal in the bridge. All of the post bearings were pivot at the bottom, and knuckle-joint or hinge at top, the posts were of cruciform section, the webs of the end posts were 12 inches wide by ⅜ of an inch thick at the middle, and tapered to about 5″x⅛″ at each end (see fig. 11,) the webs of the intermediate posts varied from 9″x⅛″ to 9″x⅜″ thick at the centre, and tapered to 4″x⅛″ and 4″x⅜″ near the ends, (see figs. 4 & 10,) enlargements, recesses, &c., were made in the posts for the passage of the main rod counter diagonals etc. (See figs. 1, 2, 3, 4, 10, 11.)

The upper chords, (see figs. 4, C. C. C. & F.) consisted of hollow cylinders strengthened with 4 longitudinal webs and were turned off to a square bearing to receive the tenon of the cap F. The plate H to which the floor beams (z. z.) are secured, is made to clamp, loosely, the upper part of the cap F, so as to admit of a free expansion and contraction of the frame of the bridge, the woodwork of the track remaining unaffected.

Cross struts and vertical cross ties were secured at every panel of the bridge, as shown in the end and intermediate sections, (see figs. 2 & 3, v. v. & s. s.) The upper part of the bridge was laterally braced throughout, but there was none in the bottom, except the end panels of each span.

The bridge was supported on trussed piers of cast and wrought iron, which varied from about 30 feet to 54 feet in height, these stood upon and were anchored fast to foundations of massive masonry, which were raised a few feet above high water mark.

The extreme end posts of the bridge rested on abutments of masonry, the back walls of which were carried up to grade. Figs. 1, 2, 3, show a general outline of the bridge and piers, and in the latter the columns P. P. P. were of cast iron of cruciform section, excepting the ends which were cylindrical, and were turned off to fit into each other with tenon and socket joints at the junction of each section of the piers. At bottom each column rested upon a pivot base which was bolted to the coping of the masonry.

The cross struts, which were of round, wrought iron, 2¼ inches in diameter, passed through the columns; they had two screw nuts at each end, (for struts, see s. s. s.) for the purpose of retaining in position the columns and the eyes of the diagonal tie rods, t. t. t.

On the top of each sett of columns (four constituting a sett) was placed a cast iron frame, which for convenience, I call a spider frame. The spider frames were adjusted and held in position by means of four 2¼ inch vertical screw bolts, each about 15 inches long, the bottoms of which were rounded and set in recesses in the top of the columns, the nuts being let into recesses in the underside of the spider frames. Pivot bearings were cast on the top of the spider frames for the end posts of the several spans of the bridge; the spider frames were also connected to each other by the cross struts, tie rods, and a cast iron cornice; the whole being secured to the masonry by means of the guy rods (g. g.) All of the posts and struts of the bridge were used as they came from the foundry, no machine work being required. The difference in the lengths of the posts being adjusted by means of wrought iron washers placed on the pivots.

All the main and counter diagonals, also all of the diagonal tie braces, both in the bridge and the piers, had eyes at each end, but were connected and adjusted with screw swivels. All of the screw ends of the bolts in the bridge and piers, except the struts of the latter, were enlarged.

The contract with the Company required all of the wrought iron work of the bridge to be tested with a tensile strain of 22,400 lbs. per sectional inch; and as there were between 5,000 and 6,000 bolts, it was rather a serious matter. During the operation of testing, several hundreds of the bolts broke in the welded parts, most of them in the eyes, only one broke in the screw part, a highly crystallized ¾ inch bolt.

I recollect one instance in which a full sett of chord rods for one or two panels broke while being tested; they had been welded, or rather an attempt had been made to weld them, and although before testing it could scarcely be seen where they had been united, so very smoothly and nicely had the work been executed, yet after being pulled apart it was scarcely perceptible where there had been any adhesion. On a subsequent occasion while experimenting with a working model of my testing machine, at the Locomotive and Machine Works of Trenton, N. J., I requested the foreman of the smiths' shop to procure a round bar of wrought iron one inch in diameter, about four feet long, and to have an eye formed at each end of the same; cautioning him to see that the welds were perfect. When he returned with the bar I asked, are you sure that the welds are perfect? to which he replied, "I will guarantee them," The bar was placed in the machine and power applied until the force reached 16,000 lbs. when one of the eyes broke, and Maj. Anderson, of Fort Sumpter notoriety, who was witnessing the operation, narrowly escaped having

his leg broken by the cross head flying back. Upon examining the fracture, not more than two-thirds of the weld was found to be sound; on seeing which, the Major remarked, "that shows the importance of having *all welded work* tested."

While testing wrought iron bolts I have noticed in some instances bars have been broken when under a strain of about 60,000 lbs. per square inch presenting a fractured surface of fully one-third crystaline texture, the elongation of the bar being quite small. In one instance, two bars, each 12 feet long, were tested, the one after the other, each bar broke near the middle after elongating about 11 inches under a strain not exceeding 40,000 lbs. per square inch. At the point of fracture the bars were reduced probably 3-32nds of an inch in diameter, the surfaces of the fractured part were entirely fibrous and were too hot to handle without burning the hands.

The Jordan Iron Bridge at the time of its completion was one of the longest, if not the longest in the United States. There were comparatively few Iron Truss Bridges in the country at that time, and they were looked upon rather in the light of an experiment than otherwise.

The first stone of the masonry for the Bridge was laid August 27, 1856, and during the month of July, 1857, it was completed, and was tested with a load of 2,520 lbs. per foot lineal, or 112½ tons gross was placed upon one span and successively pushed and pulled over all the spans for the space of about one hour and a half, to the entire satisfaction of the officers of the company. This Bridge has been in use about thirteen years; and I was recently informed by Joshua Hunt, Esq., the President, that it is now in perfect order, and has cost nothing thus far to keep the iron work in repair.

The extension of iron under a force of 22,400 lbs. to the square inch was uniformly about 1-16 of an inch to every five feet in length, and the contraction precisely the same upon the removal of the strain.

The results of the testing proved conclusively the uncertainty of welded work, and the reliability of screw bolts; and I have ever since felt it to be my duty to use as small an amount of the former as possible. I allow no welds to be made in either the lower chord rods, or the main and counter diagonals of my bridges. Of course I use screw nuts, some of which are made by welding, but the force exerted on the weld can never exceed the one-fourth of that on the bolt, and may answer its purpose even though not quite sound. The cutting of the thread moreover, will test the soundness of the weld, which can readily be ascertained by inspection after the cutting. The breaking of a nut, however, rarely occurs, even though the power exerted should be greater than that which takes place in practical working.

While the second span was being erected I discovered some singular looking spots on the webs of several of the posts, which upon examination proved to be sand flaws, commonly termed honey combed, filled with a mixture of sulpher and plumbago. I had such posts removed, and at the request of the President of the Company, sent one of them—an end post—(see fig. 11,) to Cataqua, where it was placed in a horizontal position in a hydraulic press, and subjected to a compressive strain of 160,000 lbs., which produced little or no deflection in it.

A defective intermediate post was placed in my own testing machine, and subjected to a compressive strain of about 53,700 lbs., which caused a downward deflection of the post of about two inches, more or less, from which it partially recovered on removing the strain.

At the foundry where cast, a sound intermediate post was placed upon props, (see fig. 10,) blocks of wood were placed each side the vertical web at the centre, a rectangular mass of iron of 4,000 lbs. weight was laid on top the blocks, and was mounted by three men of about 150 lbs each. The men then surged up and down awhile, breaking the vertical web from the bottom up to the cross web at a point about one foot from the centre of the post. Five men then got on, and after surging awhile broke it in two. Another of the same kind of posts was tried with precisely the same results. The last two experiments indicate a positive strain of more than 32,500 lbs., and a negative strain of more than 66,000 lbs. to the square inch, not taking the surging into account.

I built a bridge for the Central R. R. of New Jersey, at Bound Brook, the end bearings of the upper chord of which, have neither been turned, planed, or had a tool on them, and yet these parts are constantly undergoing a compressive strain of 14,000 lbs. per square inch.

Another bridge of 92 feet spans on the line of the Newark and New York R. R., when loaded with 2,500 lbs. per foot, lineal, on each track, produces a strain on the upper chord of 19,000 lbs. per square inch, in both cases the elasticity of the metal remains perfect. Several years ago I erected an iron public road bridge, across the Lehigh river at Easton, Pa., the bridge consisted of two spans of 132 feet each; each span had three supporting trusses, there being two carriage-ways, and two outside footwalks; each carriage-way was 11⅛ feet wide, and each footwalk 4 feet wide. The floor beams and all parts acting by compression were of cast iron, and all those acting by tenison of wrought iron. The joists and flooring were of wood. Over this bridge there has been a great deal of heavy teaming, the street railroad is also laid over it. I have been credibly informed that during the late civil war, the troops marched over it keeping step to the music of the fife and drum, and that too, while the bridge was otherwise crowded with human beings. I thought it was rather a foolhardy experiment, as it was quite light and not designed to be so used. I now think that all such bridges should be constructed with such a contingency in view, for should one break down when so laden, the result would be terrible.

The facts I have stated prove beyond a doubt in my opinion, the reliability of cast iron for compressive members in bridge construction, either alone as in an arch, or in combination with wrought iron or steel as in a truss.

(To be continued.)

Commerce of San Francisco.

Our exports of treasure for the first nine months of 1870, compared with those for the similar period in 1869, were as follows;

	1869.	1870.
New York	$10,891,840	$10,513,948
England	9,570,280	8,845,745
France	1,499,874	190,400
China	4,510,713	4,384,961
Japan	2,433,497	1,378,099
Phillipine Islands	8,000	.....
Chili	.....	487,510
Peru	30,780	682,087
Central America	979,487	15,000
Panama	544,191	225,497
British Columbia	29,100	.....
Total	$30,488,762	$26,723,256

The amount of treasure exported from San Francisco in the first nine months of 1868 was $29,058,100, against $31,727,000 for the same time in 1867, and $34,690,000 in 1866.

The annexed table sets forth the character of our treasure exports for the first nine months of 1869 and 1870:

	1869.	1870.
Gold Bars	$11,671,425	$7,571,335
Silver bars	8,930,104	8,864,680
Gold coin	6,784,183	7,208,791
Silver coin	79,000	.....
Gold dust	23,598	6,605
Mexican dollars	1,780,199	3,058,560
Doubloons	6,208	.....
Legal tenders	214,095	13,284
Total	$30,488,762	$26,723,255

The comparison shows a decrease of $4,100,000 in gold bullion, and an increase of $414,000 in gold coin, and $278,000 in Mexican coin. The amount of fine gold exported for the same time in 1868, was $15,536,870.

We give a summary of the export trade of this port for the past nine months, together with a comparison for the corresponding period last year. By months the exports have been as follows:

	Merchandise.	Treasure.	Total.
January	$1,156,888	$3,274,744	$4,431,532
February	981,726	3,199,519	4,181,245
March	1,185,972	3,780,047	4,966,019
April	1,557,854	3,282,929	4,840,283
May	1,096,919	1,736,321	2,832,240
June	911,974	2,704,961	3,616,935
July	1,665,901	3,330,214	4,996,115
August	1,404,845	2,132,641	3,537,486
September	1,557,149	3,281,980	4,839,129
Total	$11,517,728	$26,723,256	$38,240,984

The value of the merchandise shipped hence by sea for the quarter ending Sept. 30, was $4,628,000; against $6,498,600 for the same time in 1869, $6,405,900 in 1868, $6,160,200 in 1867, and $4,107,100 in 1866. Our treasure exports for the past quarter amounted to $3,744,800, against $9,442,500 same quarter in 1869, and $3,196,900 same quarter in 1868. During the first nine months of 1869 our combined exports of merchandise and treasure amounted to $40,732,700, against $45,209,600 same time in 1868, $48,017,800 same time in 1867, and $46,841,600 same time in 1866.

The value of our foreign imports for the nine months under review may be approximately stated at $12,000,000. This is exclusive of the goods received here in bond in transit to other markets outside of California.

There is no way of arriving at the value of our domestic imports, though since Jan. 1 the Panama steamers have brought us free goods to the amount of $3,514,000 in currency, and also merchandise to the value of $124,856 in transit for China. The weight of the goods received by the way of Cape Horn for the same period amounted to 120,000 tons. A large quantity of freight has also been received from the Atlantic States over the railroad. The usual supplies of produce have also been received from various sources on the Pacific coast.

The arrivals of tonnage from all quarters during the past nine months compare as follows with the same period last year:

	1869		1870	
From	Vessels.	Tons.	Vessels.	Tons.
Dom'tic Pacific ports	2,211	440,207	2,230	442,189
Dom'tic Atlantic p'ts.	124	131,950	67	74,588
Foreign ports	346	308,635	341	276,465
Total	2,685	880,792	2,638	793,192

The following table shows the monthly demand for duties on foreign imports at this port and the collections of internal revenue in the San Francisco District for the first three-quarters of the year:

1870.	Customs Receipts.	Internal Revenue.
January	$491,351	$214,646
February	595,991	186,507
March	802,810	285,618
April	679,480	220,098
May	629,126	268,507
June	800,428	514,570
July	682,789	483 395
August	769,963	249,124
September	828,727	292,194
Total	$6,180,119	$2,709,659

The amounts compare as follows with those for the corresponding period in previous years,

	1867.	1868.	1869.
Customs	$5,993,004	$6,560,731	$6,841,866
Excise	3,691,784	3,289,073	2,656,826
Total	$9,684,788	$9,849,804	$8,897,692

The amount collected for internal revenue has been growing less for two years, and will be still smaller in the future.—*San Francisco Bulletin.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'66 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Oct. '70 0
Bloomburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov.'69 3
Brooklyn City & Newt'n..100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	May'70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June '70 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68½2
" Street.....100	----------	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	8,958,775	J A J &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,600,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	600,000	----------	----------
Conn. & Passump. Rivers.100	189,000	----------	----------
Do. do. pref.100	1,322,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,216,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*.....100	2,290,646	----------	----------
Delaware*.....50	594,280	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,320,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,300,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,678,641	J. & J.	July'70 3½
Do do. pref.100	1,987,851	J. & J.	July'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.) 100	492,500	J. & J.	July '70 4
East Pennsylvania 50	654,600	----------	July '70 3
East Tenn. and Georgia....100	1,290,087	----------	----------
East Tenn. and Virginia....100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A. J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,839,910	Annual	Dec'69 7s
Erie & Pittsburg 50	982,990	----------	----------
Evansville & Crawfordsv.100	1,143,646	----------	----------
Fitchburg 100	3,540,000	J. & J.	July'70 4
Fitchburg & Worcester...100	948,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	760,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Pa.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	2,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	2,000,000	----------	Aug'70 3½
Do. do pref.100	5,253,880	----------	Aug. '70 7
Hanover Branch, Pa*..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n. 68 2½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,887	M. & S.	Sept. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	538,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 235,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,558	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,846,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul. '70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	66,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,735	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'70 5
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref.100	----------	----------	----------
Milw. & St. Paul.....100	7,666,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	July'70 3½
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,380,100	----------	Jul.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,486,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	788,588	----------	----------
N.Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug '70 6
New London Northern....100	895,000	----------	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	23,329,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,800,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	----------	----------
Norfolk & Peterab'g guar.100	137,500	J. & J.	July'70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'70 5a
Norwich & Worcester 100	2,263,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 2½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,843,320	J. & J.	July '70 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3633,515	----------	----------
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	348,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000	----------	Aug '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,450	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,269,128	F. & A.	Aug. '70 4
Phila., Wil. & Balt..... 50	9,053,300	J. & J.	July '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 10	160,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,666,666	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	600,000	J. @ J.	July '70 3
Portland and Kennebec....100	600,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 –
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275	----------	----------
South Shore.....100	259,685	----------	Jul. '68 3
South Western, Georgia...100	2,929,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,180	----------	----------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	----------	May '70 -
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	534,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,778	----------	----------
Winchester and Potomac....	----------	J. & J.	July'70 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 622,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	3,228,595	----------	----------
Delaware Division 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	723 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 3
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,806	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union.....50	----------	----------	----------
" preferred 50	2,907,850	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh.p....100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 24
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 3
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	Sept.'70 2
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,628	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868	64,468	86,937	81,396	96,481	106,835	164,720	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	833,413	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,872	123,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,155	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	384,504	404,012	568,101	496,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	323,390	345,833	402,854	361,045	498,232	506 623	468,212	397,515	340,851	4,681,563
1870	298,978	323,826	344,866	384,653	395,044	411,986	421,435	501,040	498,695	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	123,512	126,798	144,905	170,937	139,142	160,306	210,720	216,030	196,435	201.134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	248,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,231	289,403	196,580	284,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,925	317,977	400,941	423,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,388,614
1868	308,587	297,464	276,431	301,962	316,709	378,436	341,585	568,380	558,387	591,209	424,580	433,435	4,797,464
1869	333,819	308,206	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,166	479 246	393,468	5,684 109
1870	401,276	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,889	390,355	421,363	466,630	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	463,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	899,917	628,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,564	766,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,641,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,087,974	1 305 673	1,371,780	1,140,145	845,708	13,358,467
1870	706,025	763,782	858,350	929,077	1,177,897	1,154,520	1,080,946	1,246,313	1,276,171	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,686	218,347	271,425	287,451	288,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	248,046	260,160	274,021	249,355	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862	190,130	256,637	181,084	191,648	206,246	209 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,065	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,678	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,606	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	608,058	505,266	505,465	411,605	569,250	567,679	480,626	578,258	571,348	661,971	588,219	604,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	516,800	572,551	626,249	549,714	704,325	889,967	931,530	686,401	681,041	7,817,629
1869	659,138	524,698	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,291	644,374	597,571	845,253	759,215	645,768	861,358	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,962	128,802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,363	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	113,548	114,496	129,388	140,473	132,969	131,019	109,620	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,861	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	362,216	4,650,328
1867	305,857	311,088	395,372	409,248	357,1[illegible]9	307,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,408
1868	362,021	388,336	378,785	452,429	399,8[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,508	4,991,153
1869—*Including Lake Shore	1,008,996*	880,593*	1,140,000*	473,544	445,1[illegible]2	408,139	727,045*	838,777*	1,230,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,378*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,160	159,658	161,902	175,696	186,089	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,496	236,453	206,221	193,328	215,449	308,168	376,488	339,794	306,196	3,168,065
1864	252,435	278,848	348,802	336,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	266,796	337,158	343,737	365,196	335,083	324,996	359,646	429,161	493,640	414.604	308,669	4,260,118
1867	304,095	288,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,984	330,378	4,371 0 3
1868	343,316	304,315	326,880	415,758	360,286	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,902	329,128	380,430	412,080	405,283	363,187	326,891	378,880	497,990	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	310,763	240,755	261,143	316,266	401,900	360,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,663,008
1868	369,2[illegible]8	321,208	383,508	436,412	466,718	458,191	423,396	522,682	1,024,045	1,037,464	556,917	468 880	6,517,[illegible]16
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,647	724,732	1,040,102	801,195	490,966	7,250 669
1870	396,171	382,923	377,000	443,133	730,700	755,737	636,434	661,020	808,818	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,265	149,184	139,000	150,416	160,149	155,586	231,662	.....	.....	.....	.....
1870	218,101	196,207	239,161	269,490	259,000	208,498	196,724	229,099	264,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	299,444	224,963	223,243	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	249,286	344,700	350,348	372,618	412,553	284 319	3 798,005
1866	267,541	246,109	325,296	277,424	283,130	253,925	247,282	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,798	219,065	279,647	284,729	282,980	240,135	234,633	322,521	365,371	379,267	336,066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	288,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,400	218,689	223,236	192,364	276,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,284	253,065	270,984	248,266	249,987	211,219	300,971	318,967	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,618	.....	.....	.....	.....
1870	200,879	250,617	294,874	299,550	283,221	263,328	260,449	343,105	353,677	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	288,906	254,285	286,725	414,707	448,994	463,573	466,557	464,826	4,086,837
1863	335,685	361,334	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,284	757,178	686,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9.555,510
1865	653,053	608,305	116,215	928,283	416,841	846,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.063 026
1866	788,061	725,967	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,798	874,974	436,990	10,637,124
1867	500,488	534,561	708,618	686,603	965,358	903,974	864,637	993,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	751,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,725,088
1869	479,286	525,490	755,433	904,834	899,453	890,690	1,222,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,488	168,690	162,562	166,015	222,953	198,884	244,634	212,227	177,384	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	190,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	142,987	204,597	196,910	210,473	174,500	168,696	1,985,753
1869	132,623	127,817	175,960	171,868	157,396	154,138	144,164	186,889	202,238	205,750	189,351	169,086	2,008,286
1870	162,393	158,788	172,216	172,347	155,081	150,719	.....	187,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	118,242	107,524	122,000	124,124	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	287,074	200,793	270,630	317,052	329,078	304,510	309,591	364,724	382,906	406,766	351,759	338,480	3,909,833
1868	278,712	265,137	257,800	286,625	260,529	298,344	283,833	484,209	450,203	429,896	323,270	309,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,801	310,800	450,246	470,720	422,369	322,377	434,284	4,252,243
1870	312,133	293,645	295,298	318,699	340,892	348,622	322,756	466,421	508,042	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,048	802,586	706,602	628,560	617,585	758,467	857,383	807,888	716,320	6,768,134
1870	498,539	500,130	599,228	706,408	746,450	694,519	643,048	694,051	648,290	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,783,100	6	" "	1881	114
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	109½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	497,179,850	6	May & Nov.	1882	108½
.. .. .. (5-20s).....coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	108
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	196,963,600	6	" "	1884	108
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	187,776,750	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	112½
.. .. 2d series (5-20s)...registered	277,011,900	6	Jan. & July.	1886	110½
.. .. .. (5-20s).....coupon		6	" "	1886	110½
.. .. 3d series (5-20s)...registered	344,140,200	6	" "	1887	110½
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	20,678,250	6	" "	1888	110½
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
.. .. .. (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,135 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	236,232	var	.....	Due.	....
Treasury Notes (7-30s).....	594,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,054,500	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	*nil.*	.....	Dem.	....
Fractional Currency	39,541,184	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	782,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	101
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	62
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. — .. Oct. '61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,602	6	" "	1883	....
.. — .. My', 64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	...
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	90
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'78-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	99
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	636,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	70
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	100
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	6	" "	'89-'90	....
.. —Currency Bonds of 1857.....	289,000	6	" "	1890	90½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'86	96
.. — .. .. 1838-'39.....	625,006	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'65	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	108,000	6	" "	1878	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	109
.. —	720,000	6	" "	'74-'75	108½
.. —	1,430,000	6	" "	1876	108½
.. — .. .. 1862.....	600,000	6	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1890	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	98½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	...	...
Nevada—(No Account).....	.....	...	.....	...	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	49½
.. — .. (new).....	3,959,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,028,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	107
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	106
.. —	910,200	5	" "	'72-'87	110
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	80
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'00	68½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	...	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	63
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	...	...
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	90½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1856	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1878	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,620	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	800,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'96-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1876	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	8	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	90½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1878	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	90½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	77½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	59½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	709,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
3d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,592,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	66-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	734,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	99
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	8*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	7 ½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,692,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	6½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	106½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1898	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,236,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,037	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,893,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,800	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1866	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'86–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91½
Fundins, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	98
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	146,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	98
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111½
2d Mortgage	276,500	7	— & —	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	..red.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1886	96
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,800	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	...
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	75
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	94½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	92
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	90
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
2d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	107
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	95
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7½	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	600,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'78	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'71	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	12—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1893	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	62,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87-'89	72½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 264 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	36½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
3d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,268,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	75
2d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1863 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	90
Western Pennsylvania:						
1st Mortgage, guaranteed	1,890,000	6	April & Oct.	Philadelphia.	1888	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	505,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	92
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	82,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1879	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1888	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	28.0					Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,020,858	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,918,582	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	85
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin.....Maine.	800,000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			506.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris...N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.									103.5	691,644			536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355		—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*			995,800	2,244,500	902,638		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*			332,000	700,000			59.0	(Operated by Bondholders. —No returns.)				42,000	7	100	75
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000			600,000			600,000							—	100	....
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000					(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1869	200.6	40.6	319.9	—	169	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,697,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	168,579,177	6,796,056	2,918,129	10	100	149
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636		34,607	872,600	648,000	104,964	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3		7,510,140	4,187,466	524,564	135,263	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	138½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	146
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500				(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780									(Leased & oper. by Grand Trunk of Ca.)				96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*			950,000	2,389,000				(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*			428,472				1.00	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....		(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,095,157	*			1,120,805	995,000			60.2				320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co...New Jersey.	712,362				332,925	350,000				(Leased & oper. by Camd & Amboy.)				42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	84	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380				447,000	200,000	202,205			(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900				34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	20
Sept. 30, 1869	34.0	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110					(Leased to Dela., L. and W.)			54,000		9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota.....Iowa.	3,402,000			.....	1,701,000	1,701,000	.....	.....		(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.0	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000			.....	8,000,000	7,620,000	.....	.....		(Leased and oper. by Chic. and N.W.)			476,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*			4,666,800	786,000			284.0	974,915			2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,387,968	—	100	109½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	8½	100	25
Dec. 31, 1869	890.0	1[illegible]0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,200	28,620,000	.....	.....	890.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	12.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000				380,000					(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....		(No returns published.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 301,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*			871,900	500,000	437,500			(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,826,000	1,116,697	51,421	441.0	2,542,397			4,681,563	2,004,970	10	100	114
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,959,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	151
Dec 31, 1869	73.0	—	3.7	30.0	5	4	—	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)	.....	.....	.....	—	100	....
May 31, 1869	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....		(Leased and oper. by Chic. and N.W.)			660,337		10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,678	.....	31,249,259	17,280,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,596	806,788	6,231,960	2,708,049	10	100	111½
May 31, 1869	.....	.....	.....	26.0					Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	163,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	344	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,866	167,866	3,186,396	2,401,056	155,466	232,212	101.6	559,259	.....	.....	795,469	145,405	—	100	16½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,506	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	94½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehannar..Pennsylvania.	11,189,397	2,780,366	(Owned by Le	high Coal	and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	117½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	220,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	.....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	62
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	De . 1	869 to Pb	g Cin. & S	t. Lat	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	84
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	.....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,898	*	72,825	33,540	848,315	2,628,000	1,081,529	155,517	175.0	315,161	6,705,055	4,381,111	563,872	162,756	9	100	.....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Lease	d by Lou	isv., Cinc.	and Lex.)	74,079	6	100	67
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	787	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871.760	8,780.501	5,213,500	1,518,102	1,868,468	381.2	1,068,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	. 20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	.....	.....	.....	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	—	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	.....	.....	.....	.....	21,786	6	100	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	.....	.....	.....	100	.....
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	20.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	.....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	50	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,6 1.977	942.664	132,510	102,110	10	100	135
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	.....	103	.....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware †.....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	272.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,607	291.0	816,589	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	.....
Jun. 30, 1868	130.6	—	6.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	.....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	16,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,807	126,931,971	5,024,108	2,046,036	8	100	.....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	.....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,664	.....	.....	(Operat	ed by New	Jersey.)	14,631	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,870,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	64
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven.....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	.....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,382,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	.....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	.....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 000	.....	.....	.....	23.0	24,1 8	617,707	556,855	79,971	.....	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	.....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell.....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	92½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	145
Sept. 30, 1869	120.0	12.5	8.6	—	28	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	.....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,096	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	[In han	ds of bon	dholder s.]	.....	972,000	.....	.....	119.0	.....	.....	.....	104,787	.....	—	100	.....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	606,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	.....
Oct. 31, 1869	6.0	....	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	.....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	.....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	114½
Dec. 31, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,581,880	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	.....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Mor.a n	of New	York City.]	.....	.....	.....	.....	.....	.....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,758	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	96
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	8	100	135½
Sept. 30, 1869	62.8	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,661	837,116	10	100	151
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-	truction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	8	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	.....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	.....

Dec. 31, 1869	72.0	—	3.0	118.0	—	68	35	14	776	North Louisiana and Texas	La.						7,500,000	13000,00 0			72.0										
Feb. 28, 1870	233.3	147.8	11.9	—	—	29	32	16	608	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	13000,00 0			381.0				2,084,486	432,124	—	100	—	21
Oct. 31, 1869	55.6	12.1	28.5	—	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064			3,150,000	3,588,439	133,476		67.7	460,143			1,132,781	463,114	5¢	50	86	
Dec. 31, 1869	95.0	2.6	20.3	—	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407			5,675,377	289,010	3,218	96.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	—	134	67	38	4,232	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	84	
Mar. 31, 1870	69.1	13.4	16.2	—	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	111¼	
Sept 30, 1869	21.3	—	4.5	—	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,698	213,074		2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	103¼	
Jun. 30, 1869	113.0	32.0	14.0	—	—	19	21	5	232	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929		5,035,800	941,800	387,687	208,992	122.0	532,120		31,199,413	1,045,222	356,839	6	100	89½	
Dec. 31, 1869	340.0	53.0	....	—	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754		23,714,125	6,152,859	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	33¼	
Oct. 31, 1869	96.0	3.5	21.5	—	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	89	
Nov. 30, 1869	130.5	12.2	43.9	—	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310		4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,562,525	538,138	6	100	97	
Sept. 30, 1869	260.3	9.9	9.7	—	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262		2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.5	—	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*				300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	—	....	....	....	....	Oswego and Rome	New York.	925,999	*				300,000	610,000			—	(Leased	to R. W &	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*				490,400	691,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	6	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918				3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	....	
Sept. 30, 1869	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*				7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	80	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*				630,000				—	(Leased	to Erie.)			58,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*				500,000	500,000			—	(Leased	to Erie)					100	....	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*				284,500	85,000			—	(Leased	to Erie.)			26,500	6	100	....	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*				342,150	160,000	36,542		—	(Leased	t	o Camden	and Amb	oy.)		100	....	
Oct. 31, 1869	364.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*				33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	120¼	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*				3,200,000	592,500	383,000		47.0							10	50	225	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000			—	(Leased	to Ohic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	63	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)				100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*				1,000,000				12.0		(In pr	ogress.)	0			100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*				1,325,200	241,894			82.3	164,367			245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent. Penn. & Md.		1,545,812	70,164				218,000	800,000	221,686		46.0	124,224			196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*				6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	55	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888			1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	156	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061				29,022,100	7,819,592			480.4	5,159,301	40,625,071	483,853,367	11,275,241	5,002,408	10	50	100	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	332,675			1,259,100			80,555	26.5				1,077,569	274,081	10	100	118	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	110	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,289	Pbg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000			6,423,200	10,036,690	421,154		201.0	1,849,510			2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*				1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.		24,391,380	*				19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9¼	100	85¼	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247				450,000				—					27,450	6	100		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In ha	nds of R	eceiver.)					23.0	34,971			60,642	5,313	—	100		
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988			109.5	354,754			632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,986,063	*				1,500,000				51.3	303,266			575,036	175,586	6	100	113¼	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000				—	(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496	26.0				80,083	22,015	—	100		
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.		679,604	*				437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,87			49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138¼	
Dec. 31, 1869	97.0	—	....	—	11	14	—	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000			97.0				208,000	141,000	3	100		
Dec. 31, 1869	73 8	8.5	....	—	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.		5,814,901	*	768,476	140,285		3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480		4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,025	6,271,192	609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720		1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743		847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100		
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*				650,000	600,000			—	(Not in o	peration.)					100		
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612					427,402				22.0		(No	returns.)				100		
Sept. 30, 1869	141.1	48.5	23.4	—	36	25	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338		3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	120	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	746	Rutland	Vermont.	4,381,741	*	791,487			4,581,400		331,828		138.0	679,669	8,347,128	16,336,225	874,855	187,329	—	100	25	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,687,500	*				2,100,000	2,589,500			132.0				753,000	376,000	—	100	72¼	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000			—	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	30¼	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*				10,000,000	4,000,000			46.4			abo	ut 10 ; 000			100	46¼	
Dec. 31, 1869	100.0	—	....	—	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000			—	(Leased	to Chi. &	Alton.)		240,000		100		
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	—	St. Louis and St Joseph	Mo.			(Unfi	nished.)		2,000,000	1,000,000			—		(No	returns.)				100		
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*				1,500,000	4,500,000			—	(Leased	to Terre H	aute and I	ndianapo	lis.)		100		
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.			*				2,020,000				257,004	2,776,68	3,570,874	373,448	138,411	—	100		
Dec. 31, 1869	100.0	—	5.0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989		2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100		
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*				180,560	100,000			—	(Leased	to West J	ersey.)		16,833	6	50		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,642		1,590		243,305	226,900	535	91	—				429,212	101,024	—	100		
Jun. 30, 1869	116 3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*				904,832	2,307,742			116.3	271,076			172,494	27,393	—	50		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*				1,269,150	97,000	106,120		54.0	155,070						100		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841					576,050				—	(Leased	to Phila. a	nd Readin	g.)		5	50		
Dec. 31, 1869	80.0	—	4.6	—	18	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.							210,000			80.0							100		
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007		999,050	796,830	891,180	25,521	119.3				282,215			100		
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	6,079,100			200.0				460,000			100		
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			—	(Le	ased by N	orthern C	entral.)		6	50		
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*				1,227,000	800,000			45.5				61,504	32,091	—	100		
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	*				100,000	37,800			20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408	—	100		
May 31, 1869	50.0	—	2.5	—	10	18	5	30	Shore Line	Connecticut.	732,900	*				677,900	55,000			50.0				310,182	47,424	6	100		
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Iowa.	5,014,000	*				1,788,000	3,256,320			—	(Leased	and oper.	by Portlan	d & Ken.)		294,476	90,000	—	100		
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000					230,000	500,000			—	(Leased	& oper. by	Com. of N.	Jersey.)		26,298	6	100		
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	—	South Branch	New Jersey.	439,694					438,300				—	801,171		(In	progres	s.)			100		
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,107,797	163,729		5,819,275	4,057,361	365,501		—				1,382,167	595,507	—	100		
Dec. 31, 1869	50.0	—	—	183.0	3	—	—	—	—	South and North Alabama	Ala						1,5 0,000	1,000,000										100		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566		259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*				497,750	850,000			63.0	150,580	5,597,645	2,094,921	221 815	66,552	10	100		
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158		1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100		
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)		3,900,000	1,500,000			—							100		
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	154	Southern Minnesota	Minnesota.										—							100		
Dec. 31, 1869	148.3	—	....	169.2	19	12	4	424	*South Pacific* ¶	Missouri.							25,000p m			100.0				348,218	203'473	—	100		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1869	143.0	14.5	22.9	26.5	30	14	18	396	Southwestern.....Georgia.	4,587,313	*	.....	131,053	3,939,900	699,500	37,155	41,811	257.5	384,922	.....	.....	910,116	360,386	8	100	104
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union †.South Carolina.	1,340 852	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61, 400	21,762	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	.....	.....	.....	800,000	350,000	.....	.....	7.6	10,077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1869	12.0	—	0.6	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In progress to be completed June 1870.)						50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	.....	.....	.....	.....	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)							271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	—	—	—	177.0	.....	.....	.....	.....	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,385	84.0	503,198	.....	.....	1,279,043	671,445	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	396,440	82,005	—	50	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	54½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	7	100	....
Sept. 30, 1869	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)					—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	.....	.....	.....	.....	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt & Mass. R. R.)					—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased to Pennsylvania.)					7	100	50½
Apr. 30, 1870	1.0	8	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106 245,978	*	5,591,000	654,630	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]					—	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	34.6	176,432	.....	.....	8,407,558	4,203,926	—	100	25½
Sept. 30, 1869	59.0	—	3.1	—	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1869	47.0	25.5	12.0	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	59.0	81,228	2,960,504	1,172,870	235,083	132,040	7	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	54,450	2,244,178	734,753	165,494	76,892	7	100	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	(Leased by Vermont Central.)					6	100	100
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	1,305,789	15,650,086	54,177,218	1,949,430	543,331	8	var	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	63½
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	264	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	(Leased to Rutland.)					2	100	....
Dec. 31, 1869	18.3	—	3.8	—	.....	.....	.....	.....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	(Leased by Del. Lc.&W'rn.)			454,768	154,618	—	100	87½
Dec. 31, 1869	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	—	—	....	93.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,691	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	—	[In progress.]					—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	6	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	35.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	46.0	.....	.....	.....	138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]					50	81	
Aug. 31, 1869	94.0	—	....	66.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256,308	10	80	130
Dec. 31, 1869	20.0	—	....	51.0	.....	.....	.....	.....	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated during construct'n by M.& St.Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	.....	.....	.....	.....	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)					—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)					6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. R.R. sold Jan. 5, '70		$525,000.		1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,434,665	272,624	.....	181.0	[no returns.]					—	100	....
Dec. 31, 1869	15.4	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	.....	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				14,000	7	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....

CANALS, &c.

May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,988,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	408.0	—	—	—	110,610	.....	10	100	118½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	65½
Feb. 29, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	28½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,456	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	48	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	—	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	282,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	15
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	50,264	49,224	—	—	oper. M'	diesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston). Mass.	190,646	119,000	—	33,686	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	diesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) .....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City).N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	800,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	.....	—	100	100	....
Oct. 31, '69	9.64	82	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	202	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	256,816	80,754	20.	50	15	44½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	36,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,166	69,532	10	50	30	50
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy&	Lansb.	—	100	100	....
Oct. 31, '69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312.454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	.....	—	100	100	....
Oct .31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	60
Oct .31, '69	4.39	14	6	Wilkesbarre and Kingston..Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,000	5,000	15,968	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	623	3,690	2,812	4	100	100	....
Nov.30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 900	72,000	26,000	not now	o per'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	274½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	43,300	7	J.& J.	1880	....
1st Mortgage.....	16,900	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	78
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	280,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,298	7	7	80½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78½
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.	5,253,836	...	...	115½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 50 @ 36 —
Pig, American, No. 1		33 — @ — —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	STORE PRICES.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	11 @ — 11½
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 36½@ — 36½
Straits	(gold).	— — @ — 33
English	(gold).	— — @ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 25 @ 8 87½	9 75 @ 10 50
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 65 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 11½@ — 12
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — —
Refined, prime L. S. to W. (110 @115 test)		— — @ — 24
Refined, Standard White (in ship'g order)		— — @ — 25
Refined, prime White (in shipping order)		— — @ — 26
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 29 @ — 30
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — 10
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
Canton Co.	67½	68	68½	....	....	....
Central Pacific 6s	90½	90½	90½	90½	90½	90½
Central of N. Jersey	107	107	107½	108	109½	108½
Chicago & Alton		113½	....	113½	114	....
" pref.	115½	....	....	....	....	....
" 1 M.		....	....	....	....	....
" S. F.		....	....	....	....	....
" Inc. bds		....	....	....	....	....
Chicago, Burl. & Q.		....	....	151	....	....
" 8s, 1883		....	....	....	....	....
Chic. & Northwestern	81½	81½	....	82	....	....
" pref.	88½	89½	89½	89½	90½	89½
" 1st M.		....	....	....	....	....
" S. F.		....	....	....	....	....
" Consol.	....	90½	....	90½	....	....
Chic., Rock Isl. & Pac.	113½	113½	113½	112½	112½	111½
Chi., R. I. & Pa. 7s, 1906	97½	97½	....	....	....	97½
Clev., Col., C. and Ind.		....	....	81	81	....
Clev. and Pittsburg	107	....	107	....	....	....
" 2 M.		....	....	....	....	....
" 3 M.		....	....	....	....	....
" 4 M.		....	....	....	....	....
Clev. and Toledo		....	....	....	....	....
" S. F. 7s		....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	18½	18½	....	18½
" 1 M.	79	....	78½	78	77½	77½
" 2 M.		....	....	....	....	....
Cumberland Coal pref.		....	....	....	....	....
Del. & Hudson Canal		118½	118½	118½	118½	....
Del. Lack. & Western	107½	107½	107½	107½	108	109½
" 1 M. 7s		....	....	....	....	....
" 2 M. 7s		....	....	....	....	....
Dubuque & Sioux City		....	....	....	....	....
Erie Railway	22½	22½	23	23½	23½	23½
" pref.		....	....	....	....	45
" 1 M. 7s, 1897		....	....	....	....	....
" 2 M. 7s, 1879		....	....	....	....	....
" 3 M. 7s, 1883		86	87	....	....	....
" 4 M. 7s, 1880	80	79½	80½	....	80	79½
" 5 M. 7s, 1888		....	....	....	....	....
Great Western 2d mort.	85	....	....	85	85	....
Hannibal & St. Joseph		....	110	....	109	107
" pref.	117	116½	116½	116½	....	115½
Hudson River		....	....	....	....	....
" 2 M. S. F.		....	....	....	....	....
" 3 M 7s, 1875		....	....	....	....	....
Illinois Central		....	....	136½	136	....
" bonds		....	....	....	....	....
Lake Shore & Mich. S'th.	94½	94½	95	94½	94½	94½
Lake Shore Div. bonds		....	....	....	....	....
Marietta & Cin. 1st pref.		....	....	....	....	....
" 2d pref.		....	....	....	....	....
Michigan Central	121½	....	121½	....	121	....
" S. F. 8s, 1882		....	....	....	....	....
" conv. 8s, '69		....	....	....	....	....
M. S. and N. I. 1 M. S. F.		....	....	100	....	100½
" 2 M.		....	....	....	....	....
Mariposa Mining Co.	5½	....	....	....	....	....
" pref.		....	....	10½	10½	....
" Tr. 10s ctfs.		....	....	....	....	....
Milw. and St. Paul	64½	64½	64½	64½	64½	64
" pref.	81½	82	82½	82½	....	81½
" 1st mort.		....	....	....	94	....
" 2d mort.		....	....	....	....	....
" 8s		105½	....	....	....	....
" 7 3-10s con.	92½	....	....	....	92½	....
Missouri 6s		91	91½	....	....	91
" H. & St. J. 1ss.		....	....	....	....	....
Morris and Essex	92	91½	92	....	....	93
" 1st mort.		102½	....	....	....	....
" 2d mort.		....	....	....	95	....
New York Central		....	....	....	....	....
" 7s, S.F. 1876		....	....	....	....	....
" 7s, conv. '76		....	....	....	....	....
" 6s, S.F. 1883		....	....	....	....	....
" 6s, S.F. 1887		....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93½	93½	93½	93½	93½	93
" certificates	88½	....	88½	89	88½	88
N. York and Harlem		....	....	....	135	135½
" pref.	134½	....	....	....	....	....
" 1 M. 7s, 1873		....	....	....	....	....
N. Carolina 6s		....	....	....	....	....
" new		27½	....	....	....	....
Ohio and Miss.	33½	....	33½	33½	....	33½
" pref.		....	74	....	....	....
" 1st M.	99	....	....	....	....	....
Pacific Mail S. S. Co.	45	45½	45½	45½	45½	44½
Panama	82	....	....	....	....	....
Phila. and Reading	100½	100½	101	101	101½	100½
Pitts., Ft. W. & Chi. gtd.	93	93½	93½	....	93½	93½
" 1 M.		....	104	....	....	....
" 2 M.		....	....	....	....	....
" 3 M.		....	....	....	....	....
Quicksilver Mining Co.		....	....	....	....	5½
St. L., Alton & T. H.		....	....	....	....	....
" pref.		....	....	....	....	....
" 1 M.		....	....	....	....	97
" 2 M. pref.		....	....	....	....	....
" Income bds.		....	....	....	....	....
Tennessee 6s	62½	....	62½	....	....	62½
" new	60½	60½	60½	....	....	....
Tol., Wab. & Western	54½	54½	54½	54½	54½	54½
" pref.		....	....	....	....	....
" 1 M.	91½	91½	....	....	....	....
" 2 M.		87½	....	87	....	86½
" Equipment		....	....	80	....	....
Union Pacific		25	24	25½	25½	25
" 1st mort.	83½	83½	....	83½	82½	....
" L. Gt. 7s		....	....	....	70½	....
" Inc. 10s		73	72½	....	....	....
Virginia 6s, ex-coupon	63½	....	63	....	....	63½
" new		....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106¾	106¾	106¾	106¾	106¾	106¾
U. S. 5s, 10-40s, reg	106¾	....	107	....	106¾	106¾
U. S. 6s, 1881, reg	....	....	....	113¼	114	....
U. S. 6s, 1881, coup	114	114	....	114	....	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	108¾	....	....	108¾	108¾	108¾
U. S. 6s, 5-20s, c. 1862	112¾	112¾	112¾	112¾	113	113
U. S. 6s, 5-20s, reg. '64	108	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	111¾	....	111¾
U. S. 6s, 5-20s, reg. '65	108¾	....	....	....	108¾	....
U. S. 6s, 5-20s, c. 1865	111¾	111¾	112	112	111¾	112¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	111¾	110¾	....
U. S. 6s, 5-20s, c. n. '65	110¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '67	....	....	110¾	....	....	110¾
U. S. 6s, 5-20s, c. 1867	110¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110¾	110¾	110¾	110¾	....	110¾
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	....	....	....	....	....	....
.. preferred	38¾	....	....	....	....	39
Camden and Amboy	115¾	115¾	115¾	....	115¾	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	92¾	92¾	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96¾	96¾	....	....	96¾	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	92½
Lehigh Navigation	33¾	33¾	33¾	33¾	33	32½
.. 6s, 1884	83	....	82½	....	....	....
.. Gold L	88¾	....	89	....	....	....
.. R. R. L	89	....	....	89	....	....
Lehigh Valley R. R.	58¾	58¾	58¾	....	58¾	58¾
.. 6s new coup	....	....	98	....	....	....
.. 6s new reg	....	....	99½	....	....	....
Little Schuylkill R.R.	....	....	42	....	....	....
.. 7s	100	....	....	....	....	....
Minehill	52	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	43	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	98
.. 7s	94	94	94	....	....	....
.. 10s, 1887	....	....	....	....	....	111½
Northern Central	....	42	....	....	42	....
Pennsylvania R. R.	60¾	60¾	60¾	60¾	60¾	60¾
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	101	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	110	....	....	....	....	....
.. 6s, W L	....	....	....	104½	....	....
Philadelphia City, 6s	....	....	....	102	....	....
.. new	102¾	102¾	102	102¾	102¾	102¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	50¾	50¾	50¾	50¾	50¾	50¾
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27¾	27¾	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	88¾	....	88¾	....	88¾	....
Schuylkill Navigation	7	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	73½	....	73	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	15	....	15½	....	....	15
Chestnut & Wal.	....	....	....	....	....	....
Green & Contes	....	....	....	....	....	....
2d and 3d streets	....	50¾	....	50	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	....	92	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	93	93	93½	....	....	93½
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	131
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	91½	....	91½	90½
.. 2d M	75½	....	....	....	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	20½	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	148¾	148¾	149	148¾	149	149
Boston and Lowell	137	138½	....	....	....	148¾
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	146	....	....
Boston, Hartford & Erie	4¼	....	4¼	4¼	4¼	....
.. 7s, new	28½	27½	26½	25¼	26½	....
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	135½	....	....	....
Eastern	....	123½	....	121½	....	....
Fitchburg	132¼	132	....	....	....	132¼
Manchester & Lawr'ce	....	....	....	....	....	135
Michigan Central	....	121¼	....	120¾	120¾	120¾
Northern, N. H	111¼	111½	....	....	....	....
Ogdens. & Lake Champ	87	87½	88	88½	89½	....
.. pref	....	....	....	....	107	....
Old Colony & Newport.	96¾	....	....	97	96¾	97
Ph., Wil. & Baltimore	....	54½	....	55	....	....
Portl'd, Saco & Porta	....	113½	....	....	....	....
Union Pacific	....	....	24¼	....	....	25¼
" 6s	81½	....	81½	81¼	81¼	81¼
" Land Grant 7s	....	71¼	....	72¼	72¼	73
" Income 10s	71¼	71¼	....	71¼	71¼	....
Vermont & Canada	....	105½	....	....	....	106
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	98¾	....	....	....	....	98¾
Metropolitan	....	....	70	69¾	....	69¾
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	2	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	20	....	20	....	....	....

London Stock Exchange.

	—Closing Prices:— Oct. 7.	Sept. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 28	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98—100	100 —103
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	96 — 98	97 — 99
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 98	97 — 99
Do. General mort. 6 p. c. 1910	91¼— 92½	90½— 90¾
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881	92 — 95	93 — 98
Do. with option to be paid in Phila.	92 — 95	93 — 98

American Railroad Journal.

Saturday, October 22, 1870.

Stock Exchange and Money Market.

The last city bank statement was more favorable than had been anticipated, having shown an increase of ¼th of a million in the legal tender reserve, with only a moderate decrease in the specie item, and the deposits. The loans and circulation were enlarged. The supply of Money on call has been more liberal at from 5@7, generally at 5@6 per cent., with a fairly active speculative inquiry noted, chiefly for Stock Exchange purposes. There has been a free currency for prime to good mercantile paper at fron 7@9 per cent. per annum, with a comparatively moderate offering reported of names grading up to prime. The U. S. Sub Treasury added about 1¼ millions to each of its coin and currency balances. Of the 1871 five per cents, now being redeemed, by the Sub Treasurer, under the recent order, over two millions have already been offered to the Government, for retirement.

In the new London banking house of Messrs. Jay Cooke & Co., Hon. Hugh McCulloch, who is to leave for Europe at an early day, will have as his associate partner, Mr. J. H. Puleston, the accomplished and popular senior partner in the banking firm of Puleston, Raymond & Co., of this city.

The specie reserve of the city banks according to the latest return is $11,610,708, against $20,399,070 same time last year. The city bank deposits are now $187,489,715, against $178,642,936 week ending Oct. 16, 1869. The legal tender reserve amounts to $50,526,279, against $53,229,504 same time last year. The circulation now stands at $32,967,705, against $24,217,114 same time last year. The loans are now $265,275,290, against $248,537,984 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $87,257,885 a day, against a daily average of $75,948,742 the preceding week. The current weeks' exchanges average about 99¾ millions a day. The city banks, last week, reported a loss of $986,933 of specie, and $211,402 of deposits, with a gain of $251,053 of legal tender notes. They increased their loans, $294,461; and their circulation, $374,496.

The city bank exchanges on Wednesday were about 85⅝ millions.

The coin reserves of the Treasury Department on Monday were $98,131,000, including about 12⅜ millions on deposit on private account; currency balances, $25,260,000.

National Bank notes to the amount of $293,701 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $334,069,938, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,807,529 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $300,262,409. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $343,592,950; and for the public deposits, $15,981,500—making a total of $359,574,450. The Treasury Department last week redeemed and destroyed $507,500 of worn and mutilated fractional currency, and issued $280,509 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 15, were $4,444,468 in coin, (including $3,103,000 from customs duties,) and $5,513,509 in currency; payments, $3,181,184 in coin, (including $303,006 of coin interest,) and $4,295,036 in currency; balance at the close of the week, included $62,080,094, of coin, against $60,816,082 the preceding Saturday, and $6,813,809 of currency, against $5,595,328 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $500,338 in coin, (including $343,624 from customs,) and $995,656 in currency; payments $367,797 of coin (including $27,868 of coin interest), and $316,280, of currency. On Tuesday, receipts, $548,674 in coin (including $494,882 from customs), and $212,147 in currency; payments, $119,838 in coin (including $24,579 of coin interest) and $404,146 of currency. The balance at the close of business on Tuesday included $7,301,183 of currency, and $62,641,472 of coin, against a balance a week

previous of $6,546,896 currency, and $62,641,472 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were $45,989,731, including $14,704,035 from customs; aggregate payments, $57,093,400, including $3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September $1,137,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,726,714 of coin certificates, received for customs.

Government revenues have made a fair average yield to the Treasury, since our last. The excises, during the week yielded about 3½ millions; customs at the port of New York, $2,973,714, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,970,400 in currency. The income of the Government, from excises, since July 1, 1870, has been about 59 millions.

Gold has been offered more freely and has been quoted lower, ranging from 112½ to 114¼; and closing on Wednesday at 113¼, as against 113⅞ the preceding Wednesday. There has been a less confident speculative call; and less urgency has been noted in the customs and export demand. Government marketed a million of Gold on Wednesday at 112 60@112 77. The aggregate of the bids was $2,811,300. Toward the close, a stronger feeling was apparent in the Government, under freer speculative purchases.

The Gold Exchange held its annual election on Monday, choosing the following officers, and the usual standing committees: President, H. S. Camblos; First Vice President, T. A. Hoyt; Second Vice President, W. M. Whittemore; Secretary, T. P. Akers; Treasurer, R. L. Edwards. The aggregate receipts of the Exchange, last financial year, were $56,276; expenditures, $16,827.

According to the official programme of the Treasury Department for October, Government will sell Gold as follows: Wednesday, Oct. 26, $1,000,000. And buy in Five-Twenties as follows: Thursday, Oct. 27, $2,000,000.

The export drain last week was $654,323 against $802,174 week ending with Oct. 8; $465,260 week ending Oct. 1; $1,345,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been over 50⅝ millions, against 27⅜ millions same time in 1869; 66½ millions same time in 1868; 43 millions same time in 1867; nearly 54⅛ millions same time in 1866; and 23¾ millions same time in 1865. On Wednesday of the current week, the specie exports were only $179,778. The exchanges at the Gold Exchange Bank, which were 76⅛ millions on Thursday of last week, were 87⅝ millions on Saturday, nearly 53 millions on Monday of this week, and only 26½ millions on Tuesday. On Wednesday they were over 56 millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was about 62½ millions.

The customs demand for Gold last week, averaged $517,167 a day; thus far, this week, it has averaged $419,008 a day, or equal to a weekly aggregate of $2,514,048. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $229,257; and since Jan. 1, 1870, $8,489,011, against $14,702,820 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $117,269,670 against $109,039,230, same time in 1869.

The exports of specie, from this port, last week, were $654,323 against $1,010,518 same week last year; and since Jan. 1870, $50,686,569, against $27,383,284 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $303,006; and since Jan. 1, 1870, $67,374,186 against $69,783,452 same time in 1869.

The customs revenue of the port on Wednesday was ———; and the coin interest disbursements were about $31,000.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 8th, was $6,816,000, against $6,701,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 8th, were $26,831,000, against $29,417,000 same time last year.

Foreign Exchange has been more active, and quoted firmer, closing strong. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109½@109¾. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $3,196,133, and since January 1, 1870, $144,755,201 against $156,125,800, same time in 1869.

Government securities have been more generally sought after, partly on speculative account, but chiefly for investment purposes; and prices have been quoted stronger, though not very decidedly higher. The offerings have been quite moderate at the going rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅞@114; U. S. Five-Twenties of 1862, 112⅞@113; U. S. Five-twenties of 1864 at 111⅝@111¾; U. S. Five-Twenties of 1865 at 112⅛@112¼; U. S. Five-twenties of 1865 consolidated, 110½@110⅝; U.S. Five Twenties of 1867, 110⅛@110⅜; U. S. Five-twenties of 1868, 110⅜@110⅞; U. S. Ten-forties at 106¾@106⅞; U. S. Six per cent. currency bonds, 111⅛@111⅜.

State bonds have been lightly dealt in throughout the week, but have been quoted generally firm in price.

Railway and miscellaneous share property has been in decidedly more active speculative demand at generally higher, though unsettled prices,—closing, however, quite heavily, under a pressure to realize, chiefly on speculative account.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 5.	Oct. 12.	Oct. 19.
Cuosols	92⅛	—	92⅝
U. S. 5-20's of 1862	91⅛	91	*89½
U. S. 5-20s, 1865	90⅜	—	*88¾
" 1867	89¼	89⅞	89⅞
" 10-40s	85½	86⅛	87
Erie	18	18	18¾
Ill. Central	113	—	114
At. and Gt. West	26	—	30

* Ex-Coupon.

Railway bonds have been in rather better request, for investment purposes at firm prices. Central Pacific Sixes, have been more sought after, closing on Wednesday at 90⅜@90½. The Union Pacific Sixes closed firmly on Wednesday at 83⅛@83⅜. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95⅛.

General business has shown more activity in the domestic produce line, but at variable prices. Middling upland cotton closed tamely on Wednesday at 16⅛ cts. per lb. The stock of cotton now here is given at about 27,000 bales. The receipts at the port this week, have averaged about 5,600 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 269,850 bales, against 270,800 bales same time in 1869-'70; exports same time 73,850 bales, against 79,100 bales same time in 1869-'70; stock on hand at latest dates, 177,350 bales, against 127,775 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,986 pkgs., against 18,299 pkgs., same time in 1869. From Boston, 5,010 pkgs. in 1870, against 6,489 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in less request and lower; we quote the range at from 8@16½c. per lb.; week's receipts, 9,263. Milch cows in demand at $40@$100 each, receipts, 113. Veal calves have been less saleable at from 8½@11½c. per lb.; receipts, 2,684. Sheep in less request at from 4½@6¾c.; lambs at 6½@9c. per lb.; receipts, 42,494. Swine have been in demand at 8⅜@8¾c, per lb.. all live weight; receipts, 22,515.

Foreign goods have been less freely dealt in at about steady rates. The dry goods entries at this port, last week, were $2,259,031, making with the general merchandise imports, a total of $5,018,214, against $6,852,635 the preceding week.

Ocean freights have been quoted stronger, but have not been remarkably active, the scarcity of ship room checking engagements. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer per bbl.; grain at 8d. by sail, and 9d. by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and ½d. @$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s. @27s. 6d. by sail, and 25s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 18th, and since the beginning of the year:

	1869.	1870.
For the week	$4,149,217	$3,196,133
Previously reported	151,976,583	141,559,068
Since Jan. 1	$156,125,800	$144,755,201

The imports for the week ending Oct. 15, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,319,456	$2,259,031
Gen. merchandise	2,418,333	2,759,183
Total for the week	$3,737,789	$5,018,214
Previously reported	240,316,760	238,361,257
Since January 1	$244,054,549	$243,379,471

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph 8s, con., 106¾; St. Louis and Iron Mountain 1st mort., 87; Cedar Falls and Minnesota 1st mort., 84½; Jefferson R. R. 1st mort., 91; Ohio and Miss. consol. bonds, 87¾; Long Dock bonds, 89; Peninsula R. R. 1st mort., 90; Morris and Essex const. bonds, 89; Pacific R. R. bonds, guar. by Mo., 94⅛; Toledo, Peoria and Warsaw 1st mort., W.D., 80; N.Y. and N. H.R.R., 151; do., scrip, 140; New Jersey R. R., 114¼; Long Island R. R., 67; North Carolina 6s, special tax, 22¾; South Carolina 6s, old, 80; do., new, Jan. and July, 68½; Virginia 6s, reg., 1867, 57; California 7s, 112; N. Y. State 7s, Bounty Loan, reg., 107⅞; Arkansas 6s, Fund Act, 62; Western Union Tel., 41½; Maryland Coal, 25; Consol Coal of Md., 26; American Coal, 37; Am. Mer. Union Exp., 44⅛; U. S. Exp., 36⅝; Wells Fargo Exp., 87½; do., old, 12¾; Adams Express Co., 67; Atlantic Mail S. S. Co., 25.

Philadelphia.—Pennsylvania R.R. General mort. coupon, 96; Pennsylvania and New York Canal 7s, 92; Wilmington and Reading 7s, 91; West Jersey 7s, 90½; Belvidere Delaware 3d mort., 85; Oil Creek and Allegheny River R. R., 44½; do., 7s, 80; Wyoming Valley Canal, 25; Pennsylvania State Inclined Plane Loan, 107; Philadelphia City 6s, prior to 1862, 103½; Dalzell oil, ⅛; N. Y. and Middle Coal Fields, 4.81. The latest quotations are: City 6s, 101¾@102¼; do. free of tax, 102½@—; State 5s, coupon, 103@105; do., 6s, W. L., 104@—; do., 1st series, 104@106; do., 2d series, 105@106; do., 3d series, 109@110½; Reading, 50⅜@50⅜; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115½@116; do., mort. 6s, 1889, 96½@97½; do., 1883, 92@93; do., 1889, 92@92½; Penn. R. R., 60⅛@60⅜; do., 1st mort., 102½@102¾; do., 2d mort., 101@101½; Little Schuylkill R. R., 42@42½; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7@8½; do., pref., 16@16½; do. 6s, 1882, 73@73¾; Elmira and Williamsport pref., 39@40½; do., 7s, 1873, 92@92¼; do., 5s, 57¾@60; Lehigh Coal and Navigation, 32¾@32⅞; do., 6s, 1884, 82@83; do., R. R. Loan, 89@90; do., Gold Loan, 89@89½; North Pennsylvania, 42½@43½; do., 6s, 98@99; do., 7s, 93@94; do., Chattle 10s, 111¾@—; Philadelphia and Erie, 27@27½; do., 6s, 91@—; Minehill, 51@52; Catawissa, 12@15; do. pref., 38⅞@39¼; Lehigh Valley, 58½@58¾; do. 6s, 100½@—; do., 6s, reg., 98½@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 50@50¼; Thirteenth and Fifteenth, 21@22½; Spruce and Pine, 25@26; Green and Coates, 39@40; Chestnut and Walnut, 44@44½; Hestonville, 15@15¼; Union, 44@—.

Boston.—Western R. R. 6s, 1875, 101⅝; Phila., Wil. and Balt. 6s, 1887, 95; Vermont Central 1st mort., 85; Stanstead, Shefford and Chamdly 7s, 82¾; Cedar Rapids and Missouri 7s, 1916, 88¾; Derby R. R. 1st mort. 7s, 100; Iowa Central R. R. 7s, 90; Hannibal and St. Joseph 8s, 105½; Indianapolis and Cincinnati R. R., 10; Marginal Freight R. R., 5; Norwich and Worcester R. R., 103¼; Nashua and Lowell R. R., 143¾; Rutland pref., 73; Cincinnati, Sandusky and Cleveland R. R., 16¾ do., 7s, 75½; Boston Water Power Co., 16; Cary Imp., 8¾; Waverly Land, 1⅝; Massachusetts 6s, 1876, gold, 108½; do., 5s, 1883, gold, 96⅛; do., 5s, 1894, gold, 98⅜; New Hampshire 6s, 1884, 99¾; Rhode Island 6s, 1882, 99½; Maine 6s, 97½; Boston 6s, 1880, currency, 100⅜; do., 5s, 1878, gold, 96¾; do., 1882, gold, 96½; do., 1877, gold, 97½; Worcester 6s, 1880, 99¼; Salem 6s, 1888, 99⅛; St. Louis Co. 7s, 1888, 95¼; Cook Co., Ills., 7s, 97⅞; Portland 6s, 1887, 90¾; do. Water Works 6s, 1888, gold, 80; Chicago 7s, 98; Calumet, 90; Hanover, 35c.; Hancock, 1½; Mesnard, 50c.; Petherick, 35c.; South Side, 25c.

Baltimore.—Richmond and Danville bonds, 77⅜; Western Maryland 1st mort., unindorsed, 76; do. 2d mort., pref., 62; Orange and Alexandria 2d mort., 75; Pittsburgand Connellsville bonds, 92; Maryland Defense bonds, 103; Virginia 6s, old, reg., 51½; do. 1867, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91½@91⅝; Baltimore and Ohio, 130@131; do., 6s, 1875, 94@95; do., 1880, 94@95; do., 1885, 92@92½; Northern Central, 41¾@42¼; do., 6s, 1885, 92½@94; do., 1900, 86¾@87¼; do., 6s, 1900, gold, 93¼@94; Parkersburg Branch, —@7½; N. W. Va. 1st mort., 94@95; do., 2d mort., 95@95; do., 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 91¾@92; do. 2d mort., 75@76; Central Ohio, 24@25; do., 1st mort., 83@—; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 90@92½; do. 2d mort., guar., 88@—; do. 6s, pref., 62@62⅛; do. 6s, guar., by Washington Co., 80@88; Richmond and Danville bonds, 77¼@77½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 74@76; do, 3d mort., 8s, 85½@—; do. 4th mort., 8s, 74@75; Orange, Alex. and Manassas 7s, 75@75; Virginia and Tennessee 8s, 81½@82½; do., 6s, 1st mort., 80@82½; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 91¼@92; do., 1884, 91¾@92½; do., 1886, 92@93; do., 1890, 93@93¼; do., 1893, —@93; do., 5s, 1838-'70, 75@80; Memphis City 6s, 57@59; Maryland Defense Loan, 1883, 102¾@103; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ At the annual meeting of the stockholders of the Rockford, Rock Island and St. Louis Railroad Company held in Rock Island on the 12th inst., the following persons were elected directors for the ensuing year: H. H. Boody, Leo Lehman, Henry Budge, D. A. Boody, and O. D. Ashley, New York; J. R. Young, Chicago; Calvin Truesdale, Rock Island; John Moses, Winchester, and David Turnbull, Monmouth. J. R. Young was subsequently elected President, and John P. Whitehead, Secretary.

☞ The Common Council of Portland, Me., have passed an order placing upon equality with the existing mortgage of $700,000, upon the Portland and Rochester Railroad, held by the city, another mortgage of $350,000, to be negotiated by the road, making, in fact, one complete joint mortgage of $1,050,000, fully secured by the entire property of the road. This will enable the company at once to finish and equip the road to Rochester.

☞ Stephen Kenrick, Samuel P. Dow, B. F. Martin, Joseph B. Walker, S. N. Bell have been elected directors of the Concord and Portsmouth railroad company.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES. No. 5 NASSAU ST.,
NEW YORK, Oct. 15, 1870.

☞ THERE IS NOW A CLEAR PROFIT OF 20 per cent. in an exchange of United States 5 20 bonds for the Central Pacific Railroad bonds—in other words, for every $5,000 of the former there may be obtained $6,000 of the latter bonds, bearing the same rate of interest (6 per cent. in coin), not subject to be called in for twenty-five years, and founded upon a security sufficient to satisfy the most critical investors.

The Central Pacific Railroad is one of the most prominent and productive lines on the Continent, and its Securities have a ready and active market, both in this country and in Europe. They can always be converted into money as readily as the bonds of the Government, and their stability and safety are thoroughly established and universally recognised.

Having originally negotiated these bonds, and knowing their value, we make a specialty of dealing in them, as in Government securities, and have no hesitation in recommending them to our friends and customers contemplating investments or the exchange of Five-Twenties.

FISK & HATCH.

Proposed Bridge Across the Delaware.

A board of officers, consisting of Gen. J. C. Woodruff, Col. J. D. Kurtz and Major W. R. King, of the Corps of Engineers of the United States Army, met on the 11th inst., at the office of the United States Engineer, No. 208 South Fifth street, Philadelphia, for the purpose of inquiring into the feasibility of erecting the Speakman drawbridge across the Delaware, and hearing any objections that might be offered. The plan proposed is for a suspension bridge, having a draw with three floors or roadways, diverging from the main floor of the bridge. It is intended that at least one of the draws shall be closed all the time, vessels entering at one end before the draw is opened at the other. Mr. Wm. E. Cramp was before the Board and presented various objections to the bridge, the principal ones being the obstruction of the river by the piers, this causing the ice to lodge, and the inadequate width of the proposed draw, it being seventy feet, while the width of the new city ice boat, for example, is sixty-eight feet, which would render it impossible for her to pass through with safety, having a vessel in tow during the winte rseason. He stated that navigators object very strongly to drawbridges of any sort, and this seemed to be an aggravated form of drawbridge, and no navigator would at any rate attempt to pass through unless all three of the floors were raised at once.

☞ Twenty-five per cent. of the principal of the Repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, with interest to the 1st instant on the said 25 per cent. of the principal, will be paid on presentation of the bonds at the banking-house of Alex. Brown & Sons, Baltimore.

☞ It is stated that the Portland and Ogdensburg Railroad will extend to Steep Falls, in Baldwin, 28 miles from Portland, this fall. The rest of the road will be completed to Fryeburg, in order to lay the rails as soon as the ground settles in the spring.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Oct. 18, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,313.—Dumping Car, Andrew J. Ballard, Cohoes, N. Y.

108,317.—Viaduct, Chas. Bender, Phœnixville, Pa.

108,327.—Rotary Grate Bars, David Byard, Sharon, Pa.

108,333.—Sectional Steam Generator, Byron Densmore, New York, N. Y.

108,338.—Snow Plow, Alexander Dunbar, New York, N. Y.

108,342.—Railway Track, John N. Farrah, Pepperell, Mass., and Jacob Stone, Belvidere, N. J.

108,345.—Safety Valve, Henry A. Goll, Chicago, Ills.

108,381.—Nut Fastening, Frederick Myers, New York, N. Y.

108,382.—Nut Fastening, Frederick Myers, New York, N. Y.

108,400.—Dumping Car, Eben C. Smeed, Lawrence, Kansas.

108,402.—Railway Chair and Clamp, Loyst J. Smith, New York, N. Y., assignor to himself and Henry D. Blake, same place.

108,404.—Car Coupling, Warren B. Snedaker, Phœnix, N. Y.

108,412.—Rotary Steam Engine, Wm. P. Vickery, East Auburn, Me.

108,426.—Steam Engine, Hugh Young, Middletown, Conn., and James S. Young, New York, N. Y.

108,429.—Method of forming forked end of Railway Crossings, Joseph Armstrong, Brinsworth, England.

108,460.—Car Starter, David C. Dickenson, Baltimore, Md.

108,475.—Changeable Gauge Car Wheel, Jonas Hamilton and Geo. F. Morse, Portland, Me.

108,477.—Spring Cushion for car seats, Wm. B. Hatch, Elmira, N. Y.

108,534.—Device for holding open doors, Jerome B. Sweetland, Pontiac, Mich.

108,548.—Time Table Indicator, Leander Wright, Rochester, N. Y.

Reissue—4,158.—Preserving and Hardening Wood, assignees of John L. Samuels, Pat. No. 60,794, dated Jan. 1. 1867.

☞ The New Haven *Journal* in an article advocating town aid to the new air line railroad between New York and Boston, says:

The Boston, Hartford and Erie road has gone into new hands, and there is every reason to believe that the connecting link between Willimantic and Putnam will soon be completed. Work has already been resumed, and it is reported to be the determination of the new managers to finish this part of their line during the present year. This done, and our own road (the Air Line) completed to Willimantic, the old dream of a new and shorter line to Boston will have been realized. The road beyond Middletown is all graded except about six miles, and the whole work can be finished in a few months if our citizens will show some of the spirit manifested by towns along the line.

Journal of Railroad Law.

RAILROAD COMPANIES—DAMAGES FOR NEGLIGENCE—WHEN SERVANT CANNOT RECOVER OF COMPANY FOR INJURY CAUSED BY FELLOW SERVANT.

The case of Cooper Admr. *vs.* The Milwaukee and Prairie du Chien Railway Company, (23 Wis., 668,) was an action by an administrator, under the statute, for injuries to the person of his decedent, causing death. John Cooper the deceased, while in the employ of the defendant as a brakeman, and serving as such on a train, was killed in consequence of the train running into a gap in the road, caused by the removal of rails for the purpose of making repairs. The complaint charges the company with negligence in not keeping the road in a safe condition and in not having, by its officers and agents engaged upon said repairs, caused proper notice of the defect to be given to said train, and in not employing a sufficient number of workmen to make said repairs, and in employing a competent and trustworthy person to superintend them. It appears that the break in the road was some thirty or forty rods west of a bridge, about six hundred feet long, across the Rock river, on the line of the defendant's road; that the train came from the east; that there is a pretty sharp curve some seventy-five or eighty rods east of the bridge, and a descending grade from the curve to the bridge; and that the train, consisting of sixteen or seventeen cars, besides the caboose, was loaded with wood; that the day was wet and dark, and the track slippery; and there was no notification of the break given to the train except by a flag from four to six rods west of the bridge, which was not more than about two feet high, and which the engineer did not observe until he approached the east end of the bridge, when it was raised and waived by hand. It further appears that the workmen engaged in repairing the road took up three rails at once, and after the train came in sight succeeded in getting down only two before it reached that point. The other evidence need not be stated.

The following is the able opinion of the Court delivered by

DIXON, C. J.—It was no doubt negligence in the flagmen to put up the flag west of the bridge, and so near to the place where the rails were taken up. If he had crossed the bridge, and gone to the first curve east of it, and put up the flag there, so that it could have been seen upon the straight line of the road beyond, it seems morally certain that the fatal accident of which the plaintiff complains and by which his intestate lost his life, would never have happened. It may also have been negligence in the section foreman, that he did not direct the flagman to go the proper place beyond the bridge, or see that he did so; and, not having done that, he may have been still further negligent in permitting so many rails to be taken up at a time. But all this is to no purpose so long as it is not shown that the company, its officers or agents, were negligent in the employment of these persons, or in retaining them in its service. The negligence of the company its officers or agents in employing careless and unfit servants, is the grist of the action, and unless this be shown, there can be no recovery. To establish such negligence, either a want of proper care in the employment of proper servants in the first instance must be shown, or else it must be shown that unfit persons were retained in the service of the company with the knowledge of its officers or agents or under such circumstance, that, in the exercise of reasonable care and prudence the officers or agents ought to have known their unfitness, and to have dismissed them on that account. It was for want of such proof as this that the court below ordered the nonsuit, and, upon careful consideration of the evidence, we must say that we think the judgment ought not to be disturbed. Aside from the proof of negligence in the servants on the occasion in question, which is clearly not enough to charge the company, there is not the slightest evidence showing, or tending to show, negligence on the part of the company in the employment of those servants. They had been in the service of the company for a long time, and, for all that appears, had always before been faithful and diligent in the discharge of their duties, and fully competent, so that there was no reason to discharge them, or upon which to base the charge of negligence against the officers or agents of the company, the judgment should be affirmed.

PAINE, J., *dissenting*.—I concede that within the current of the authorities upon this subject, there was no proof to charge the company with negligence in employing or retaining the servants, through whose negligence the death in this case was occasioned. But, for the reasons given in Chamberlain *vs.* The Mil.& Miss. R.R. Co., 11, Wis. 238, I do not assent to the rule of law established by those authorities. This case also comes within the exception sustained by several cases referred to in that opinion, which have held that a servant may recover for an injury occasioned by the negligence of another servant, if the latter was engaged in a different department of the service, the taking up and relaying the track is no part of the ordinary business of running the cars. It is not like the duty of a switchman in that respect. It is as though the company had found it necessary to take down and rebuild a bridge, and had through their bridge builders, taken down the bridge, and neglected to give notice to approaching trains. There are a number of cases which decide, and others intimate, that in such cases, the company would be responsible. As shown in the opinion referred to, I do not think the distinction which these cases establish is sound upon principle, but that the company ought to be liable in every case for an injury occasioned by the negligence of its servants, without any fault by the party injured. But at the same time I would avail myself of any class of cases which approach that position though not coming up to it. I do not desire here to go into any review of the authorities, or any elaborate discussion of the question but only to indicate the ground of my dissent. I think the judgment should be reversed.

By the Court. Judgment affirmed.

☞ The Bay Ridge and Hempstead Plains Railroad will now run through the towns of New Lots, East New York and Woodhaven. From the last named place it will take a southeasterly course, running through Jamaica, South, and Springfield to Valley Stream, and thence to Hempstead. Mr. A. T. Stewart has ordered its extension to Mineola, and laborers are at work completing it.

New Chain-Stopper.

The underwriters' steam tug, Charles Pearson, Captain Nash, having lately been overhauled and put in fine order, made a short excursion in the harbor, yesterday, with a small party of the owners and a few others on board. This boat is the strongest built and most powerful sea going tug in the country, and there is no other so serviceable in rendering assistance to grounded or disabled vessels, in all weather. The recent alterations in this boat include the introduction of new boilers, and a propeller especially adapted to her service. Another, and one of especial value, is the appliance of Emery & Cheney's elastic indicating chain-stopper, an invention now successfully in use upon about thirty vessels. Its object is to prevent sudden strains upon the cable, which when a vessel is lying at anchor in a heavy gale, are often sufficient to part the chain, entailing the loss of the anchor, and perhaps of the vessel, and those on board. With this appliance the cable does not pull from the windlass but from a stopper or rachet which bears upon rubber springs. During the trip this invention was put to a severe test by dragging the anchor, and although the strain was tremendous, no shaking or racking was perceptible on the boat. The trial was satisfactory in all respects, and the invention received the unqualified commendation of all present. This stopper also received a practical test last week off Cape Ann, which afforded a still better illustration of its value. The Charles Pearson went down to the assistance of the disabled brig Ocean Belle, and, with the latter made fast to her, lay safely at anchor in a very heavy sea throughout Friday night. Without this stopper their position would have been extremely perilous, but with it, not the slightest accident occurred. Its value is fast becoming recognized, and it would not be surprising if, in a short time, it is considered as essential to a vessel as a rudder.—*Boston Adv.*, Oct. 12.

Cotton Crop of the United States.

We present to the commercial world this morning the annual statement of the cotton crop of the United States for the year ending August 31, 1870, as prepared by the Charleston *Courier*. It is hardly necessary for us to say that it has been compiled with great care from authentic information received from our correspondents in all the great cotton centres of the country. We lay it before our readers, feeling confident that it shows the product of the great staple the past year as correctly as possible.

The summing up of the crop of 1869–70, as shown by our statement, is 3,203,828 bales, an increase in production of 845,459 bales over 1868–69. This increase has been mainly absorbed by European countries, as will be seen by the annexed comparative statement of foreign exports for the past two years.

	1869.	1870.
To Great Britain	989,491	1,478,849
To France	224,186	346,430
To North of Europe, Spain, &c	233,650	348,844
Total	1,447,327	2,174,123
		1,447,327
Increase		726,796

After making the necessary deductions there is left for home consumption, North and South, 964,842 bales. We put down for Southern consumption 112,000 bales, which includes 12,000 bales taken for consumption in Virginia and counted in the exports from that State, leaving for Northern consumption 852,842 bales, against 840,720 in 1869, showing an increase of 12,122 bales.

From a letter dated 1st inst. received from B. F. Nourse, of Boston, chairman of the statistical committee of the Manufactures' and Planters' Association of the United States, an increase of one per cent. in Northern consumption is assumed the past year over that of 1868–69, which shows an increase of 8,407 bales, thus making, according to Mr. Nourse's assumption, the past year's consumption 849,127 bales. Our figures show the Northern consumption the past year to be 852,842 bales, a difference of only 3,715 bales.

The value of the crop of the past year (1869–70) may be put down in round numbers at $325,000,000. This immense amount of money has been of incalculable benefit to the entire country.

The summing up of the crop, as developed in our statement, exceeds the estimate of the most sanguine in the early part of the past season from a half to three-quarters of a million of bales, which proves the utter fallacy of the many advance statements of growing crops, which are heralded throughout Europe and the Northern States for the purpose of affecting prices. Such statements work great injury to the planter, as well as to the buyer and consumer.—*Charleston Courier.*

Boston, Hartford and Erie Railroad.

The new directors of this road propose to reorganize it by selling the entire road from Boston to Fishkill, either under foreclosure of the mortgages or other proceedings, and the same purchased for the benefit of the parties coming into the arrangement. A purchasing committee of five, to be appointed. A new first mortgage covering the whole line of road from Boston to Fishkill, including all the branch lines, will be issued secured by this mortgage with thirty-five years to run, sinking fund accumulative of one per cent. per annum, bear seven per cent. annual interest, payable semi-annually, and shall have the power of voting one vote for every $1,000 of bonded debt represented.

The mortgage will be for $10,000,000, and will be devoted to taking up present underlying bonds, completing the road, and satisfying 30 per cent. on guaranteed bonds. $6,000,000 shall be offered to the present Burdell bondholders at 80 per cent. on their face, and such as are not subscribed for at that price, before thirty days from issuing the present plan, shall be offered to the stockholders for ten days thereafter, and those not then taken shall be sold by the purchasing committee to the general public.

New preferred stock will be issued bearing interest not exceeding 7 per cent. at such a rate as the net earnings suffice to pay, after satisfying the interest and sinking funds on the mortgaged bonds; which may vote as ordinary stock on other roads, one vote for every $100. "Net earnings" are to mean such surplus of the earnings as remain after paying expenses of operating and carrying on its business, including all taxes, assessments, and payment on incumbrances of completing, repairing or replacing the railway, its equipments, &c., so that it shall be in high condition, and to provide such additional equipments as shall be necessary.

The preferred stock will be for $13 000,000 distributed thus: 60 per cent. on face of guaranteed bonds; 60 per cent. on ordinary Burdell bonds; and $1,000,000 for contingencies. The new stock will amount to $10 000,000, distributed between contractors claims, floating debt, 20 per cent. on face of present stock and contingencies. The common stock shall be issued in shares of $100 each, and shall have the power of voting the same as preferred stock. No other bonds than those above specified shall be created, nor shall any debt be contracted exceeding in the aggregate at any one time five per cent. on par amount of the capital stock of said company, unless the same shall have been previously authorized by a vote of two-thirds of the stock and bondholders at a meeting duly held.—*Boston Commercial Bulletin.*

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for the first quarter of the fiscal years 1869 and 1870:

	Gross Earnings.	Operating expenses, interest, Rents, &c.	Net Income.
	1869.	1869.	1869.
June	$1,251,950 64	$976,433 15	$275,517 49
July	1,157,056 38	1,045,553 21	111,503 17
Aug.	1,037,973 75	790,606 83	247,366 92
Total	$3,446,980 77	$2,812,593 19	$634,387 58
	1870.	1870.	1870.
June	$1,139,284 13	$788,987 96	$350,296 17
July	1,034,392 88	933,033 47	96,359 41
Aug.	1,227,512 89	662,336 34	565,176 55
Total	$3,401,189 90	$2,389,357 77	$1,011,832 13
Increase			$377,444 55
Decre'se	$45,790 87	$423,235 42	
Balance to credit of inc. account May 31, 1870			$541,424 29
Net earnings, June, July and August, 1870			1,011,832 13
Total earnings, as of August 31, 1870			$1,553,256 42

Railroads in Iowa.

The number of miles of railroad in operation in this State at the beginning of the present year was 2,094, of which 643 miles were built during the year 1869. Last year was considered an exceptional one, as it witnessed the completion of two of the great east and west lines across the State, and few, even of the best informed of our citizens on this subject, supposed that the number of miles completed in 1869 would be surpassed, or equalled, by the operations of 1870. But the prospect now is, notwithstanding the check several enterprises have received on account of the European war, that the number of miles completed this year will be greater than that of last. The following table is our estimate of the number of miles that will be finished this year by the different companies named:

Burlington and Missouri River	65
Chicago and Southwestern	100
Midland	25
Iowa Falls and Sioux City	120
Milwaukee and St. Paul	87
Davenport and St. Paul	40
Burlington, Cedar Rapids and Minnesota	105
Iowa Central	125
North Missouri	25
Des Moines Valley	15
Total	707

There are several other companies who have the work of grading and bridging well advanced on their several lines, and may get down more or less iron this year; but as we wished to give none not reasonably certain to accomplish what we state, we have not included them in the above estimate. Of this number are the Burlington and Southwestern, which will have forty miles of grading done before the close of the year, with a fair prospect of having twenty miles of iron down within that time; the Keokuk, Iowa City and St. Paul, who also have a considerable amount of grading done; the Sabula, Ackley and Dakota; the Albia, Knoxville and Des Moines; the Des Moines and Indianola; the Dubuque and Minnesota, and some others.

The year 1870 will close with not less than twenty-eight hundred miles of completed railroads in Iowa, and enough more graded or under contract with a fair prospect for completion in 1871 to make the whole amount up to thirty-five hundred miles.—*Burlington Hawkeye.*

Opening of the One Hundred and Twenty-fifth Street Railroad.

The One Hundred and Twenty-fifth street Railroad was formally opened on the 15th inst., by Mr. Robert Squires its proprietor. The Legislature of last year passed an act to authorizing the Commissioners of the Sinking Fund to sell the franchise of this road, and on the 18th of July it was purchased by Mr. Squires for $67,000. Operations on the road were commenced on the 25th of August, and a double track was laid from Third avenue to the Hudson River Railroad station at Manhattanville. The franchise requires that as soon as Tenth-avenue is graded and paved the track shall be extended along Tenth-avenue to Spuyten Duyvil Creek. One Hundred and Twenty-fifth street is well built up, and the road will doubtless be a great convenience to inhabitants along the line, as well as those who reside at Manhattanville. The road intersects the Third and Eighth avenues, the Hudson River, the Harlem and Highbridge boats, and other means of conveyance in the upper part of the City. The cars are of a new pattern, intended to be operated without the aid of a conductor. The car is provided with a patent fare-box, into which the passenger puts the exact fare. If unprovided with change the driver accommodates him, and thus the proprietor of the road is assured of receiving his full due. The fare will be five cents. Depots have been constructed at Harlem Bridge, and provision is made at the new depot of the Third-avenue Road, at Third-avenue and One Hundred and Thirtieth-street, for the cars and horses of the road. It is expected that next Summer a ferry will be run from the foot of One-Hundred and Twenty-fifth street to Fort Lee.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of September, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	349,300	11,614,000	4,959,800	30,900
1870..	290,000	10,563,600	3,533,700	388,800
Dec..	59,300	1,050,400	1,063,100	*357,900

* Increase.

Of the barley received this year, 306,400 bushels is new crop. By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 269,880 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	185,800	349,300	290,000
Wheat, bushels..	6,621,700	11,614,000	10,563,600
Corn, bushels...	13,256,400	4,596,800	3,538,700
Barley, bushels.	771,400	30,900	388,800
Oats, bushels...	6,581,800	2,220,200	3,523,400
Rye, bushels....	304,900	231,200	358,700
Malt, bushels...	340,900	175,300	555,200
Feed, lbs.....	.....	7,766,800	7,918,400

☞ The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main Stem, payable on and after the 31st inst., clear of United States tax—also a dividend of 5 per cent. on the stock of the Washington Branch for the half year ended 30th September, payable on and after 17th instant, clear of United States tax.

The Great Vanderbilt Depot.

The new railway depot being erected at the corner of Forty-second street and Fourth-avenue, is progressing satisfactorily, although it will not be sufficiently completed to be occupied by the 1st of January, as originally contemplated by Commodore Vanderbilt, at whose expense it is being built.

The new depot, without exception, will be the largest in the United States, and is to be the receiving depot of the Hudson River, New York Central, Harlem and New Haven lines. It is built with red brick and iron, its architecture being in the Renaissance style, and when completed will be a compact and handsome structure, covering altogether 166,800 square feet.

Over the main entrance is a likeness of the great Commodore, placed in a niche, and at each corner of the building will be a tower 110 feet high, and one in the centre 120 feet high. At present all the offices and waiting rooms are erected, and with the exception of the roof and inside fitting, are complete. These front the intended new street, are on the west side of the building, and are over 300 feet in length.

The car house fronts Forty-second street, and is now nearly finished. A large number of men are now engaged upon the immense arched roof, which is to be of glass and iron, with large iron girders. It will be 685 feet in length, and the span of the arch 200 feet. It is expected that this roof will be finished by the end of January. Inside this building will be laid out twelve tracks leading from the train entrance at the north end of the building to a board platform, forty feet in width, across the southern end of the apartment.

As soon as the entire building is completed, the passenger trains of the Hudson river and New York Central will be withdrawn from the Thirtieth street depot, and all trains from the north and east will enter the City *via* Harlem and Fourth avenue. The Harlem and New Haven Railroads will send their freight to the new depot, at St. John's Park.

☞ The net earnings of the Richmond and York River railroad for the year ending September 20, 1870, were $24,915. The company has regularly paid its accrued interest on its first mortgage bonds, and with a proper and unrestrained development of its legitimate business, will soon be able to meet and regularly provide for its second mortgage interest, and gradually extinguish its floating debt. The extension of the road to the Chesapeake Bay is expected to be completed during the coming year.

☞ The Boston *Advertiser* says the Supreme Court has ordered the receivers of the Concord Railroad to pay the State tax on the corporation, amounting to about fifty thousand dollars, and it will probably soon order a semi-annual dividend to stockholders, not to exceed five per cent. of its net earnings.

☞ The Supreme Court at Concord, N. H., on the 15th inst., issued an order to the receivers of the Concord Railroad to pay over to the Treasurer of that corporation the sum of seventy-five thousand dollars for the purpose of paying the semi-annual dividend of five per cent. to the stockholders.

☞ Track laying on the extension of the Pittsburg and Connellsville railroad between Connellsville and Cumberland is now progressing at both ends of the line. It is expected that the entire line of rail will be finished in January next.

☞ The Gettysburg (Pa.) railroad, with its appurtenances and franchises, was sold at public auction, in Philadelphia, last week, James A. Townsend, of New Haven, Conn., becoming the purchaser, at $181,000.

☞ The earnings of the Albany and Susquehanna railroad for the four months ending August, amounted to $363,156 07, an increase over the four corresponding months of last year of $110,176 89.

☞ George Wells, George E. Franklin, Joseph H. Nicholson, Frank H. Stockett, James R. Howison and Luther Giddings have been elected directors of the Annapolis and Elkridge Railroad Company.

☞ Bronson C. Rumsey has been chosen President, Henry A. Richmond Vice President, and H. L. Lyman Secretary and Treasurer of the Buffalo and Washington Railroad Company.

☞ T. E. Sickles of Omaha has been appointed Superintendent of the Union Pacific Railroad, in place of Col. C. G. Hammond.

☞ It is said that the tenth section of the Intercolonial Railway, near Runout, will be completed by the 27th of October.

☞ The Southside (L. I.) Railroad Company are making arrangements for the construction of a double track from Bushwick to Valley Stream.

☞ The Erie Railway extension from Buffalo to Suspension Bridge will be finished and in operation by the middle of November.

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CHARLES S. HELLER.

Philadelphia August 1, 1870.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Contractors.

SEALED PROPOSALS will be received until October 31st, 1870, for Grading and Masonry of the Alexandria and Fredericksburg Railway, extending from Alexandria to a connection with the Richmond, Fredericksburg and Potomac Railroad, a distance of about 20 miles.

Proposals may be made for one or more sections of about one mile each.

Payments in cash, eighty (80) per cent. monthly, and balance on completion of contracts.

Plans and Specifications may be seen at Engineer's Office, Alexandria, Virginia on and after October 24th. Proposals to be addressed to

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OTIS' SAFETY HOISTING Machinery.

OTIS BROTHERS & CO.,
309 Broadway, New York.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

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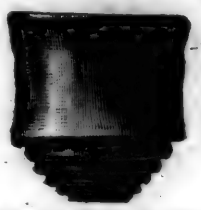
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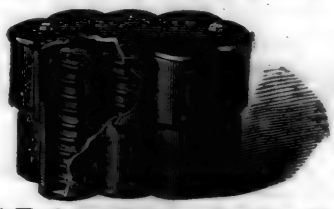
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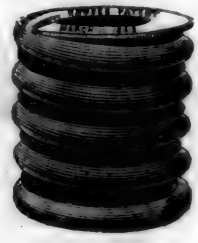
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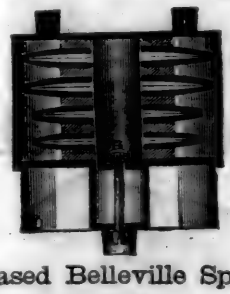
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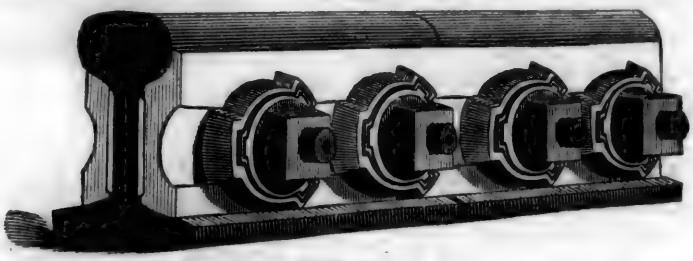
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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 29, 1870.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 19th inst. Mayor Banks represented the City of Baltimore, and Col. Geo. Schley, of Hagerstown, represented Washington county. On motion, Hon. John Lee Chapman was called to the chair, and Abraham Stoner appointed Secretary. Upon the call of stock it appeared that 8,255 shares were represented, the same being a majority of the stock. An election for five Directors to serve for the ensuing year was held, and the following gentlemen chosen: Isaac Motter and John Welty, of Washington county; Hon. Joshua Biggs, of Frederick county; G. W. Harris and Col John K. Longwell, of Carroll county. The annual Report of the President was submitted and read as follows:

REPORT OF THE PRESIDENT.

Herewith are submitted, in compliance with section 8 of the charter, the annual reports of D. Preston Parr, Esq., Secretary and Treasurer, and John T. Rigney, Esq., Superintendent; the one showing the financial condition of the Company to be in a favorable position, and the other that notwithstanding the general depression in mercantile affairs and failure of agricultural products, the revenue of the road has decidedly increased, and that the decline in revenue from freight has been overbalanced by the receipts from passenger fare.

Since your last annual meeting the City Council of Baltimore passed ordinance No. 11, providing for the endorsement of $1,400,000 of the bonds of this Company, the proceeds thereof to be applied to the construction and completion of an independent line from Baltimore to Williamsport under certain specified restrictions and conditions.

The Board are happy to inform you that all the provisions required by said ordinance have been strictly complied with to the entire satisfaction of the Commissioners of Finance of the City of Baltimore, and that the first delivery of $100,000 of the bonds has been made to the Finance Committee of this Company.

Your Board has entered into contracts with responsible parties for the construction of the entire road from Baltimore to Williamsport, at such prices as, in the judgment of our chief engineer, R. B. Osborne, Esq., will insure its completion within a reasonable time. A large force of workmen have been actively engaged upon the heaviest portions of the line since August, and the work is progressing entirely satisfactorily. The track is now laid up to the Monocacy, and the bridge superstructure across that stream will be completed in less than two weeks, and unless some unforeseen difficulty arises, the road will be in running operation to the town of Mechanicstown by the first of the year.

Your Board regrets to announce that on the 19th of April Wendell Bollman, Esq., under the pressure of private engagements, felt compelled to resign his position as President of the Company, and thereby deprive us of his valuable services. On the 17th May Mr. George M. Bokee, one of the Directors on the part of the city, was elected President. On the 5th July the Board adopted the suggestion of a majority of its Finance Committee to request the bondholders to fund the overdue and unmatured coupons up to January, 1873, in an 8 per cent. certificate, and are pleased to report that a very large portion of the bondholders have consented to the proposition, and there is fair prospect of all complying with the request.

While congratulating you upon the evident improvement in the general affairs of the Company and the favorable prospect, under an approving Providence, of successfully completing the entire line of road from Baltimore to Williamsport by the period fixed for your next annual meeting, the Board desires to acknowledge its obligations to Hon. R. T. Banks, Mayor of Baltimore, for his uniform kindness and courtesy and his hearty co-operation and assistance in all measures calculated to improve the condition of the Company.

They are also indebted to the officers and employees for the energy and promptness displayed in the discharge of the duties of their various positions.

GEORGE M. BOKEE, President.

October 18, 1870.

REPORT OF THE GENERAL SUPERINTENDENT.

The report of the General Superintendent was presented, and, on motion, its reading dispensed with. It shows the number of passengers carried during the year to have been 112,862, and freight in the same time, 112,104,296 pounds; also number of barrels of flour, 28,614. The further statement is made that the trains have been running with regularity and promptness, making their proper connections, comparing in this respect favorably with those of any other road running out of Baltimore.

A remarkable freedom from accident is indicated. There has been expended on repairs of the present bed of the road during the year, in new rails, cross-ties, ballast, bridges, &c., the sum of $44,011.16.

The gross annual earnings of the road amount to $137,927.60, and the expenditures $111,794.20, showing a net profit of $26,133.40, and an increase over last year of $854.32. It is worthy of notice that whilst the income from freights, as on all roads, fell off, that derived from passenger fare materially increased.

Albany, Sand Lake and Stephentown Railway.

Articles of association of the Albany, Sand Lake and Stephentown Railway company were filed in the office of the Secretary of State of the State of New York, on the 1st of October. This road is to be constructed from East Albany to the Massachusetts State Line, in the town of Stephentown, a distance of thirty miles, to connect with a road which is in contemplation in Massachusetts, leading to and through the Hoosac tunnel. The amount of the capital stock of the new road will be $000,000. The following are the directors: James Aken, Albert R. FOX, Collins Arnold and Eber W. Carmichael, of Sandlake; George Maguire and W. C. Prankard of Brooklyn; William E. Pratt of Washington, D. C.; George Ellis of Tarrytown; James K. Averill, Horatio F. Averill, Wa!worth D. Crane, Mahlon S. Frost, and Robert B. Almy of New York city.

☞ The earnings of the Union Pacific railroad in September, 1870, were $728,520.93; and the expenses, $286,158.16—leaving net income, $442,362.77.

Bridge over the Mississippi at Keokuk.

The Keystone Bridge Company will have this structure completed in November. It will be 3,200 feet long, with a curved embankment approach 600 feet long, crossing the levee by an iron bridge, which connects it with the Des Moines Valley Railroad, on the Iowa side. On the Illinois side the approach is 750 feet long. Five piers are completed, and three others, including the pier for the draw, are commenced. The eight spans from the east end, will be 150 feet each in the clear, till about in the middle of the river, where there will be two spans of about 250 feet each. Then comes the "draw" span, 160 feet clear on the square between each side of the pivot pier and the "rest" piers. The superstructure is turned out by the Union Iron Mills, of Pittsburg.—*Chicago Railway Review.*

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1870.

The receipts on capital account during the half-year ending 31st July, 1870, amounted to £5,149 7s. 8d., and consist of balance of arrears of calls on original shares, instalments on preference stock, &c., as detailed in capital account No. 1. The outlay on capital account amounted to £20,513 18s., which includes cost of additional sidings at Suspension bridge, Hamilton, London and Petrolia; new car repair shop at London; additions to engine shed at Suspension bridge; new machinery and building for rolling mill; expenditure on account of new locomotives, being additional stock, &c., the particulars of which are shown in the engineer's and mechanical superintendent's reports. The aggregate expenditure to 31st July amounted to £5,507,954 17s. 7d., leaving a balance at the credit of capital account of £81,448 4s. 5d. The receipts and expenditure on revenue account for the half-year have been as follows:

Gross receipts		£408,900
Working expenses, including renewals		251,824
		£157,076
From which is deducted—		
Interest on bonds, &c, (less interest received)	£42,858	
Discount and charges on conversion of American funds, &c	25,282	
Loss on working Erie and Niagara railway	402	
Amount set aside for renewal of Ferry steamers	2,000	
Balance of account paid to Grand Trunk Company for use of Esplanade and station at Toronto	2,159	
Special vote to Directors	1,500	
		74,201
		£82,875
Add profit on working Galt and Guelph railway	561	
Balance from last half year	2,054	
		2,615
Available for dividend		£85,490

The half year's dividend on the 5 per cent. preference stock amounts to £11,452 19s., leaving a balance of £74,036 13s. 10d. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 4 per cent. per annum, free of income-tax, payable in London on 26th October, which will absorb £70,733 18s., and leave a balance of £3,302 15s. 10d. to be carried forward to the next half year. The renewal fund for the ferry steamers stands on 31st July at £18,271 11s. 6d. The discount and charges on the conversion of American currency for the half year amount to £25,282 5s. 1d., as compared with £53,781 15s. in the corresponding half year. The average rate of conversions has been 114⅝, the average price of gold in the same period being 116⅛. The amount of assets in American funds at 31st July was $220,121, as compared with $182,009 at the commencement of the half year. The following table exhibits the receipts and expenses for seven corresponding half years:

RECEIPTS.

Half year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
July, 1864	125,282	189,081	577	314,940
July, 1865	139,821	144,028	716	284,565
July, 1866	172,731	169,577	854	343,162
July, 1867	165,367	199,221	1,116	365,704
July, 1868	155,082	200,619	948	356.649
July, 1869	157,930	226,200	937	385,068
July, 1870	153,863	254,230	807	408,900

EXPENSES.

	Including renewals. £	Per cent. of gross receipts.
July, 1864	171,452	54.44
July, 1865	158,804	55.81
July, 1866	175,747	51.21
July, 1867	182,768	49.98
July, 1868	208,462	58.45
July, 1869	232,768	60.46
July, 1870	251,824	61.58

The aggregate traffic receipts, compared with the corresponding half year, exhibit a gross increase of £23,962 15s. 8d., as follows:

Increase in local passenger traffic		£8,478
" freight and live stock		27,920
		£36,393
Decrease in through pass traffic	£11,561	
" freight and live stock	356	
" mails & express fr'ght	514	
		12,431
		£23,963

The following is a summary of the revenue results of the past half year compared with those of the corresponding period of 1869:

Passenger earnings per mile—	1870. cents.	1869. cents.
Receipts per way passenger	2.778	2.858
" through "	2.821	2.239
Freight earnings per mile—		
Receipts per ton way freight	3.165	2.796
" through "	1.368	1.515
Average receipts per train mile	$1.87	$1.95
Ordinary working expenses per train mile	1.12	1.13

The receipts for through freight and live stock have therefore during the half year shown a lower average rate per ton per mile than in the corresponding half year. The gross earnings of this description of traffic show a decrease of £356, whilst the tonnage carried has increased 10½ per cent. The Directors are, however, glad to report that the rates are now restored to about their former tariff. The cost of ordinary working expenses per train mile for seven corresponding half years is as follows:

	Sterling.	
July 31, 1864	4	5
July 31, 1865	5	0¾
July 31, 1866	4	9
July 31, 1867	4	2¾
July 31, 1868	4	8¾
July 31, 1869	4	8
July 31, 1870	4	7

It will be observed that the amount expended during the half year on maintenance and renewals is greatly in excess of the corresponding half year. The engineer refers at length to the causes which required this outlay, and the Directors deem it absolutely necessary that the track should be maintained in a thoroughly efficient condition. Since the opening of the narrow gauge route over the main line in January, 1866, the traffic has been hauled by broad gauge engines. This system of a mixed gauge has not been found to work satisfactorily, and it involves the maintenance and renewal of a triple line of rails. At the last Session of the Parliament of the Dominion of Canada, a clause was introduced into an amended act which was then pending, whereby so much of the act of 1851 as required the company to construct the railway and branches with a gauge of 5ft. 6in. was repealed, and authority given to alter the gauge to that of 4ft. 8½in., as more convenient and economical. Preparations are now being made to take up the outside rail from Windsor to Komoka, 100 miles, and to sell the worn out portion of the iron. The proceeds will be applied to the purchase of narrow gauge locomotives, of which 16 are ordered and will shortly be delivered by American makers, and 5 additional engines are under construction in the company's shops. The remainder of the outside rail on the main line and branches will be taken up as soon as the broad gauge locomotives are either converted into narrow gauge or disposed of. Very great economy will result from working and maintaining a single track. The alliance between this company, the Michigan Central, and the Detroit and Milwaukee Railroad Companies, for the division of the joint through traffic in certain fixed proportions, has worked most satisfactorily, and has been productive of many collateral advantages; but as the arrangement is based upon average annual results, it is thought desirable to wait until the expiration of the year before the adjustment is made. It will be remembered that at a special general meeting held on the 6th July last, the proprietors concurred in the recommendation of the board to construct a line of railway from Glencoe station to Fort Erie, opposite the city of Buffalo. There can be no question as to the policy of this decision, and circumstances have justified its adoption. A company has been organised under the auspices of the Great Western, by the title of "The Canada Air Line Company;" the capital stock has been subscribed for, a board of Directors nominated, surveys have been made, and plans and specifications prepared. A first section of 38 miles in length has been contracted for by public tender on favorable terms. The course of public events has lately been unfavorable to the promulgation of a scheme to raise the capital necessary for the construction of the line, but the shareholders will be asked, as a preliminary measure, to ratify an agreement for the amalgamation of the Air Line Company with the Great Western, whereby the shares and securities of both companies will become assimilated. A scheme, which is nearly matured, will then be issued to the proprietors for raising the new capital, in a mode which will not press on the earnings of the Great Western, but will rather improve the ordinary shares of the company. The board have to announce the retirement of Mr. T. Faulconer, and the election of Mr. Edward H. Green as a director of the company. The amended act, to which reference has been made (33 Vict. cap. 50), authorises the shareholders to elect a third auditor, resident in Canada, who shall have free access to the books and papers of the company. A properly qualified gentleman will be put in nomination to undertake the office. Four of the present board of directors go out of office, who are Mr. G. Smith, Mr. W. Weir, Hon. W. McMaster and Mr. D. McInnes, but they are eligible and offer themselves for re-election. The receipts and expenditures of the Detroit and Milwaukee Railroad for the half year ended June 30, 1870, have been as follows: Gross earnings, £138,776 12s. 8d.; working expenses, £96,554 1s. 8d.; net revenue, £42,222 11s.—which is sufficient to meet the interest on the ordinary bonds of the company, but will not permit of the payment of dividend on the preference shares held by this company. New lines recently opened in the State of Michigan have considerably interfered with the local traffic of the Detroit and Milwaukee road. In conclusion, the greatly improved system of organization and management, with a narrow gauge track in good order, improved freight rates, and diminished price of gold, encourage the directors to anticipate with confidence a prosperous future for the undertaking.

The following is the report of Messrs John

Young and Sidney Smith, the auditors: We have examined the foregoing accounts and find them in accordance with the books and vouchers. We have recently received the further explanations which, at the date of our last report, we required from the Engineer and the Mechanical Superintendent on the subject of an annual charge for the repair and renewal of the permanent way and works and the rolling stock, but they both strongly recommended the postponement of the question for a short time, on the ground that in the present transitional state of the line and rolling stock, any attempt on their part to arrive at a reliable estimate of the future cost of repairs and renewals would be perfectly futile. What is meant by the "transitional state of the line" we understand to be, the entire removal of the outer broad gauge line; the great improvement being effected in the permanent way in the narrow gauge by re-laying with steel rails, etc.; and as regards the plant, the adaptation of part of the broad gauge rolling stock to the narrow gauge, and the sale and replacement of the remainder. These important changes will, in the opinion of the Engineer and the Mechanical Superintendent, very materially affect the wear and tear both of the line and the rolling stock. This being their opinion, we must admit that there is ground for postponing the question until these alterations have been effected; but we have no hesitation in saying that, until the principle has been adopted of charging the revenue of each half-year with a fair and legitimate amount for the repairs and renewals of the line and rolling stock, whether that amount has been expended or not, there will be no immunity from the irregular expenditure which, at times, becomes chargeable to revenue, and so seriously affects the dividends of particular half years. The correspondence on this important subject will be valuable when we come to deal with the question. In the meantime, it can be seen at the company's offices by any shareholder who may wish to peruse it. As regards the accounts for the past half year, we have to remark that the cost of the maintenance of way has again been very heavy. The cause of this is fully explained in the Engineer's report. The cost of the repairs and renewal of the rolling stock is £5,749 12s. 6d. less than it was in the corresponding half year. The same system has been followed as in the previous half years of charging only the amount actually expended. The reduction, we understand, is to some extent attributable to the contemplated changes already referred to. As stated in the Mechanical Superintendent's report, two shunting engines have been sold during the past half year, reducing the stock of engines from 99 to 97. No credit is given in the capital account for the cost or the proceeds of these engines; but the amount of the proceeds (less a sum debited from the mechanical department) is included in the balance sheet in the item on the credit side, "balances due by the company, &c," and, we are informed by the directors, will be dealt with when the broad gauge engines have all been converted into narrow gauge ones, or otherwise disposed of, and the mode in which they are to be replaced has been determined upon.

Knox and Lincoln Railroad.

The annual report of this company shows that the funds necessary for the completion of the road are lacking the sum of $475,000. The expenditures have been judiciously made; and the engineer's report very satisfactorily explains the difference which is found between original estimates and the actual cost of construction. A comparative statement of two estimates, one made August 12, 1868, and one made September 1, 1870, shows precisely each item of difference, the principal of which are earth excavation, ballast and shrinkage, $125,138; rock excavation, $140,177; bridge masonry, $24,186; bridging, $21,850. On the other hand, the cost for the track, main and side, is put at $82,000 less than the first estimate; land and land damages $11,000 less; engines $4,000 and passenger cars $8,000 less.

Connecticut and Passumpsic Rivers R. R.

The receipts from operations of this road for the thirteen months ending June 30, 1870, were as follows:

From passengers		$195,970 56
" freights		365,251 29
" mails		12,043 42
" express		7,340 00
" rents		4,546 05
		$585,151 32
Expenses, viz:		
Road department	$168,365 39	
Rolling stock	54,176 54	
Stations and buildings	22,696 39	
Freight department	29,593 80	
Passenger department	21,613 24	
General expenses	49,683 65	
Miscellaneous	59,558 83	
		405,687 84
Balance		$179,463 48

The company have 15 locomotives, 11 passenger, 7 baggage, 147 box, 92 rack, 13 coal, 147 platform, 10 ore, 2 derrick, 20 gravel, 28 hand, 18 wood, 1 drovers' and 4 freight saloon cars, valued at $401,045. Value of materials on hand, $124,691 65.

There has been added to the equipment during the year 2 locomotives, 16 box, 43 platform and 21 rack cars. One rack and three platform cars have been rebuilt. In repairs of track, 813 tons new and re-rolled iron, 8,652 repaired rails, and 42,342 sleepers have been used. The report says:

Equipment (additional), amounting to $79,998 23, has been built at our repair shops and charged to construction.

Two dividends of three per cent. each have been declared, amounting to $133,826 33, including government tax.

The bonded debt of the company has been reduced $25,000.

The financial year has heretofore closed May 31st, but by our contract for the lease of the Massawippi Valley Railroad, the first day of July was the time named to take possession, and it was therefore deemed advisable to change the time for the commencement of the financial year from June 1st to July 1st. Consequently this report embraces the earnings for thirteen months ending June 30, 1870.

Included in the expenses are the following extraordinary items:

Passenger depot at Newport	$3,004 07
Freight depot at Newport	1,964 82
Wharves and land at Newport	3,443 83
Car house at Lyndonville	2,616 00
Memphremagog house	4,940 24
Freshet	21,000 00
Amounting to	$36,968 96

There is also included in expenses, the cost of three bridges near Barton Landing, to take the place of piling, and 400 tons more rails and 12,373 more sleepers than we used the previous year.

The October freshet caused a falling off in the receipts of that month of $23,900, and the damage caused by the same amounted to $25,000. At Norwich, the bridge and abutment, thirty feet high, which were carried away, have been replaced by a deck bridge of nearly twice the length of the former one. At South Newbury, where a similar disaster occurred, the same precaution has been taken, by increasing the length of the bridge.

At Lyndon, where two bridges were carried away, the location of track was changed, making it unnecessary to rebuild. In replacing culverts and water-ways which were damaged, pains have been taken to provide as far as possible against similar freshets by enlarging.

Experience has demonstrated the fact, that a first-class road-bed is essential to economy; and we have not only put our road-bed in a better condition than ever heretofore, but have kept the rolling stock in good condition.

The Massawippi Valley Railway was not finished July 1st, as per contract, but the main line between North Derby and Lennoxville was so far completed as to be operated with safety, and passenger and freight trains were put on that portion of the road on the first day of July. The business, thus far, confirms the opinion heretofore expressed, that the extension of the line to the Grand Trunk Railway, at Lennoxville, will add materially to the business of our whole line.

The number of miles run by passenger trains during the year was 94,811; by freight trains, 88,230; by construction and wood trains, 28,293 —total miles run, 210,834. Number of passengers carried, 122,619; do. carried one mile, 3,760,543. Tons of freight carried, 91,709; do. carried one mile, 5,448,558.

Trial Balance, August 19, 1870.

Construction	$3,082,176 91
Notes receivable	8,921 98
Superintendent, including stock and materials on hand, and sundry accounts unsettled	144,395 91
Wood lots	5,378 14
Agents for collections	1,371 00
Cash	7,925 39
Excise tax	71 60
Memphremagog House	47,621 88
	$3,297,862 81
Lyndon lands	$17,554 07
Coupons uncalled for	2,108 50
Dividends	984 34
Reserve	91,704 92
Stock issued	2,122,900 00
Bonded debt	475,000 00
Notes payable	481,000 00
Trustees of sinking fund	102,000 00
Partial payments ac't subscription	3,868 23
U. S. Government	1,252 75
	$3,297,862 81

President.—Henry Keyes.

Directors.—Henry Keyes, Josiah Stickney, Emmons Raymond, William Thomas, Gardner C. Brown, Thomas Tpham, Benj. P. Cheney, F. M. Weld, Elijah Cleveland, Henry Chase, Timo. P. Redfield, Albert Knight, Benj. Pomroy.

Vice President.—Josiah Stickney.

Treasurer.—N. P. Lovering.

Secretary.—Elijah Cleveland.

Superintendent.—A. H. Perry.

Troy and Susquehanna R. R.

Articles of association of this company were filed in the office of the Secretary of State on the 15th of October. The road is to be constructed from the city of Troy, N. Y., to intersect the Albany and Susquehanna railroad at Knowersville, Albany county, a distance of twenty miles. Amount of capital stock, eight hundred thousand dollars. Names of directors: Joseph W. Fuller, John A. Griswold, James Forsyth, Hannibal Green, Daniel Robinson, Chester Griswold, William Kemp, J. Townsend Burden, Charles W. Tillinghast, Francis S. Thayer, G. Parish Ogden, Uri Gilbert and Walter P. Warren, of Troy.

☞ Work on the Athol and Enfield (Mass.) Railroad is progressing very rapidly, and hands are completing the grading at the terminus in Athol. There is every prospect that the rails will be laid before the snow falls.

On the Use of Cast Iron for Compressive Members, in the Construction of Iron Bridges.

A paper read before the American Society of Civil Engineers, June 15, 1870, by F. C. Lowthorp, C. E., Member of the Society.

(Continued from page 1185.)

Cast iron, it is true, is liable to defects such as unequal thickness in the sides of hollow columns, cold-shuts, honey-combs, etc., all of which can be readily detected by competent, practical men. Wrought iron also is liable to defects, as it comes from the mills or forges, it may be cold-short, or it may be imperfectly worked and welded, and when required to be worked into different forms the welds are quite uncertain.

From what I have observed and read in regard to the compressibility, tenacity, and elasticity of wrought and cast iron, I am led to infer that if a bar of each 1 foot long by 2 inches square be acted upon compressively, the latter will yield the most at first, but as the pressure is increased it will yield less and less until its power of resistance becomes greater than that of the wrought iron, when the latter will give way.

It has been suggested to my mind that tensively wrought iron may have greater elastic power than cast, while compressively the latter may posses the greater. Tensively, sponge has a very slight elastic power, but very great compressively. With India Rubber the case is just the reverse.

But the testing of cast iron in solid bars or masses, is by no means, in my opinion, a fair test of its strength as used in bridge building. It is well known by practical iron workers that the outside or surface of castings is harder than the interior of the mass, and much stronger both tensively and compressively, consequently the casting of it in hollow cylinders and hollow squares, the H, the X, or cruciform, and various other shapes, adds greatly to its strength, (see figs. 12, 13, 14, 15, 16 & 17,) each of which has a sectional area of one square inch, and a length of ten inches. According to Mr. Whipple's tables, the safe compressive load for columns indicated by the figures alluded to, varies from 13,000 lbs. for the square solid one, fig. 12, to 21,800 lbs. for the hollow cylinder, fig. 16. I am unable to state the tensile strength of the columns of the various forms alluded to, but am led to believe that the quality of metal and area of section being the same, the greater the surface the greater the strength.

The advantages of cast iron as a material in bridge construction, consists not only in its great power of resistance to compressive forces, but also in its susceptibility of being cast into any possible shape desired, at the smallest cost; and the percentage of corrosion in cast iron is very much less than in wrought iron.

In order to illustrate the advantages afforded by the use of cast iron in bridge construction in place of wrought iron alone, I will compare the details of a bridge designed by Mr. Linville with one designed by myself; the photographs of the latter are hanging on your walls: By the "Linville Bridge," I mean that generally known as the "Keystone Co's Bridge," which is by some, *called a wrought iron bridge*. In this bridge the chords, A A, (figs. 6 & 7) consists of eye bolts made of flat bar iron, connected at each panel with round pins, (B B) of wrought iron or steel, on which rests the lower ends of the posts, (M M) and to which are attached the main and counter diagonals, H H & I. The upper chords (F F) are formed by placing between two horizontal plates, two H (h) and two ⌴ trough beams of wrought iron. [In a bridge of a similar character at Easton, Pa., the top and bottom plates of the chord vary from ¼ of an inch to ¾ of an inch, more or less, in thickness, and about 21 inches wide.) The angle blocks G G, which form the upper bearings of the main and counter diagonals are made ofc ast iron; they are hollow and are attached to the chord plates by means of dowel projections cast on their bottom sides, which fit into recesses cut into the plates for the purpose. The floor beams which are of wood, rest either on the bottom or top chord plates.

In my bridge, (see figs. 8 & 9) the lower chord is formed of six round bars of wrought iron, (a a a &c.) which are passed through the combination plate or angle block (b b) and are connected longitudinally with sleeve screw nuts (m m) and laterally with the plate (b b), the latter being held in position by the jam nuts (n n n.)

The chord rods (a a a,) being proportioned to the strain, the ends of the smaller ones are enlarged so as to screw into the sleeve nuts of the next larger in size.

The floor beams (c. c.) which are of wrought iron, are suspended from, and bolted fast to the combination plates.

The upper chord (h. i. g.) is made of cast iron, and is hollow and cylindrical in form, excepting the part forming a cap over the post, which is also hollow, but of rectangular form and very thick. The cap is provided with angle bearings (P. P.) on top for the nuts or the heads of the main and counter diagonals (k. k. l. l.,) and beneath with suitable recess and bearing for the top of the post, and bearings on the sides for the lateral diagonal tie bolts (t. t.) and cross struts (s. s.)

The ends of the sections of the upper chords, and of the tops and bottoms of the intermediate posts are turned off so as to afford good bearings at right angles with their axes.

In order to obtain greater stiffness in the posts and upper chords, they are made largest in the middle, and where, as in the present instance, the post is for a double cancel truss, a middle piece (e. e.) is inserted. This piece it will be seen, has an opening for the passage of the main and counter diagonals. It is made very strong and the top and bottom parts close the hollow ends (f. & d.) of the shaft of the post, so that no moisture can enter. The ends of the main and counter diagonals are enlarged on account of cutting the screws.

Having described the details of the two bridges, I will proceed to show the advantages which I think the one possesses over the other.

In the Linville bridge, the lower chord bolts must be drilled exact, or they will not have a bearing, and being flat, expose about ⅔ more surface for painting and corrosion than would round bars of equal area. The whole strain is thrown upon the connecting pins at every panel. Should one of the chords, main or counter diagonals break, it could not be replaced except with great difficulty and danger, as the least spreading of the truss would prevent the pins reentering the eye holes.

In my bridge the lower chord-rods, although placed in position and bolted together, when there is no strain on them are independent of each other, and should any of them, or the main and counter diagonals break, they may be replaced without the necessity of falsework. All of the rods can be thoroughly protected with paint, and the bolts being round they present the smallest surface possible for corrosion or painting.

The only cross strain in a combination plate, is that of one set of main diagonals. The combination plate affords a safe support for the floor beams, and a square bearing for the bottoms of the intermediate posts, thereby rendering the *whole strength* of the *posts* available.

In the Linville bridge, the whole length of the interior and exterior of the shaft of the post M. M. from E. to E. is exposed to corrosion, and there is little or no chance afforded for repainting the interior.

Although in the drawing, which is a correct copy of a lithograph of the Linville bridge sent me, the important parts C. & D. are represented as of wrought iron, all I have seen or examined were made of cast iron, and the post having one round bearing, loses one-third of its legitimate strength.

In my bridges no moisture can enter the posts, and the bearing being flat and at right angles to their axes, their whole strength is available.

Any one must perceive at a glance that the upper chord of the Linville bridge, being composed of several members in sections, present a great amount of surface, both on the exterior and interior, subject to corrosion, more than double what there is on the upper chord of my bridge.

In conversation with the late Mr. Roebling, a short time previous to his death, he remarked to me, "I do not like the upper chord of the Keystone Co's bridge, I see no possible way to prevent interior corrosion.

A few years since, Prof. McGowan, (I think that was the name,) before a scientific association in London, remarked in allusion to the wrought iron bridges of Great Britain, "Our Iron Bridges are gradually melting away, forty tons of rust having been removed from the outside of the Brittania bridge, which does not indicate nearly the whole amount of corrosion, as that of the interior has not been taken into consideration."

Mr. L., in order to secure a square bearing for the nuts of the upper ends of his main and counter diagonals, uses a cast iron angle block (G. G. figs. 6 & 7.,) some of which broke on the Easton bridge, I have been informed, during the process of erecting and adjusting; had they formed a part of the chord itself, such an accident could not have occurred.

In placing the angle block G. on top of the chord, as is done by Mr. L., a large amount of the effective strength of the chord is lost, for it will be perceived that if a force acting on the main diagonals H. H. be resolved into the counter-acting vertical and horizontal forces, the latter will be found exerting itself along the upper surface of the top chord, instead of the central axis of the same, the tendency of which is to buckle it. For a common, but much worse example, see fig. 5.

In a top chord 21 inches wide, Mr. L. can use but two main, and one counter diagonal. In my bridge the upper chord which is of cast iron, is composed of one member in sections and the bearings for the mains and counters are always so arranged that the resolution of their forces into the vertical and horizontal ones invariably caused the latter to be exerted along the line of their axes. In an upper chord of 15 or 16 inches diameter or width, I can use double the number of main and counter diagonals of equal size, that Mr. L. can in his chord of 21 inches, and my chord has the further advantage of angle bearings which cannot break. As there is safety in numbers there certainly must be more in double than in half the number of bolts.

However much Mr. Edwin A. Clarke may distrust the use of cast iron in bridges, Mr. Linville has shown great confidence in it, or he would not have made his end posts, and main and counter diagonal bearings entirely of it, as also all of the intermed iate post bearings, as he has done in all of the bridges built for the Penn. Central R. R. Co., across the Schuylkill river, including the one for the Junction R. R., which has a span of 250 feet. Indeed it would be highly criminal for any engineer or builder to use cast iron in parts of such vital importance if he thought it unsafe.

It may be said a post of cast iron will not withstand the battering of an engine when it runs off the track. *No posts* can withstand such concussion, unless constructed for the express purpose, which would require such an amount of material as would prohibit their erection.

In my opinion every track of a railroad over a bridge should be protected with guard rails of iron, so arranged as to prevent the wheels leaving the track, by confining the flanges of the wheels of the cars in position, the efficacy of which arrangement may be seen in the very short curves around which our street railroad cars pass with perfect safety.

Although foreign to the subject of bridges, still inasmuch as the strength of cast iron as a material for bridge and other building purposes is the matter in question, I think there will be no impropriety in asking, Without cast iron for gearing purposes, what would become of the countless factories, machine shops, rolling and other mills, which have caused our towns and cities to resound with the hum of life and activity? Or in what

possible way can cast iron be more severely tested, than when used in the form of wheels for railway cars heavily loaded, and dashing along over rough railroads with the velocity of the wind? Yet there is more danger of the breaking of a wrought iron rail, than a cast iron wheel.

In the use of cast iron or other materials in bridge construction, it will not do to be governed by theory and figures alone, good judgment formed by observation and practical experience, is highly necessary in proportioning the various parts; for instance, we may choose between a column of 6 or 10 inches in diameter, in the first, the area necessary may require the sides of the column to be ½ an inch thick, whereas the area of the latter would require the sides to be but ¼ of an inch thick, both of which are according to theory and calculation. Both experience and prudence would dictate the use of the smaller column as best calculated to withstand the vibration and shocks that might be looked for.

Although I consider it exceedingly unwise to reject cast iron for compressive purposes, instances may occur in which wrought iron might be preferable. In all such cases the engineer will of course be governed by circumstances.

The practical experience of most engineers and builders, will justify me in the assertion that there is much more to be feared from defects in wrought iron used for tensile, than in cast iron used for compressive purposes.

So far as my own experience goes, which has been of many years and over a tolerably broad field, I have endeavored to give you a true statement, as I have also, so far as my time would permit, of such facts as have a bearing upon the subject, which I have been able to collect from the experiments and writings of others.

TRENTON, N. J., June 1, 1870.

N. B.—Since reading the above paper, I have received the following:

EASTON, Pa., July 7, 1870.

F. C. LOWTHORP, Esq.,

Dear Sir:

Yesterday, we found, that with the L. V. Engine, Tioga, weighing 32 tons, exclusive of Tender, on the centre of the Bridge, that the deflection was 1-10 of an inch.

Yours,

W. FIRMSTONE, Agent.

The bridge alluded to was a single track through, of 129 feet span, with trusses 10′ 9″ high. The compressive members being of cast iron.

The exceedingly small amount of deflection is due to the effect of counter bracing.

Martinsburg and Potomac Railroad.

At a meeting of the President and Directors of the Martinsburg and Potomac Company convened at Martinsburg on the 29th of September, 1870, Hon. Charles J. Faulkner, President of the Company, presented to the Board the result of his recent mission to Philadelphia, in substance as follows:

He said, that the President and Directors of the Cumberland Valley Railroad assembled in Philadelphia at the office of the Pennsylvania Central on Tuesday, the 27th of the month, to take into consideration the expediency of extending its connections into the Valley of Virginia, and to determine what aid, if any, it would give to the Martinsburg and Potomac Railroad. John Edgar Thomson, President, and Thomas A. Scott, Vice President, of the Pennsylvania Central were present, acting on behalf of their road. No doubt was expressed by any one as to the expediency of extending the railroad connections of Pennsylvania from the Potomac River by Martinsburg to Winchester, and all concurrrd in the selection of that route. No hesitation was expressed as to their obligation to construct, exclusively from their own resources, a permanent *bridge* across the Potomac river at Powell's Bend, and of their readiness to proceed at once to the construction of that bridge. Entire satisfaction was expressed at the local aid, $10,000 per mile, contributed by the county of Berkeley, and there was a full and distinct admission of the obligations upon their part *to advance the residue necessary to the construction of the road.* Up to this point there was an entire concurrence of views between the Pennsylvania companies and himself. But Vice President Scott here enquired in what form he, Mr. Faulkner, expected that aid to be rendered? Mr. Faulkner replied by a *subscription* on the part of the Pennsylvania Company to the stock of the Martinsburg Company for the full amount necessary to construct the road beyond what had been subscribed by the county of Berkeley. This gave rise to considerable discussion, in which Messrs. Thomson, Scott, Biddle and others of the Board participated on the one side, and Mr. Faulkner on the other. They expressed their perfect readiness to advance the money on the corporate bonds of the company, but were reluctant to make a *subscription*, as it would be establishing a precedent which would embarrass them in their future operations in Pennsylvania. Mr. Faulkner contended that he always understood the aid to be rendered was to be by a *subscription;* that this understanding on his part was expressed in all his communications official or unofficial with the Company; that no correction of that impression had ever been made in any reply addressed to him; that he had so announced to the voters of Berkeley county in his remarks accompanying the ordinance, a copy of which had been forwarded to the officers of both companies, and that he could not feel himself at liberty to accept or carry out any other arrangement, certainly, not without the instructions of the voters, or some clear and unequivocal expression of the people of Berkeley county. After some farther discussion a resolution was proposed by Vice President Scott and submitted to the Board pledging the Company to construct the bridge across the Potomac, and to co-operate with the counties in advancing the necessary funds on the corporate bonds of the Martinsburg and Potomac Railroad Company to complete the road to Winchester, which was unanimously adopted.

Mr. Faulkner said that he could not now make any distinct or specific recommendations to the Board. He could not at this time recommend an acceptance or a rejection of the proposition submitted. That the contract had yet to be drawn up in its details between the President of the Cumberland Valley Railroad and himself. That many of the most objectional features of the proposition made to us might be obviated when the details of the contract were considered, and that he would withhold any recommendation until the contract was ready to be laid before the Board. Opposed as he was to the present form in which aid was tendered to us, he had nevertheless forwarded to President Watts his views of certain matters of detail which might obviate much that was objectionable. When he received the full views of the Pennsylvania companies he would call another meeting of the Board and submit the subject to its consideration.

Whilst therefore the result of that meeting was not satisfactory to him, and he will yet struggle to modify and change its policy, yet, it need not discourage those who look alone to the matter of the mere construction of the road; for if he can effect no change in the action of the Pennsylvania companies, and the contract when perfected in its details, shall receive the approbation of the voters of Berkeley county, expressed through public meetings or other reliable sources of information, he could under that arrangement, safely guarantee the construction of the road to Martinsburg by the 4th of July next.

☞ The report of the directors of the Dexter and Newport Railroad shows that $18,000 have been received on the lease of the Maine Central Railroad, and that $10,500 have been paid on interest on town scrip, leaving $7,500 to be divided among the holders of $121,700 of stock, or about six per cent.

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for the first four months of the fiscal years 1869 and 1870:

	Gross Earnings.	Operating expenses, interest, Rents, &c.	Net Income.
	1869.	1869.	1869.
June...	$1,251,950 64	$976,433 15	$275,517 49
July ..	1,157,056 38	1,045,553 21	111,503 17
Aug...	1,037,978 75	790,606 83	247,366 92
Sept...	1,305,672 75	836,534 86	469,137 89
Total..	$4,752,658 52	$3,649,128 05	$1,103,525 47
	1870.	1870.	1870.
June...	$1,139,284 13	$788,987 96	$350,296 17
July ..	1,034,392 88	938,033 47	96,359 41
Aug...	1,227,512 89	662,336 34	565,176 55
Sept...	1,259,282 10	692,663 83	566,618 27
Total..	$4,660,472 00	$3,082,021 60	$1,578,450 40
Increase	.....	.....	$474,924 93
Decre'se	$92,181 52	$567,103 45	.....

Balance to credit of inc. account May 31, 1870..... $541,424 29

Net earnings, June, July, August and September, 1870..... 1,578,450 40

Total earnings, as of September 30, 1870..... $2,119,874 69

Defaulting Tennessee Railroads.

The Tennessee state authorities give notice that on the third day of November the state's interest in the defaulting railroads named below will be sold at public auction at Nashville. The following is the indebtedness of each of the roads to the state:

Edgefield and Kentucky	$1,394,053 34
Cincinnati, Cumberland Gap and Charleston	1 530,787 32
Knoxville and Kentucky	2,000,788 00
McMinville and Manchester	1,014,955 60
Memphis, Clarksville and Louisville.	2,283,611 92
Nashville and Northwestern	4,215,466 66
Rogersville and Jeffersonville	893,928 80
Winchester and Alabama	1,661,683 39
Knoxville and Charleston	757,600 00
Evansville, Henderson and Nashville	218,000 00
East Tennessee and Western North Carolina	412,000 00
South Western	300,000 00
Total	$16,277,825 08

Bridgeport and Bedford Railroad.

The work on the new railroad from Bedford to Bridgeport, on the line of the extension of the Pittsburg and Connellsville Railroad to Cumberland, has been awarded to the contractors, and ground was broken at Bedford on Monday morning last amidst the great enthusiasm of the people. The first ground was broken by one of the Judges of the county courts, and speeches, music, and a general suspension of business marked the occasion. The people turned out *en masse*, and the commencement of a long looked for railroad connecting the flourishing town of Bedford with the outside world was appropriately celebrated.—*Pittsburg Chronicle, Oct.* 19.

☞ F. E. Perkins, Esq., formerly Master Mechanic of the Vermont Central Railroad, and more recently Superintendent of the motive power and rolling stock of the Union Pacific Railroad, has received the appointment of Superintendent of the Southern Pacific Railroad, and has already left Boston, where he has been temporarily sojourning, for St. Louis, the headquarters of the road.

☞ The rails on the Houlton Branch (Me.) Railroad are now all laid, and the cars will soon pass over the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	1,650,000	A. & O.	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq....100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	----------	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	May'70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Boat'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,928	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref...100	785,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 1
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 21
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,426,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*..100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,277,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 1½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	600,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. pref 100	1,822,100	F. & A.	Aug. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,390,646	----------	----------
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,320,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	July'70 2½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.).....100	492,500	J. & J.	July '70 4
East Pennsylvania 50	684,600	----------	July '70 3
East Tenn. and Georgia...100	1,290,067	----------	----------
East Tenn. and Virginia..100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,535,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordsv.100	1,143,448	----------	----------
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. go pref.100	5,253,880	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n. 68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,738	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl l*. 50	323.378	J. & J.	Jan.'70 1
Millville and Glassboro' ...100	400,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----------	Jul.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 5
Nashua and Lowell.....100	720,000	M. & N	May '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	----------	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue..... 100	797,400	----------	----------
Norfolk & Petersb'g guar.100	137,500	J. & J.	July.'70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hempsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	6.848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	9614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	----------	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,651,800	J. & J.	July '70 5
Phil., Germ'n't'n & Nort'n 50	1,535,550	A. & O.	Oct. '70 6
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	13,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams...100	650,000	J. @ J.	July '70 3
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred..... 100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line..... 100	686,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 –
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	6,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	----------	May '70 –
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11 4
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	884,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1.209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	July'70 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,806	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	Sept. '70 2
Am. Merchants Union Exp.100	13,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,4 0,53
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,3 ,7
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,090	806,040	833,413	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,064	132.301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2.770.484
1865	280,503	275,288	299,063	258,480	322.278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	405,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4 508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,720	216,030	196,435	201.134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,093	238,926	317,977	400,941	428,474	345,028	260,268	3,466.922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433.435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401.276	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729.759	716,378	563,400	6,114,566
1865	641,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,580	879,900	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112 190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,935
1870	201,500	218,600	244,161	246,046	230,169	274,021	249,355	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,022
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6.329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,560	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,098	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,545	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151.902	175,696	186.039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,788	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,828	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,123	380,430	412,030	405,283	363,187	326,891	378,880	467,990	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,286	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	[illegible]6,966	7,250,609
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	284,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284,319	3,793,006
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,612	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307,122	283,320	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,400	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258.674	283.996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464.809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861.604	1,109.267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534 561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761.220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	108,716	117,625	116,242	107,524	122,000	124,124	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,996	406,766	351,756	333,490	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,200	450,203	429,898	323,270	399,439	4,013,205
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,183	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,943	803,536	706,602	623,560	617,538	758,467	857,232	687,288	716,699	8,708,188
1870	528,529	500,139	589,238	706,608	746,450	664,519	643,058	664,051	728,521	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	108
.. .. coupon		5	" "	1874	108
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	497,179,850	6	May & Nov.	1882	108
.. .. .. (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	108
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	106,968,600	6	" "	1884	108
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	187,776,750	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	111½
.. .. 2d series (5-20s)...registered	277,011,900	6	Jan. & July.	1886	110½
.. .. .. (5-20s).....coupon		6	" "	1886	110½
.. .. 3d series (5-20s)...registered	344,140,200	6	" "	1887	110½
.. .. .. (5-20s).....coupon		6	" "	1887	110½
.. .. 4th series (5-20s)...registered	30,678,250	6	" "	1888	110½
.. .. .. (5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. .. (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95–'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,135 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	236,232	var	.....	Due.	....
Treasury Notes (7-30s).....	594,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,054,500	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	*nil.*	.....	Dem.	....
Fractional Currency	39,541,184	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	100½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	62
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	90½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	100
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	100
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	66½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	" "	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. converted	2,252,112	5	" "	'80–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	96
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	96½
.. — .. .. 1838–'39.....	46,282	5	" "	1890	79
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	108,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	106½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72–'73	109½
.. —	720,000	6	" "	'74–'75	108½
.. —	1,430,000	6	" "	1876	107½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96½
.. —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	91
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	91
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84–'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	48
.. — .. (new).....	3,959,045	6	" "	'92–'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,300	6	" "	1881	102½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Redemption Loan of 1807.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	80
.. — .. (stg.).....	484,445	5	" "	1866	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	63
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
..—Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	...
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1886	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	886,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	679,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1878	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	746,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	24½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sks fund £387,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, sks fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	97½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'98	....
2d Mortgage Governm't subaidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	99
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	13½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	350,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1800	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	99
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1862	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 86 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	96
Chillicothe and Brunswick:						
1st Mortgage	600,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1898	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	426,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	96
4th Mortgage (or 3d Extension)	1,108,480	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	78½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	59½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,446	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	108½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	$87,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1863	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	$00,000	6	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	307,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'80–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
3d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,517,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,668,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,800,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,069,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,944,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1873	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	98
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	144,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	100
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	75
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	94½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,135,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$280,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	6	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	105
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1890	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	96½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	825,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	83
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	72½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	36
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	650,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	"	"	1890	....
" " " 3d class	154,000	7	"	"	1890	....
" " " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	83
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	85,400	6	Jan. & July.	"	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1878	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1888	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	.....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanoogn.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	142.0	—	13.2	—	21	26	7	388	Albany and Susquehanna ¶...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	.....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	.....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,500	—	100	.....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	.....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,975	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	96.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	.....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	.....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	.....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	1158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	.....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	.....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	.....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	(Leased	to Fall Br	ook Coal	Co.)	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	.....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	289.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	140
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	207.7	—	24.3	....	48	84	27	628	Boa., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,7 5	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	693,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	138½
Nov. 30, 1869	74.4	8.5	56.7	—	45	76	28	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0 1	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	148½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	146½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,889,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	.....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700.000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	.....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,208	802,754	8	100	.....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	.....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Eri	e.)	.....	7	100	.....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	.....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	urns 110 m	iles recent	ly comple	ted.)	—	100	.....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	.....	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	3oo,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	.....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,489	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	.....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	.....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	.....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	.....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	.....	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'195	970,896	49,521	3½	100	25
Dec. 31, 1869	890.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	.....	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2 869,227	.....	.....	5,670,822	2,677,299	—	100	.....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	.....	.....	—	100	.....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,568,178	1,204,117	725,856	656,782	194.6	.....	.....	.....	403,785	177,249	—	100	.....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	.....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	.....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	.....	.....	—	100	.....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,5 6	51,338	5	100	.....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570.472	3,823,000	1,116,697	51,421	441.0	2,643,397	.....	.....	4,681,563	2,004,970	10	100	115
Apr. 30, 1870	07 0	286 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,8>7,163	961,621	16,590,210	4,749 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	151
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	.....	.....	—	100	.....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	00	119½
May 31, 1870	803.1	—	166.8	—	259	1 4	110	5 98	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35.048,923	15,147,900	917,789	541,424	1,156.0	5,913,283	115,457,459	64 747.240	12,535,428	3 478.410	9	100	80½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1, 41 797	16,000,000	8,787,643	76,975	2 038,767	590.0	3,227,404	44,017,275	130,68 ,871	5,995,266	2,413,475	8½	100	110½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	875,925	60.1	498,270	.....	.....	1,191,457	611,493	9	00	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,939	10	100	.....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuc	ky Central	.)	—	100	.....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	.....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	.....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	.....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	16½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	.....

Dec. 31, 1869	346 5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	81
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning ...	Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	(Leased	to Atl. &	Gt. Weste	rn.)	.....	.....	8	100	....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....	Ohio & Penn.	8,450,615	2,283,266	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	106½
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,891	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	38,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,606,620	41,064,199	3,529,411	262,452	—	100	17½
Jun. 30, 1869	54.5	—	13.6	—	—	—	—	—	Columbus and Xenia.....	Ohio.	2,034,200	.....	.....	.....	1,786,200	248,000	.....	.....	(Leased	& operate	d by Little	Miami.)	.....	.....	6½	100	....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	496	Concord.....	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	....
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.	New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	....
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth..	N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	16,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	135¼
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,278,300	.....	215,000	.....	1,278,300	1,000,000	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	.....	—	50	....
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Leased	by Northe	rn N. H.)	38,458	15,931	—	100	....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	76,119	—	50	....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	80,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	....
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....	Tenn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....	(N	ot yet in o	peration.)	.....	.....	.....	—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	(U	nder cons	truction.)	.....	.....	.....	—	100	....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30, 1869	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....	Ohio.	870,000	.....	.....	.....	309,276	715,000	.....	.....	.....	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....	Delaware.	1,826,018	.....	.....	.....	891,206	892,750	.....	.....	.....	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	108½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....	Iowa.	8,182,500	.....	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365,392	—	100	....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....	Michigan.	11,467,220	*	111,386	186,778	2,647,350	6,825,048	2,341,923	104'068	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 30, 1869	28.6	—	1.7	—	—	—	—	—	Dover and Winnipissogee....	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	and operat	ed by Bo	ston & M	aine.)	6	100	....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	.....	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	(I	n progres	s.)	.....	.....	.....	—	100	....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....	(Leased	to Boston,	Hart. & Fis	hkill.)	.....	.....	—	100	....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	264,806	.....	2,500	.....	89,800	175,000	2,000	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....	Massachusetts.	5,784,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	121½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶..	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	....
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶..	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central.)	25,000	25,000	5	100	....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,168	817,829,190	16,721,500	2 179,395	—	100	22½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	.....	58,493	.....	.....	129,726	56,196	—	100	....
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	116	European and N. American ¶..	N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	186,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Jun. 30, 1869	53.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.	N.Bruns.	1,743,037	*	.....	.....	803,750	1,853,907	16,001	.....	(No	t in comp	lete opera	tion.)	.....	.....	—	100	....
Aug. 30, 1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville...	Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	330,089	.....	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	.....	.....	.....	90,000	.....	.....	60	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....	New Jersey.	375,000	.....	.....	.....	360,000	100,000	100,000	.....	.....	(Oper. b	y Belvide	re Delaw	are.)	.....	.....	—	100	....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....	Michigan.	2,269,094	*	173,976	1.149,692	1,099,100	1,867,500	441,208	124,864	90.0	208,113	.....	.....	466,737	232,707	—	100	....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	.....	(Not i	n complet	e operatio	n.)	.....	.....	—	100	....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..	N.J.	200,866	30,061	99,266	.....	230,845	.....	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*.....	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	....
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley.....	Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	[Owned	and oper.	by Mich. Ce	n.since A	pl. 1870.]	—	100	....
Jun. 30, 1869	341.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	....
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....	Canada.	25,067,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	....
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	....
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....	Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	108½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069	.....	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....	Connecticut.	3,407,285	.....	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,682	1,861,682	548,219	14	100	....
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,099	13,592,276	5,172,157	848,563	79,028	—	100	....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....	W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,565	500,000	100,000	.....	32.0	20,800	.....	.....	60,496	3,008	—	100	....
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8	.....	.....	.....	943,808	166,231	—	100	....
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,000	601,933	—	100	....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	continued	to Whar	ton Color	do Riv.)	—	100	....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt....	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,582	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,886	1,691,280	25,278,710	8,018,170	10,901,506	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	137
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....	Indiana.	(Road in	progress	is now o	perating	St. Louis	, Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	179.0	110.0	28.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.	Indiana.	13,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,696	.....	.....	1,774,567	Loss.	—	100	12
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Project	ed.)	.....	.....	.....	—	100	....
Jan. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132.411	35,000	.....	.....	13.0	24,000	234,368	664,641	63,307	11,855	—	100	....
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..	Michigan.	2,598,023	*	.....	87,081	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Oct. 31, 1869	43.2	1.5	2.5	18.0	—	—	—	—	Jamestown and Franklin.....	Penn.	1,765,248	.....	35,000	.....	603,077	1,000,000	688,228	.....	.....	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	87
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	and oper. b	y Chicago	& Alton.)	.....	7	100	90
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	and oper. b	y Mich'gan	Central.)	.....	8	100	....
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....	Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	839,670	—	100	....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....	Kentucky.	.....	.....	.....	.....	.....	1,209,000	(St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]	.....	.....	—	100	....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]		.....	.....	—	100	....
Dec. 31, 1869	31.0	—	1.8	34.0	2	1	1	20	Knoxville and Kentucky ¶....	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]		.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,235,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	906,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn.	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	12.945,598	5,034,071	8	100	93½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	116
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	.....	750	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. L.at$4	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	86
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1869	98.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,881,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,678	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,576	185,648	102.5	294,404	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	28.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	84.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	81,204	1,621,977	942,664	132,510	102,110	10	100	135
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	307,987	6,903	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	514,376	64,343	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	[Under co	nstruction.]	.....	.....	—	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	4,707,288	1,594,177	10	100	120½
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	109,100	212,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	62½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eseeess.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1.294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 000	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	.....	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	92½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,216,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,830	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11¼	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150.000	.....	.....	.....	.....	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115½
Dec. 31, 1869	7.8	6.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,820	80.210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	.....	.....	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831.300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. ¶	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,886,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	92½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	.....	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085.930	.....	.....	156.9	745,703	27,953,142	17,178,696	2,776,890	959,745	8	100	133½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,178	69,247,430	6,786,230	2,160,561	837,115	10	100	157
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-t	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	163	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	136,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,522	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	815,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869| 72.0|—— | 3.0|118.0| —|—| —|—— North Louisiana and Texas

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La										72.0							—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			381.0				2,084,480	432,124		—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	5½	50	86
Dec. 31, 1869	95 0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	96.6	404,631	5,252,948		671,076	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	84
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			62.5	409,036	5,935,262	19,110,436	689,625	256,271	8	100	112½
Sept 30, 1869	21.8	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	103
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138			—	—	
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,992	122.0	532,120		31,199,413	1,045,222	356,839	6	100	89½
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,764	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,363	69,838,274	2,915,547	643,720	—	100	31½
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	88½
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	97
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,396	47,357	270.2	497,198	9,198,620	9,069,150	919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000			—	(Leased to R. W & Ogdensb.)			125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	6	100	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,734,136			47.6		nine m	onths.	1,105,219	340,861	—	100	74
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000				—	(Leased to Erie.)				63,400	8	100	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000			—	(Leased to Erie)					—	100	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000			—	(Leased to Erie.)				26,500	6	100	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542		—	(Leased t	o Camden	and Amb	oy.)		—	100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	28,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	121½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000.000	*			3,200,000	592,500	383,000		47.0						10	50	225
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	—			1,061,700	3,000,000			—	(Complet	ed Sept. 1	3, 1869.)			—	100	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000			—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	
Dec. 30, 1869	88.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100	
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)	0		—	100	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	9,272	—	50	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	53
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	156
Dec. 31, 1869	98.4	352.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,863,367	11,275,241	5,002,408	10	50	100½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	339,675	—	1,259,100	—	—	80,555	26.5	—	—	—	1,077,569	274,081	10	100	118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	—	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	—	—	2,565,302	876,094	8	50	114
Oct. 31, 1869	198.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	—	5,423,200	10,036,690	421,154	—	201.0	1,849,510	—	—	2,434,101	531,833	—	50	—
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917	—	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	—
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093	—	480.6	5,253,584	—	—	8,131,531	2,891,199	9½	100	—
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	—	—	450,000	—	—	—	—	—	—	—	—	27,480	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*	—	—	784,700	1,182,988	—	—	109.5	354,754	—	—	632,763	217,872	6	100	—
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*	—	—	1,500,000	—	—	—	51.3	303,266	—	—	575,036	175,586	6	100	113½
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concor	d.)	—	24,500	7	100	—
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	—	—	170,000	200,000	—	11,496	26.0	—	—	—	80,083	22,015	—	100	—
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	—	—	437,917	57,000	18,500	—	15.0	37,960	—	—	112,572	21,542	—	100	—
Nov. 30, 1869	43.4	1.9	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	—	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	—	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	—	—	1,500,000	80,000	—	—	97.0	—	—	—	208,000	141,000	3	100	—
Dec. 31, 1869	40.0	8.0	4.1	—	8	7	1	87	Reading and Columbia	Pennsylvania.	1,925,564	220,583	—	—	506,848	1,000,000	952,859	—	54.0	155,070	—	—	207,799	55,879	—	50	—
Oct. 31, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,468,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	—
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5	—	—	—	332,025	132,491	—	100	—
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331	—	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	—
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*	—	—	650,000	600,000	—	—	—	—	(Not in o	peration.)	—	—	—	100	—
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	(No	returns.)	—	—	—	100	—
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	120
Sept. 30, 1869	120.0	—	12.0	—	28	28	9	745	Rutland	Vermont.	4,381,741	*	791,487	—	4,581,400	—	331,828	—	138.0	679,669	8,347,128	16,336,225	874,855	187,329	—	100	25
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,687,500	*	—	—	2,100,000	2,589,500	—	—	132.0	—	—	—	753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	—	—	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	30½
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	—	—	10,000,000	4,000,000	—	—	—	—	—	abo	ut 60 000	—	—	100	46½
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	—	—	—	—	2,725,000	—	—	—	(Leased	to Chi. &	Alton.)	—	240,000	—	100	—
Dec. 31, 1869	—	—	....	72.8	—	—	—	—	St. Louis and St Joseph	Mo.	—	(Unfi	nished.)	—	2,000,000	1,000,000	—	—	—	—	(No	returns.)	—	—	—	100	—
May 31, 1870	168.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	—
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	—	—	—	—	—	2,020,000	—	—	—	257,004	2,776,68	3,570,874	373,448	138,411	—	100	—
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514	—	189,152	—	—	338,693	179,941	—	100	—
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased	to West J	ersey.)	—	16,533	6	50	—
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	—	1,590	243,305	226,900	535	91	—	—	—	—	—	17,500	1½	100	—
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	—	—	904,832	2,307,742	—	—	116.3	271,076	—	—	429,212	101,024	—	100	—
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	—	—	1,269,150	97,000	106,120	—	54.0	155,070	—	—	172,494	27,393	—	50	—
Oct. 31, 1869	54.0	—	7.0	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	—	—	576,050	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	5	50	—
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Seaboard and Roanoke	Va. & N. Carolina.	—	—	—	—	—	210,000	—	—	80.0	—	—	—	—	—	—	100	—
Dec. 31, 1869	80.0	—	4.6	—	18	5	4	160	Selma and Meridian	Alabama.	2,163,564	*	—	549,007	999,050	796,830	891,180	25,521	119.8	—	—	—	282,216	—	—	100	—
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,062	6,079,100	—	—	200.0	—	—	—	460,000	—	—	100	—
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	—	—	—	(Le	ased by N	orthern C	entral.)	—	6	50	—
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	—	—	1,227,000	800,000	—	—	45.5	—	—	—	61,504	22,091	—	100	—
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	—
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shore Line	Connecticut.	732.900	*	—	—	677,900	55,000	—	—	50.0	—	—	—	310,182	47,424	6	100	—
May 31, 1869	80.0	—	2.5	—	10	18	8	30	*Sioux City and Pacific*	Iowa.	5,014,000	*	—	—	1,788,000	3,256,320	—	—	—	—	—	—	244,476	90,000	—	100	—
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	Somerset and Kennebec	Maine.	800,000	—	—	—	438,300	500,000	—	—	—	(Leased	and oper. b	y Portlan	d & Ken.)	36,000	—	100	—
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	South Branch	New Jersey.	489,694	—	—	—	230,000	—	—	—	—	(Leased	& oper. by	Con. of N.	Jersey.)	26,298	6	100	—
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	168,729	5,819,275	4,057,361	355,501	—	—	801,171	—	—	1,382,167	595,507	—	100	—
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South and North Alabama	Ala	—	—	—	—	1,500,000	1,000,000	—	—	—	—	(In progres	s.)	—	—	—	100	—
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South Shore	Massachusetts.	462,167	89,426	—	9,566	289,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	—
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Side (L. I.)	New York.	1,978,558	*	—	—	497,760	850,000	—	—	63.0	150,560	5,597,645	2,094,921	221.816	66,552	10	100	—
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	978,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	—
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1869	70.0	—	—	46.0	6	2	2	37	Southern Minnesota	Minnesota.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	*South Pacific* ¶	Missouri.	—	—	—	—	—	25,000p m	—	—	100.0	—	—	—	348,218	203'473	—	100	—
Dec. 31, 1869	148.3	—	159.2	19	12	4	424	Southwestern	Georgia.	4,587,313	*	—	131,063	3,939,900	699,500	37,158	41,611	—	257.5	384,922	—	—	910,116	360,386	6	100	104
July 31, 1869	143.0	114.8	22.9	26.5	30	14	18	396																							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	5	6	4	150	Springfield, Mt. Vernon & Pittsb. ..Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,079	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10,077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....		.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....		.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697		.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.6	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 187 0.)								
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the		Rondout	and Oswego Line.)			81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250.700		21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....		.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	116	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,988	—	100	52½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)								
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....		(Leased to Vt. & Mass.					7	100	50½
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069	*	.....	.....	swamped		.....	.....		(Leased to Pennsylvania.)			R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....				50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	24½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	285,088	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....		54,450	2,244,178	734,753	165,494	76,892	7	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....		(Leased by Vermont Central.)					6	100	106
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	548,831	8	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	68
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793.200	.....	.....		(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.5	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—					Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Lc. & W'tn.)			454,768	154,618	—	100	87½
Sept. 30, 1869	10.3	—	....	—					Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	55,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—					Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	60	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	291,230	.....	.....	330,591	63,761	—	100	....
Sept. 30, 1868	—	—	....	93.0					West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....		[In progress.]					—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)				138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46 0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0					Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased to Pennsylvania.)			138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[Now forming a division of the			Milwaukee and		St. Paul		.....						—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]					—	100	....
Aug. 31, 1869	94.0	—	....	86.0					West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....		288,365			652,184	256,308	10	50	130
Dec. 31, 1869	20.0	—	—	51.0					Whitehall and Plattsburg ¶....New York.	.....	.....	(No return.)		.....	.....	.....	.....	20.0	(Operated during construction by M. & St. Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0					White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....		(Leased to Boston, Con. and Montreal.)			14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	.....	.....	.....	.....	23.0						—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....		(no returns.)			12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W. & M. RR. sold Jan. 5, '70			$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....		[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	15	16	14	262	Wilmington and Weldon ¶....N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	19.3	1,856	(Leased to Northern Central.)				—	100	....
Dec. 31, 1869	15.4	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama ¶....Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....		(Leased to Nashua and Lowell.)				14,000	7	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,635,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....		(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	—	—
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			237,194	105,751	8	50	80
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	120
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Cm. & A	mb. R.R.)	.....	161.0	—	—	—	1,935,860	732,352	10	100	.....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	406,174	213,374	—	50	64
Feb. 29, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431.246	184,848	—	100	24½
Oct. 31, 1869	287.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,800,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	7.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,155	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,283	—	—	—	2,002,746	2,632,310	195.232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20.000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1.100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	78	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	.....	8,800	6¼	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	500,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	16.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36¼	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	861	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	782,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City .....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	15
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	—	—	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.29	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,530	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton).....Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	16	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	50½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	.....	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36¼	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30, '69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,752	93,936	10	50	50	68
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,630	2,812	4	100	100	....
Nov.30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,200	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1876	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	86
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	19—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	73,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83½
Chicago and Alton, pref.	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,241	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78½
Erie, preferred	8,536,910	7	7	47½
Hannibal and St. Joseph, pref.	5,253,836	...	...	115½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, prcf.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,800,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 — @	36 —
Pig, American, No. 1		— — @	32 —
Pig, American, No. 2		— — @	31 —
Pig, American, Forge		27 — @	29 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		80 — @	85 —
Bar, Common		75 — @	80 —
Scroll		97 50 @	130 —
Ovals and Half-round		100 — @	125 —
Band		95 — @	— —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		85 — @	120 —
Hoop		105 — @	150 —
Nail Rod	per lb.	— 7 @	— 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @	— 11½
Sheet, Single D. and T. Common		— 4½@	— 6
Rails, English	(gold) per ton.	57 — @	59 —
Rails, American, at Works in Penna.	c'y.	70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool,	do.	— — @	— 17
American, Spring,	do.	— 9 @	— 11
American Machinery	do.	— — @	— 12
American German	do.	— 9 @	— 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@	4 50
Clinch		5 87½@	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— — @	— 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 36
Straits	(gold).	— 32½@	— 33
English	(gold).	— @ 31½	— 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal.... per box.	8 25 @	8 87½	9 75 @	10 25
I. C. Coke	7 25 @	8 —	8 50 @	9 50
Coke Terne	5 65 @	6 75	6 75 @	7 75
Charcoal Terne	7 50 @	8 —	9 — @	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 11½@	— 11¾
Crude, 40 @ 47 gravity (in shipping order)		— 16 @	— —
Refined, prime L. S. to W. (110 @115 test)		— — @	— 24
Refined, Standard White (in ship'g order).		— 23½@	— —
Refined, prime White (in shipping order).		— — @	— 24½
Refined, S. W. (in jobbing lots)		— — @	— 26
Refined, S. W. (in tin)		— 28 @	— 29
Naptha, Refined, (65 @ 73 gravity)		— 9½@	— —
Residuum	per bbl.	4 — @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)	
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Canton Co.	68½	....	69	....	....	....
Central Pacific 6s.	90½	90¾	90¾	90¾	90¾	90¾
Central of N. Jersey	109½	109½	109½	109	108	108½
Chicago & Alton	114	114	114½	114½	115	115½
" pref.	....	....	115½	116	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	151
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	81⅞	80⅞	80⅞	80½	80½	80½
" pref.	89½	89½	89½	88⅞	89⅜	88⅜
" 1st M.	94½	....	94	94½	94½	....
" S. F.	....	....	....	....	....	....
" Consol.	90½	....	90½	....	....	90
Chic., Rock Isl. & Pac.	111⅛	111⅛	111½	111½	111½	110⅜
Chi., R. I. & Pa. 7s, 1396	98	98	98	....	....	98
Clev., Col., C. and Ind.	81	....	81	81	....	81
Clev. and Pittsburg	....	....	106½	106½	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	96
" 4 M.	....	....	....	78½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	17½	17½	....	....
" 1 M.	77½	78½	78½	....	78½	78½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	118⅜	....	120	....	120	120
Del. Lack. & Western.	108⅜	108⅜	108½	108⅜	109½	109
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City	....	....	100	100	100	100
Erie Railway	23	....	....	23	22⅜	22½
" pref.	....	....	....	....	46	47½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	87	87
" 4 M. 7s, 1880	....	....	81	....	80	80
" 6 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	85½	85½	85½	85½
Hannibal & St. Joseph	109	....	108½	108½	....	....
" pref.	....	....	....	....	115½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	137	....	....	....
" bonds	....	....	....	....	....	106
Lake Shore & Mich. S'th.	94½	....	94⅜	93⅜	93⅜	93½
Lake Shore Div. bonds	....	92	....	92	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120½	....	121	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I, 1 M. S. F.	....	....	100½	101	101½	101½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10	10½	11½	11	10½	10½
" Tr. 10s ctfs.	....	....	....	5	....	34
Milw. and St. Paul	64	63½	63⅞	63½	62⅜	62⅜
" pref.	81½	81½	82	....	81½	80½
" 1st mort.	....	....	....	93½	93½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	105½	....	....	104½	....	....
" 7 3-10s con.	92½	....	....	....	....	....
Missouri 6s.	91	91	91½	91	....	91
" H. & St. J. iss.	....	91	....	....	....	....
Morris and Essex	92½	92½	92⅜	92½	92½	....
" 1st mort.	....	....	103½	....	....	102½
" 2d mort.	....	95½	....	....	96	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	91	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	92⅜	92	92	92½
" certificates	87⅜	....	87⅜	86⅞	87⅜	....
N. York and Harlem	....	135	....	133½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	....	48	....	....
" new	27½	27½	....	....	....	....
Ohio and Miss.	33	33½	32⅜	32½	32⅜	32½
" pref.	74	....	....	....	....	74
" 1st M.	....	....	99⅜	....	....	100
Pacific Mail S. S. Co.	44½	744	44½	43½	43	43
Panama	80	80	79	77½	77	76
Phila. and Reading	100	100	100⅜	100⅜	99⅝	100½
Pitts., Ft. W. & Chi. gtd.	93½	93⅜	93	93⅜	....	....
" 1 M.	104	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	5	....	....	5½	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	96	....
" 2 M. pref.	83	....	83	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s.	....	....	....	62½	62½	....
" new	....	60½	60½	60½	60½	60½
Tol., Wab. & Western.	53⅛	53⅜	53⅝	53	52⅜	52⅝
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	91½
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	25½	25	24⅞	....	24½	....
" 1st mort.	83	83	....	83	....	83
" L. Gt. 7s.	72½	....	....	73½	74	72½
" Inc. 10s.	....	73	72½	....	72½	....
Virginia 6s, ex-coupon	....	....	....	....	....	....
" new	....	....	....	....	63	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	108¼	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106¼	106¼	106¼	106¼	106⅜	
U. S. 5s, 10-40s, reg	106⅜	106¼	....	....	106¼	....
U. S. 6s, 1881, reg	....	....	....	114	113⅜	
U. S. 6s, 1881, coup	114	114	....	113⅛	113⅞	113½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	109⅛	....	....	....	108	....
U. S. 6s, 5-20s, c. 1862	113	113	....	112⅜	....	112⅜
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111¼	....	....	111⅛	111⅜	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	110⅛	111⅜	....	112	111⅜	111⅛
U. S. 6s, 5-20s, r. n. '65	....	110⅛	....	....	....	110⅛
U. S. 6s, 5-20s, c. n. '65	110⅛	110⅛	110⅛	....	110⅜	110⅜
U. S. 6s, 5-20s, reg. '67	110⅛	110⅛	....	....	....	110⅜
U. S. 6s, 5-20s, c. 1867	110⅛	110⅛	110⅛	110⅛	110⅛	110⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅛	110⅜	110⅛	....	....	....
U. S. 6s, Pac.R.R.issue	111⅛	....	....	....	....	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	....	....	....	....	....	....
.. preferred	38⅜	....	38⅜	....	....	38⅛
Camden and Amboy	115⅛	115⅛	115⅛	....	115⅜	116
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92⅛	....	....	92⅜	....	....
.. 6s, 1889	92⅛	....	....	92⅛	....	....
.. mort. 6s, '89	....	....	....	....	97⅛	....
Elmira & Williamsport. 28	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	32⅜	32⅛	32⅛	32⅛	32⅛	32⅜
.. 6s, 1884	82⅛	82⅜	....	....	82⅛	....
.. Gold L	....	88⅜	....	....	....	....
.. R. R. L	....	....	....	89	....	....
Lehigh Valley R. R.	58⅛	58⅛	58	58⅛	58	58
.. 6s new coup	97⅜	97⅜	....	....	....	....
.. 6s new reg	....	99⅛	....	....	99⅛	....
Little Schuylkill R.R.	....	....	....	43	43	....
.. 7s	....	....	106⅛	....	....	....
Minehill	....	51⅛	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	91	94	....	....	93⅜	92
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	42	....	....	....	....
Pennsylvania R. R.	60⅛	60⅛	60	60	60⅛	60⅛
.. 1st M	....	....	....	....	....	....
.. 2d M	101	101	101	....	....	....
Penn. State, 6s. 1st series	104⅛	104⅜	....	....	....	....
.. 6s, 2d series	105⅛	....	....	....	....	....
.. 6s, 3d series	....	....	....	107	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	102⅛	....
.. new	102⅜	102⅛	102⅛	1 2⅛	102⅛	102⅛
Philad., Germ. & Nor.	....	....	....	75	78	....
Phila. & Reading	50⅜	50	49⅜	50⅛	50⅛	49⅝
.. 7s. 1893	....	....	....	....	....	102⅜
Philadelphia and Erie	26⅛	26⅜	....	....	....	26⅜
.. 6s	....	....	....	....	....	....
.. 7s	88⅜	89	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	44⅛	....	....	....	....	44
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	50⅛	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	92⅜	92	....	....	....	....
.. 1890	93⅛	92⅜	93	....	92⅜	93⅛
.. 1884	91⅜	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	92⅛	93	....	....	....
Marietta & Cin. 1st M.	92	....	92	92	92	....
.. 2d M	75⅛	....	....	75⅛	75⅛	75
Northern Central	....	....	42	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900.	87⅛	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	....	148⅛	148⅛	....	149	
Boston and Lowell	....	....	....	....	....	138⅜
Boston and Maine	148⅛	....	149	149	148⅜	
Boston and Providence	146	....	....	....	....	146½
Boston, Hartford & Erie	4⅜	4⅜	3⅜	3⅜	4	
.. 7s, new	25⅛	25	25	25	24½	
Cheshire, pref	82⅜	82⅛	....	....	....	85⅜
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	121½	
Fitchburg	132½	132	....	132½	132⅜	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120⅜	120⅜	121	121	121	
Northern, N. H	112	112	....	....	112½	
Ogdens. & Lake Champ	90	89⅜	....	....	89⅜	
.. pref	107	....	....	....	....	....
Old Colony & Newport	....	97	97	....	....	
Ph., Wil. & Baltimore	56	....	55⅛	56	55½	57
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	24⅞	....	....	....
" 6s	81⅛	....	81⅜	81⅜	81⅛	81⅛
" Land Grant 7s	....	72⅛	72⅛	....	73⅜	....
" Income 10s	71⅛	70⅜	70⅛	....	71	....
Vermont & Canada	105⅝	....	....	106	....	106
Vermont & Mass	....	....	68⅛	....	....	68
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	98⅜	....	98⅜	98⅛
Metropolitan ..	....	69⅛	....	....	....	69⅜
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	3⅛
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 7.	Sept. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 28	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c	70 — 74	70 — 74
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	100 —103
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	96 — 98	97 — 99
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 98	97 — 99
Do. General mort. 6 p. c. 1910	91½ — 92½	90⅜ — 90⅝
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881	92 — 95	93 — 98
Do. with option to be paid in Phila.	92 — 95	93 — 98

American Railroad Journal.

Saturday, October 29, 1870.

Stock Exchange and Money Market.

Money worked quite comfortably for the borrowing interests at 4@6 per cent. on call, and 7@9 per cent. per annum, in the discount line, up to Tuesday of the current week, when, through some speculative manipulations of the floating supply of capital, the call loan rate was run up to the full legal figure of 7 per cent., as the minimum quotation, which rate was maintained on Wednesday, to the more active borrowers, with an urgent inquiry noted for accommodation, the market closing with indications of increased stringency. The city banks made a handsome addition, last week, to their legal tender and deposit lines, and reported a moderate gain of specie. They enlarged their loans and reduced their circulation slightly. The U. S. Sub Treasury lost about half a million of specie, and gained $529,395 of currency, during the week. The balances of gold under the control of the Treasury Department, at all offices, at the close of business on Saturday, were $99,507,000, including $12,508,000 represented by outstanding coin certificates, leaving a net coin reserve of about $87,000,000 in the ownership of the Government, as against some $88,000,000 a week earlier. The Treasury currency balances have been reduced to $21,583,984, against $25,260,000 at the close of the previous week. The customs revenue at this port for the week was $2,405,687, or about $400,000 a day, and the specie export was $556,180, while the outflow of coin from the Treasury Office, through the sale of a million of Government gold on Wednesday, and the week's disbursements of $766,695 of coin-interest, partly on the November account, with the rebate, and $466,000 in further redemptions of the 1871 bonds, has been about $2,233,000.

The specie reserve of the city banks according to the latest return is $11,948,113, against $19,399,701 same time last year. The city bank deposits are now $189,578,983, against $175,798,919 week ending Oct. 23, 1869. The legal tender reserve amounts to $52,390,812, against $52 037,604 same time last year. The circulation now stands at $32,517,026, against $24,204,485 same time last year. The loans are now $265,665,396, against $249,395,073 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $87,883,145 a day, against a daily average of $87,257,885 the preceding week. The current weeks' exchanges average about 85⅝ millions a day. The city banks, last week, reported a gain of $337,405 of specie, $2,089,268 of deposits, and $1,864,533 of legal tender notes. They increased their loans $389,606; and reduced their circulation, $450,669

The city bank exchanges on Wednesday were about 96⅞ millions.

The coin reserves of the Treasury Department on Monday were $99,507,000, including about 12½ millions on deposit on private account; currency balances, $21,583,984.

National Bank notes to the amount of $471,330 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $334,541,268 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,710,259 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $300,831,009. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $343,921,550; and for the public deposits, $15,906 500—making a total of $359,828,050. The Treasury Department, last week redeemed and destroyed $683,200 of worn and mutilated fractional currency, and issued $455,444 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 22, were $3,634,997 in coin, (including $2,403,000 from customs duties,) and $6,442,129 in currency; payments, $4,078,150 in coin, (including $766,695 of coin interest,) and $5,916,734 in currency; balance at the close of the week, included $61,636,942, of coin, against $62,080,094 the preceding Saturday, and $7,339,196 of currency, against $6,813,800 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $1,049,406 in coin, (including $289,475 from customs,) and $246,848 in cur-

rency; payments $466,874 of coin (including $39,000 of coin interest), and $332,479, of currency. On Tuesday, receipts, $1,014,771 in coin (including $248,296 from customs), and $213,056 in currency; payments, $163,115 in coin (including $35,000 of coin interest) and $271,797 of currency. The balance at the close of business on Tuesday included $7,194,823 of currency, and $63,071,130 of coin, against a balance a week previous of $7,801,183 currency, and $62,641,472 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were $45,989,781, including $14,704,035 from customs; aggregate payments, $57,093,400, including $3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September $1,137,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,860,946 of coin certificates, received for customs.

Government revenues have been on a reduced scale, since our last. The excises, during the week yielded about three millions; customs at the port of New York, $2,307,554, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $6,495,998 in currency. The income of the Government, from excises, since July 1, 1870, has been about 62 millions.

Early in the week, the feature of the Gold movement was the unusual stringency in the gold loan market, the supply of cash gold having been very limited, and under very strong control, enabling lenders to impose on mercantile, as well as on speculative interests, extraordinary rates for the temporary use of coin, pending the proximate liberal disbursements without rebate by the Treasury on account of the November interest on the Public Debt. The pressure was most severe late on Saturday. On Monday, under orders from Secretary Boutwell, the U. S. Sub-Treasurer at this port commenced the payment of the November interest, without rebate. The adoption of this measure is likely to be of much benefit to the legitimate financial and commercial interests. Under the new orders, $2,513,678 of unrebated interest were disbursed on Monday and Tuesday; and $616,429 on Wednesday. There had been previously paid out in this city $1,356,397 50, of rebated November interest. On Wednesday, Government marketed a million of gold at from 111 75¾@111 86. The bids reached an aggregate of $4,237,100. The actual sales of gold through the week at the Gold Exchange were on a limited scale, and the speculation was without spirit. The range of the price was from 111⅛@113¼, and the closing quotation on Wednesday was 112, as against at 113¼ the preceding Wednesday. The customs and export demand was less urgent.

Under to the official programme of the Treasury Department for October, Government closed its Gold sales for the month as follows: Wednesday, Oct. 26, $1,000,000. And its Five-Twenty purchases as follows: Thursday, Oct. 27, $2,000,000.

The export drain last week was $556,180 against $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; $465,260 week ending with Oct. 1; $1,345,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th.. The shipments thus far this year have been about 51¼ millions, against 28⅜ millions same time in 1869; 66⅞ millions same time in 1868; over 43 millions same time in 1867; nearly 54⅛ millions same time in 1866; and 24¼ millions same time in 1865. On Wednesday of the current week, the specie exports were only $179,778. The exchanges at the Gold Exchange Bank, which were 60⅝ millions on Thursday of last week, were 89 millions on Saturday, nearly 82 millions on Monday of this week, and nearly 99 millions on Tuesday. On Wednesday they were 64⅛ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was about 63½ millions.

The customs demand for Gold last week, averaged $384 592 a day; thus far, this week, it has averaged $266,885 a day, or equal to a weekly aggregate of $1,601,310. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $4,699; and since Jan. 1, 1870, $8,493,710, against $14,737,936 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $119,675,357 against $111,534,527, same time in 1869.

The exports of specie, from this port, last week, were $556,181 against $170,238 same week last year; and since Jan. 1870, $51,242,749, against $28,393,797 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $766,695; and since Jan. 1, 1870, $68,140,881 against $69,975,654 same time in 1869.

The customs revenue of the port on Wednesday was $347,000; and the coin interest disbursements were about $416,429.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 14th, was $6,935,000, against $6,803,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 14th, were $28,797,422, against $30,964,059 same time last year.

Foreign Exchange has been in reduced supply and more demand closing stronger. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109⅝@109⅞. The offerings of produce bills have been rather freer. The week's exports of domestic produce have been to the currency value of $4,337,058, and since January 1, 1870, $149,092,259 against $160,123,594, same time in 1869.

Government securities have been more request and toward the close generally quoted stronger in price on a light offering and growing demand from investment buyers, and under the further purchase and retirement of two millions of Five-twenties by the Treasury Office on Thursday. The later dealings show a tame, but steady movement, influenced slightly by the increased activity on Monday.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅝@113¾; U. S. Five-Twenties of 1862, 112⅝@112⅞; U. S. Five-twenties of 1864 at 111½@111⅝; U.S. Five-Twenties of 1865 at 111⅝@111⅞; U. S. Five-twenties of 1865 consolidated, 110⅜@110½; U.S. Five Twenties of 1867, 110⅜@110½; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 106½@106¾; U. S. Six per cent. currency bonds, 111⅛@111⅜.

State bonds have been in light demand, most of the week, but have been quoted generally steady in price.

Railway and miscellaneous share property has been fairly active but unusually variable in price, closing tame and weak.

Railway bonds have been in good investment request, at firm prices. Central Pacific Sixes have been more active, closing on Wednesday at 90⅝@90¾. The Union Pacific Sixes closed firmly on Wednesday at 83@83⅛. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in moderate demand at 90 per cent. and accrued interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 12.	Oct. 19.	Oct. 26.
Cuosols	—	92⅝	92⅛
U. S. 5-20's of 1862	91	*89½	89⅞
U. S. 5 20s, 1865	—	*88¾	88⅛
" 1867	89⅞	89⅞	90
" 10-40s	86⅛	87	87¼
Erie	18	18¾	18¾
Ill. Central	—	114	114
At. and Gt. West	—	30	29½

* Ex-Coupon.

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95⅝.

At the auction sale of Scranton Coal on Wednesday, 90,000 tons were sold at reduced prices, ranging from $3.85@$5.05, as against $4@$5.40 in September.

General business has been quite active for the season, particularly so in Cotton and Breadstuffs but at unsettled prices. Middling upland cotton closed tamely on Wednesday at 16⅞ cts. per lb. The stock of cotton now here is given at about 27,500 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 352,150 bales, gainst 348,170 bales same time in 1869–'70; exports same time 115,500 bales, against 113,000 bales same time in 1869–'70; stock on hand at latest dates, 115,500 bales, against 155,800 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 13,127 pkgs., against 18,337 pkgs., same time in 1869. From Boston, 5,052 pkgs. in 1870, against 6,512 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in moderate request and lower; we quote the range at from 8@16¼c. per lb.; week's receipts, 9,787. Milch cows quiet at $40@$100 each, receipts, 125. Veal calves have been in fair demand at from 5½@13c. per lb.; receipts, 2,942. Sheep in better request at from 4¼@7c.; lambs at 6½@9c. per lb.; receipts, 46,259. Swine have been in less demand at 8@8½c, per lb.. all live weight; receipts, 23,337.

Foreign goods have been moderately dealt in at generally steady rates. The dry goods entries at this port, last week, were $2,229,190, making with the general merchandise imports, a total of $6,310,229 against $5,018,214 the preceding week.

Ocean freights have been more active and quoted stronger. For Liverpool we quote flour at 2s. 3d. by sail, and 2s. 7½d.@2s. 9d. by steamer per bbl.; grain at 9@9½d. by sail, and 9½.@10d.

by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and ½d.@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@27s. 6d. by sail, and 25s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 465.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 25th, and since the beginning of the year:

	1869.	1870.
For the week.....	$4,997,794	$4,337,058
Previously reported..	156,125,800	144,755,201
Since Jan. 1.....	$160,123,594	$149,092,259

The imports for the week ending Oct. 22, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,618,658	$2,229,190
Gen. merchandise..... ..	2,807,173	4,081,039
Total for the week.....	$4,425,831	$6,310,229
Previously reported....	244,054,549	243,379,471
Since January 1.....	$248,480,380	$249,689,706

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Cedar Falls and Minnesota 1st mort., 84; Jefferson R. R. 1st mort., 90¾; Great Western (Ills.) 1st mort., 1888, 89; Toledo, Peoria and Warsaw 1st mort., W. D., 79; South Side (L. I.) 1st mort., S. F., 89½: Ohio and Miss. consol. bonds, 87⅝; Long Dock bonds, 90; N. Y. Central Sub. bonds, 89; Hannibal and St. Joseph 8s, 106¾; St. Louis and Iron Mountain 1st mort., 87; Cleveland, Painesville and Ashtabula 7s, new, 91½; New York and New Haven R. R., 157; do., scrip, 143; Long Island R. R., 67½; New Jersey R. R., 115½; Norwich and Worcester R. R., 103; Western Union Telegraph, 39⅝; Brooklyn 6s, W. L., 93½; Adams Express Co., 67; Am. Mer. Union Exp., 43½; North Carolina 6s, special tax, 22½; Alabama 8s, 100½; Georgia 7s, 90¾; N. Y. State 7s, Bounty Loan, 107½; South Carolina 6s, new, Jan. and July, 68; Central gold, 0.15; Grass Valley gold, 0.26; Quartz Hill gold, 0.20; Smith and Parmalee gold, 0.65.

Philadelphia.—Pennsylvania and New York Canal 7s, 91⅞; Pennsylvania R.R. General mort., reg., 94¾; Philadelphia and Reading 6s, 1880, 97¼; Camden and Burlington Co. R. R. 6s, 88; Wilmington and Reading R. R. 7s, 91; Belvidere Delaware 2d mort., 87; West Jersey 7s, 94; Sunbury and Erie 7s, 101½; Warren and Franklin 1st mort., 84⅝; Elmira and Williamsport 5s, 58¼; Pennsylvania Canal, 24½; Delaware Division Canal, 45; Oil Creek and Allegheny River R. R., 44⅛; do., bonds, 80; Pennsylvania State coupon 5s, 103½; Philadelphia City 6s, prior to 1862, 102¼; Allegheny Co. Comp. 5s, 77; 17th and 19th streets R. R., 21; Feeder Dam oil, ¼; Dalzell oil, ⅛; Big Mt. Coal, 5½. The latest quotations are: City 6s, 102@102¼; do. free of tax, 102⅛@102¼; State 5s, coupon, 103@104; do., 6s, W. L., 104@105; do., 1st series, 104@105¼; do., 2d series, 105½@105⅝; do., 3d series, 107½@109; Reading, 50@50⅛; do., 7s, 1893, 102½@103; do., mort. 6s, 1880, 97½@97½; Camden and Amboy, 115¾@116; do., mort. 6s, 1889, 97@97½; do., 1883, 92½@93; do., 1889, 92@93; Penn. R. R., 60¾@60⅞; do., 1st mort., 103@103⅛; do., 2d mort., 101@101½; Little Schuylkill R. R., 42½@43; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7@8; do., pref., 16@16½; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 39@40½; do., 7s, 1873, 92@92¼; do., 5s, 58@60; Lehigh Coal and Navigation, 32¼@32½; do., 6s, 1884, 82@83½; do., R. R. Loan, 89@89½; do., Gold Loan, 89@89½; North Pennsylvania, 42@43; do., 6s, 97@100; do., 7s, 93@94; do., Chattle 10s, 110@—; Philadelphia and Erie, 26½@26⅝; do., 6s, 91@—; Minehill, 51¼@51⅞; Catawissa, 12@15; do. pref., 38½@38¾; Lehigh Valley, 57⅞@58; do. 6s, 100½@—; do., 6s, reg., 99¼@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 51@52; Thirteenth and Fifteenth, 21½@22½; Spruce and Pine, 25@26; Green and Coates, 38@40; Chestnut and Walnut, 43½@44; Hestonville, 14¼@15¼; Union, 44@—.

Boston.—Iowa Central R. R. 8s, 86; Western R. R. 6s, 1875, 101⅜; Stanstead, Shefford and Chambly 7s, 82⅞; Cheshire R.R. 6s, 93¼; Phila., Wil. and Balt. 6s, 1887, 94; Kalamazoo and White Pigeon 1st mort., 7s, 1890, 89¾; Burlington and Missouri River R. R. 8s, 1894, 102½; Vermont Central 1st mort., 84⅞; do., 2d mort., 86; Rutland R. R., pref., 73; do., 7s, new, 74; Mansfield and Framingham 7s, 92½; Dixon, Peoria and Hannibal 8s, 1889, 99; Cedar Rapids and Missouri 7s, 1916, 90; do., 1891, 93; do., 1894, 91; Eastern (N. H.) R. R., 117¼; Cincinnati, Sandusky and Cleveland R. R., 16½; do., 7s, 1890, 73¾; Summit Branch R. R., 37¼; Conn. and Pass. Rivers R. R. pref., 84¼; Norwich and Worcester, 103; Indianapolis and Cincinnati R. R., 12; Nashua and Lowell R. R., 147¼; Boston Water Power Co., 15⅞; Essex Co., 137; Cary Imp. Co., 8½; Maine 6s, 97½; Massachusetts 6s, 1876, gold, 107½; do., 5-20s, currency, 100⅜; New Hampshire 6s, 1878, 99¾; Rhode Island 6s, 1882, 99¾; Boston 6s, 1880, currency, 100; do., 6s, 1877, gold, 96½; do., 1885, gold, 95⅞; Worcester 6s, 1880, 99¼; Bangor 6s, 1884, 88½; Portland 6s, 1887, 92; Cook Co., Ills., 7s, 1880, 97¾; St. Louis Co. 7s, 1888, 95½; Cincinnati 6s, 1886, 92¼; St. Louis City 6s, 96; Dana Mining Co., 32c.; Hancock, 1½; Hecla, 100; Madison, 40c.; Petherick, 35c.; Tremont, 35c.

Baltimore.—Northern Central 6s, gold, 1900, 94; Richmond and Danville bonds, 77; Virginia and Tennessee 1st mort., 83; Orange, Alexandria and Manassas bonds, 75; Maryland Defense loan, 102¾; Virginia 6s, old, reg., 50; Memphis City 6s, 59. The latest quotationsare: Pittsburg and Connellsville 7s, 1898, 91@92; Baltimore and Ohio, 126@127; do., 6s, 1875, 94@95; do., 1880, 93½@94½; do., 1885, 92½@93; Northern Central, 42@42¾; do., 6s, 1885, 92½@94; do., 1900, 87@87¼; do., 6s, 1900, gold, 93¼@94; Parkersburg Branch, —@—; N. W. Va. 1st mort., 94@95; do., 2d mort., 95@—; do., 3d mort., 1885, —@92; Marietta and Cincinnati 7s, 1892, 90@92; do. 2d mort., 75@75; Central Ohio, 24@25; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@77; do., guar., by Baltimore City, 90@92½; do. 2d mort., guar., 88@—; do. 6s, pref., 60@62⅛; do. 6s, guar., by Washington Co., 80@85; Richmond and Danville bonds, 75@77; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 74½@75; do, 3d mort., 8s, 85½@—; do., 4th mort., 8s, 74@75¾; Orange, Alex. and Manassas 7s, 75@76; Virginia and Tennessee 8s, 83@83½; do., 6s, 1st mort., 81@82; do., 6s, 2d mort., 78@75; Baltimore 6s, 1875, 91@91½; do., 1884, 92@92; do., 1886, 92½@94; do., 1890, 92@92¼; do., 1893, 92@93; do., 5s, 1838-'70, 75@80; Memphis City 6s, 58@59; Maryland Defense Loan, 1883, 102¾@103; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Oct. 24, 1870.

☞ THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

The five-twenties of 1867 are selling to-day at 110⅜, and the Central Pacific Bonds at 90¾; $1,000 of the former will buy $1,000 of the latter, and leave nearly $200 for use or for re-investment; or $5,000 of the former, paying $300 in gold annually, will buy $6,000 of the latter, paying $360 in gold annually, and leave a balance in cash of over $90.

The Central Pacific is a completed, thoroughly-built, well-managed road, doing a large business, and earning an immense revenue. The bonds are well and favorably known, and constantly dealt in, both here and in the chief financial centres of Europe, and they can be disposed of at a quoted market price with the same facility as Government bonds, and are daily quoted at the Stock Exchange.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

☞ We invite attention to the Advertisement of Mr. JOHN S. SCHULTZE, Receiver of the Novelty Iron Works, in another column of this week's issue.

☞ W. Milnor Roberts, Associate Chief Engineer of the Illinois and St. Louis Bridge Co., has been appointed Chief Engineer of the Northern Pacific Railroad, and will enter upon the duties of that position on the 1st of November.

☞ Dudley M. Steele has been elected President, and Milton Tootle Vice President of the St. Joseph and Denver Railroad Company.

☞ The earnings of the Chicago, Cincinnati and Louisville Railroad, for September 1870, amounted to $14,553 96.

☞ The Calumet Mining Company has declared a dividend of $5 per share, payable Nov. 15. The Hecla Mining Company has declared a dividend of $5 per share, payable Nov. 5.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—BURDEN OF PROOF—WATCHMAN.

The facts in the late case of The Indianapolis and Cincinnati Railroad Company *vs.* Paramore, (31 Ind., 143,) are fully and clearly stated in the following opinion by

ELLIOTT, C. J.—Paramore, the plaintiff below, recovered a judgment against the Railroad company, from which the latter appeals.

It appears from the record that the recovery was had upon either the second or third paragraph of the complaint, demurrers to these were overruled: and this ruling presents the first question in the case. The averments are substantially the same in each. We state the facts as presented by the third paragraph. It alleges that the railroad company, by its agent, contracted and agreed with the plaintiff that if he would deliver on the line of the company's railroad track, at or near the town of New Point, in the County of Decatur, and at such places as were indicated by such agent, a quantity of cord-wood for the use of the company, that the latter would, at reasonable times, and at least once a month, measure and pay for the same a fair cash price, that in pursuance of said contract and in accordance with the instructions of said agent, the plaintiff did in September, 1865, deliver as directed, one hundred and twenty cords of wood, of the value of five hundred dollars, of which the defendant had notice. Yet the defendant failed and refused to measure said wood for a long time, to wit, for more than one month; and that before the same was measured it was totally burned up and destroyed by fire, originating from a locomotive engine of the defendant, and caused by the fault, carelessness and negligence of the employees of the defendant, etc.

The first paragraph is on contract for wood sold and delivered to the railroad company. The second and third are treated by counsel of both parties, in this court, as paragraphs in tort resting on the allegation that the agents and employees of the railroad company, in charge of the locomotive, by carelessness and negligence in running the same, set fire to and thereby destroyed the plaintiff's wood; and the objection urged to their sufficiency is, that it is not averred that the wood was destroyed without the fault or negligence of the plaintiff. A contract between the parties in reference to the wood, and its delivery on the line of the railroad under the direction of the defendant's agent, are clearly alleged, as well as the failure of the defendant to measure and pay for the wood within the time limited, and no substantial objection to them as paragraphs on contract is apparent. But assuming that it may be inferred that, under the alleged agreement, the wood remained the property of the plaintiff until it was measured and paid for, and before that was done it was destroyed by fire caused by the carelessness and negligence of the servants and employees of the railroad company in running its locomotive on the track of its road, we think the averments are sufficient to exclude the idea that any negligence on the part of the plaintiff contributed to the result. It cannot be inferred from the facts alleged that the plaintiff was in any wise an actor in the matter of the fire. It is averred, that he deposited the wood on the line of the railroad under the direction of the defendant's agent. He had no connection with, or charge over, the locomotive from which it is alleged the fire originated. The injury was not to him personally, but to his inanimate property, and for aught that appears, in his absence; and it is averred, that the injury was caused by the negligence and carelessness of the defendant's servants and employees. It is very dissimilar to a case where the action is brought for a personal injury to a passenger on a train, or to one, not a passenger, who is struck or run over by a passing train, on which the plaintiff is necessarily present, and an actor, and where his own negligence may readily contribute to the injury.

The cause was tried by a jury. After the verdict for the plaintiff was returned, the railroad company filed a motion in writing for a new trial, which the court overruled. One of the reasons urged for a new trial was, that the verdict of the jury was contrary to the evidence. Overruling the motion for a new trial is assigned for error.

The evidence is before us, from which it appears that the railroad company had a wood-shed at New Point one hundred feet long, on the north side of the track, and on the north side of the shed an open space used as a wood yard, on which was ricked, in the fall of 1865, about one thousand cords of wood, part of which belonged to the company, and the residue to several other persons. The ricks extended to near the shed, leaving a wagon way between the wood and the shed.

Paramore, the plaintiff below, in the fall of 1865, (finishing it some time in November,) hauled and ricked up in said wood-yard one hundred and three cords of wood, which he intended for the railroad company, but had no contract with it for the sale of the wood. A number of persons, including the plaintiff, had frequently hauled and ricked wood there, and when the company needed it for use the amount desired was measured and paid for, but until that was done it remained the property of those who furnished it.

The plaintiff's wood in controversy was deposited there in the same manner, and had not been measured, received, or paid for by the company, when, on the 6th of January, 1866, the wood-shed accidentally caught fire and burned down. The fire was communicated from the shed to the wood, the greater part of which, including all the plaintiff's except about fifteen cords, was burned up. The plaintiff himself testified, that he had no contract with the company under which the wood was delivered; that he had been putting out wood ever since the road was built, and never had a contract with the company. And the jury found specially, that the wood was the property of the plaintiff, Paramore, when it was burned up. So that the recovery must be sustained, if at all, on the ground that the fire was caused and communicated to the wood by the carelessness and negligence of the company's servants and employees.

The evidence does not show how the fire originated. A quantity of dry wood had been sawed and piled up at the south side of the shed, close to the track, for the use of the passing trains. The fire was first discovered in this pile of wood, which was then burning rapidly, but it communicated immediately afterwards to the shed, which was of light dry material. The day was dry and windy, and the flame spread with great rapidity, and in a very short space of time the whole shed presented a sheet of flame, which it was impossible to arrest. The agent of the company, whose office was but a short distance from the wood-shed, gathered together fifty or sixty hands as soon as possible after the fire was discovered, who used every possible effort to save the wood, but the greater part of it was burned.

It might perhaps be inferred that the fire originated in some way from a locomotive; but the only evidence from which such an inference can be drawn is, that two trains, one a passenger and the other a freight train, had passed that point but a short time before the fire was discovered. But if it is inferred the fire thus originated, still there is not a particle of evidence to show that it was caused by any defect or imperfection of the machinery, or by any want of care or prudence on the part of those having charge of the trains, unless such negligence is to be inferred, *prima facie*, from the fact of the fire, thus throwing on the defendant the burden of disproving negligence, without any affirmative evidence to establish its existence. The American cases, except in those States where it is regulated by statute, seem generally to concur in holding, that no such inference can arise from the fact alone that a fire is thus produced. See Redf. Railw., § 125, 5, and cases there cited.

The use of such engines in operating railways is authorized by law, and why should the presumption of negligence arise from the fact of fire being communicated by them? It will scarcely be denied that they are liable, unavoidably, to communicate fire, especially during very dry periods, to combustible matter near the track; and we see no reason why the mere fact that a fire is thus caused should raise a presumption of negligence. It is undoubtedly the duty of railroad companies to use machinery that is properly constructed with a view to prevent fire from being thus communicated, and the engines should be operated with care and skill to the same end. And if fire is communicated by an engine, caused by a failure to use proper preventives, or by the carelessness of employees, the company is liable for the consequences; but as negligence, in either respect, involves a wrong, it should not be inferred without proof, the burden of which rests on the party alleging it.

It is however insisted on the part of the appellee, that it was the duty of the railroad company, under the circumstances, to have kept a guard or watchman constantly stationed at the wood-shed to guard against accidents by fire, and that a failure to do so was such culpable negligence as to render the company liable. It appears from the evidence that the fall and fore part of the winter of 1865 was an unusually dry season, and that in some way, fire was communicated to the roof of the wood-shed, on at least two occasions, but was extinguished without injury, and the company thereafter kept a watchman stationed there until a week or ten days of the time the wood was burned, when a change occurred in the weather; it rained, and perhaps snow fell, and the watch was discontinued. It subsequently became dry again, and the fire occurred on a dry, windy day.

The plaintiff at the time of hauling the wood to

the yard was fully aware of the danger from fire, and knew that fire had been, and was liable to be, communicated to the shed, and in depositing his wood there, assumed the risk of its being burned by unavoidable accident, to which the place rendered it liable; not as is claimed by appellant's counsel, that he was thereby guilty of such negligence as to bar a recovery for its destruction by the negligence of the railroad company or its employees. That was the proper place to deposit the wood for market, and whilst in doing so the plaintiff assumed the risk of its being burned by unavoidable accident, he was not thereby guilty of negligence, and if the fire was communicated to it by the negligence of the company or those in its employ, the company would be liable. It was the duty of the company to use reasonable precautions by providing properly constructed machinery, and the duty of its servants to use reasonable care and diligence in its use, to avoid the communication of fire to the shed and wood; but no reason is perceived why the company was under any more obligation than the plaintiff to be at the expense of keeping a watchman stationed there, or protect the shed and wood and extinguish any fire that might be kindled by unavoidable accident. Every proprietor adjoining a railroad may lawfully deposit his property or goods or erect valuable buildings on his own premises, in close proximity to such road; but in doing so he takes upon himself the risk of danger of fire being communicated thereto without the fault of the railroad company or its servants. And the existence of such danger does not impose on the company any obligation to incur the expense of a guard. The establishment of such a principle would require railroad companies to station guards along the whole line of their roads.

The principle applicable to such cases is, that a party in the exercise of his legal rights must use reasonable and proper care to avoid injury to others. But if such care be exercised, and an injury unavoidably results to others, no liability attaches. Clark *vs.* Foot, 8 Johns., 421.

We think a new trial should have been awarded.

Judgment reversed, with costs, and the case remanded for a new trial.

Intercolonial Railway.

A telegram to Sanford Fleming, Esq., from Amherst, on Friday last, announced that the Provinces of Nova Scotia and New Brunswick were linked together by the railway, Mr. Schrieber having on that morning run a locomotive from the New Brunswick Eastern Extension line over the Missiquash bridge into Columbia county. It is expected that in four or five weeks from to-day, the cars will run regularly to Amherst. We understand that the railway commissioners, after being over the line, report progress on the three Nova Scotia sections as being most satisfactory; and it is confidently expected that, with the exception of, perhaps, a small gap of a few miles about the Folly Mountain, there will be regular communication by rail between Halifax and St. John before the close of 1871. On the Quebec end of the line, the work is also said to be progressing favorably; and we are informed that one section, that for which Mr. Duncan McDonald, of Montreal, has the contract, is about completed, and ready to be handed over to the Commissioners. In two years from the present time, we shall probably have continuous communication by rail, through Dominion territory, from Halifax to Montreal; but months before the Intercolonial will be completed, we shall probably enjoy the same accommodation through New Brunswick and the State of Maine, by means of the Western Extension.—*Halifax Citizen, Oct.* 10.

Atlantic and Great Western Railway.

Statement of bonds and debentures in circulation, and of deposits of same, and assents of Proprietors in support of the Official Scheme of Re-organization, dated May 18, 1870:

Bonds and Debentures Issued.	Total issue in Circulation.	Deposits.	Assents.	Total.
New York—1st mortgage bonds	$702,500	$438,500	$10,000	$448,500
Pennsylvania—1st mortgage bonds	1,570,700	1,025,800	181,200	1,207,000
Ohio—1st mortgage bonds	3,427,800	405,000	32,000	437,000
New York—2d mortgage bonds	643,800	377,800	12,000	389,800
Pennsylvania—2d mortgage bonds	616,500	373,500	8,000	381,500
Ohio—2d mortgage bonds	309,000	245,000	.....	245,000
Consolidated bonds	17,598,600	18,726,000	810,000	14,036,000
Certificates of debenture of 1864	14,000,000	10,279,000	75,000	10,354,000
Certificates of debenture of 1868*	18,000,000	12,000,000	.....	12,000,000
Coupons due prior to January 17, 1867	1,409,196	320,000	500,000	820,000
Coupons to be capitalised	5,200,314	8,877,078	276,409	4,153,485
	$68,872,910†	$43,062,676	$1,404,609	$44,467,285

* This amount depends on the settlement of open accounts for which they are authorised to be issued.

† This amount represents the liabilities only, exclusive of the Share Capital.

St. Louis and Southeastern Railway.

The company building this line of railway was organized under special act of the Legislature of Illinois, March 24, 1869, with authority to build from East St. Louis by way of Mt. Vernon, McLeansboro and Equality to the Ohio river at Shawneetown, a distance of 140 miles.

The first division, extending from East St. Louis to Mt. Vernon, crossing the Illinois Central at Ashley, will be put in operation on the first day of November next, the distance being 75 miles. One section of the Eastern division, extending from Shawneetown to Equality, 12 miles, will also be completed at the same time. It is the intention of the company to finish the whole road next year, and probably, to aid in the construction of the Shawneetown and Madisonville Straight Line Railroad, which will connect with the Evansville, Henderson and Nashville Railroad, now about completed. The distance from St. Louis to Nashville, Tenn., by this new and almost air-line route, will be 284 miles, and cannot be practically shortened.

At Mt. Vernon, the proposed St. Louis and Louisville Railroad will connect, and when built, will reduce the distance between these two great cities to about 250 miles. The construction of this important link has been commenced, and one section is to be put in operation during the current year.

The local aid upon this railway line will exceed $1,500,000. The remainder of the means required to complete the road is raised by preferred stock and an issue of first mortgage, convertible bonds, amounting to about $15,000 per mile, which was placed in the hands of Messrs. George Opdyke & Co., of New York, the company's financial agents.

The coal fields opposite St. Louis and near the Ohio river, will afford a very large business for the road. At Equality, the Salines are now worked successfully, and will undoubtedly be developed to a very large extent—R. R. *Record.*

Land Grant Railroads.

In the official list of Land Grant Railroads in the United States, published in our issue of Oct. 15th, page 1154, under the head of "California"—"Southern Pacific, from San Jose to a point on Colorado River"—the "estimated quantity undisposed of" should read 3,000,000, instead of "300,000" acres as printed. A careful comparison of our printed copy with the original, now in the hands of Hon. Wm. Lawrence, of Bellefontaine, Ohio, Member of Congress from that District, reveals but this one error. The amendment to the Homestead Law of May 20, 1862, approved July 15, 1870, giving to soldiers and sailors homesteads in alternate reserved sections of public lands along our western railroads, which was also published by us in connection with the list referred to above, was introduced into Congress by Judge Lawrence.

North Shore (L. I.) Railroad.

Articles of Association of the North Shore Railroad of Long Island were filed in the office of the Secretary of State of the State of New York, on the 21st of September. Amount of capital stock five millions of dollars. Length of road one hundred miles, to commence at Jamaica and run through the villages of Manhasset, Roslyn, Glen Cove, Locust Valley, Oyster Bay, Cold Spring, Huntington, Centreport, Northport, Middleville, Smithtown, Stoney Brook, Port Jefferson, Bating Hollow, Southold, Greenport, Marion and Orient—also a branch from Jamaica to Newtown Creek. The directors are: Daniel D. Remsen and R. W. Leavitt, Flushing; Charles McAuley, Thos. A. Wellford, John P. Smith, R. W. Adams, Wm. B. Mabon, Henry Holcomb, Howell Smith and Francis Weeks, of Brooklyn; Robert Rodgers, of Huntington; John B. Stratton, of Ringewood; and Ogden P. Pell, of New York city.

☞ Mr. G. K. Jewett, President of the European and North American Railway Company for extension westward from St. John, says that there are between five and six hundred men at work grading the line in the State of Maine; and it is expected that the grading will be completed by May or June next. The line is already finished from St. John to the Maine frontier, and the part now in progress will complete the connecting link between the railway systems of New Brunswick and the United States.

☞ A special meeting of the stockholders of the Portland and Ogdensburg railroad was held in Portland on the 21st inst., to consider the best method of raising means for the completion of the road to Bartlett. There were 7,589 shares represented, about three-fourths of the entire stock. A vote was passed authorizing the directors, if they deem it expedient, to issue bonds to an amount not exceeding $800,000, secured by a mortgage on the road.

☞ The Augusta *Journal* says that the Androscoggin railroad is now under excellent management, and has for the past year paid 6 per cent. clear of government tax, and that this will, at some future day, be the thoroughfare from Portland to Quebec, it being some 90 miles nearer than the route travelled now.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Oct. 25, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,565.—Snow Plow, Albert M. Butts, Waterbury, Conn.

108,576.—Steam Engine, Philip Estes, Leavenworth, Kansas.

108,598.—Car Coupling, Geo. W. Irish, Memphis, N. Y.

108,604.—Steam Generator, T. S. L. La France, Elmira, N. Y.

108,632.—Dumping Car, Wm. Riley, Jr., Terre Haute, Ind.

108 633.—Electro-Magnetic Railroad Signal, William Robinson, Brooklyn, N. Y.

108,636.—Spring, John M. Schmidt, New Albany, Ind.

108,653.—Piston Packing, Lawrence Turner, New Orleans, La.

108,668.—Tubular Bridge, Geo. H. White, New York, N. Y.

108,670.—Railway Gate, Edwin Woodbury, Sharon, Pa.

108,682.—Piston, Isaiah D. Buck, Conshohocken, Pa.

108,698.—Railway Car Coupling and Buffer, Perry G. Gardiner, New York, N. Y.

108,702.—Railroad Car Heater, Pierre Grandjean, Paris, France.

108,704.—Balance Slide Valve, Thomas J. Hamer and Martin Walls, Sunbury, Pa.

108,718.—Steam Engine, James Montgomery, New York, N. Y.

108,722.—Material for journals and bearings, Eliza D. Murfey, New York, N. Y.

Parkton and Manchester Railroad.

On Saturday, in company with Chief Engineer J. S. Gitt, we passed over one mile of the work of the Parkton and Manchester Railroad, from Irving College, at the east end of Manchester, to Falkenstein's tannery. We found this portion of work graded and ready for laying the track, except a ravine which is to be bridged with trestle work. Mr. Gitt informed us that five miles of the road, with the exception of trestle work and culverts, have been finished from Parkton in the direction of Manchester. The distance from Parkton to Manchester, by the route taken, is fourteen miles, from which it is seen that eight miles of the road are yet to be graded. When finished the distance from Manchester to Baltimore will be by railroad forty-two miles. The entire distance is through a picturesque and romantic region, and no doubt it will become a favorite route for those who seek the smaller towns during the intense heat of summer. The total cost of putting this road in complete running order will probably reach $275,000.—*Manchester (Md.) Gazette.*

☞ The Boston *Journal* says that the injunction issued by Judge Shepley of the U. S. Court on the petition for the bankruptcy of the Boston, Hartford and Erie Railroad Corporation is sweeping and stops the work of Mr. Munson, the contractor, for the present. The petition for the bankruptcy contained the usual allegations of fraudulent preference of creditors, &c. A hearing upon it is assigned for November 2.

Michigan State Bonds.

A correspondent wishes to know if Michigan State bonds are a profitable or safe investment. We must answer that they certainly are. The interest on them is as punctually paid as governments, and the security is superior, as while there has been much talk of repudiation elsewhere, no one has as much as breathed of such a thing in their regard. There are now three classes of Michigan bonds upon the market. Those of a general nature, which may be classed as various, and which are payable in 1878, amounting to $316,000; these bonds bear interest at 6 per cent., and it is payable in January and July of each year. They can be purchased at 97, and are consequently a good investment. In the second place we have another 6 per cent. in the two million loan, payable in 1883, and interest drawn at the same periods. This is peculiarly profitable as a permanent investment, since it can be purchased at 92½, thus drawing 7½ per cent. as the figures gained when the bonds come to par, which must happen long before the expiration of the loan. The present amount of this loan is $1,946,000. The third class of State bonds is the war loan and amounts to $1,563,500. It carries 7 per cent., runs to 1890, sells at 97, and the interest is payable in May and November. We would rather see accumulated capital invested in manufactures and in developing the resources of the country, but to those who wish to invest in State bonds, we say that Michigan furnishes a very fair field for such investment.—*Detroit Journal of Commerce.*

☞ Mr. J. S. Gitt, the engineer appointed to survey the route of the New Freedom and Bachman Valley railroad, has surveyed about five miles, and reports that the heaviest grade will not be over 75 feet to the mile, and that the cost for grading the first three miles will not exceed $3,000 per mile. The road is 8¾ miles long, and is to run from the Chestnut Hill Ore Banks to Westminster, and will tap the Western Maryland railroad at the switch near the engine house, a short distance below that place.

☞ Major Myers, engineer of the Richmond, Fredericksburg and Potomac railroad, advertises for proposals to furnish material for the extension of the road to Quantico. One thousand piles, from forty to fifty feet in length, are wanted. Also, two hundred and seventy-five thousand feet of bridge timber and twenty five thousand crossties. The branch is being built on schedule time. The corporators for the line to Alexandria are before the Legislature asking for a change in their charter to the effect that they may build first between Washington and Alexandria, instead of between Alexandria and Brooke's Station.—*Fredericksburg (Va.) Herald.*

☞ On the 30th of September last there was a balance in the Pennsylvania State Treasury of $1,237,948. The amount of State debt at the same time was $31,238,389, of which $8,077,045 bore gold interest, and $22,900,000 bore currency interest. The amount of loan payable on demand was $597,295.

☞ A statement in detail of the comparative earnings of the Cincinnati, Sandusky and Cleveland Railroad for the three months of July, August and September, give the net earnings for 1869 at $126,893 58, and for 1870 at $106,680 34; decrease in 1870, $20,213 24.

☞ The Commissioners for the construction of the Intercolonial Railway, in Canada, advertise in London for tenders for the supply of 40,000 tons of Bessemer steel rails, such rails to be delivered during 1871 and 1872, together with the necessary fish-plates, bolts, and nuts.

☞ The contract for building the superstructure of the railroad and wagon bridge across the Mississippi River at Davenport, Iowa, has been awarded to Smith, Latrobe & Co., of Baltimore, Md., for the sum of $469,000.

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and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,

Receiver of the Novelty Iron Works.

Oct. 29, 1870.

Notice of Dissolution.

THE CO PARTNERSHIP heretofore existing between KELLOGG, CLARKE & CO., Engineers, contractors and builders of Iron Bridges, Roofs and Viaducts, is this day dissolved by mutual consent. Unfinished contracts will be executed by their successors, CLARKE, REEVES & CO., who will pay all debts and receipt for all moneys due the late firm.

Philadelphia, October 22, 1870.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
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THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Contractors.

SEALED PROPOSALS will be received until October 31st, 1870, for Grading and Masonry of the Alexandria and Fredericksburg Railway, extending from Alexandria to a connection with the Richmond, Fredericksburg and Potomac Railroad, a distance of about 30 miles.

Proposals may be made for one or more sections of about one mile each.

Payments in cash, eighty (80) per cent. monthly, and balance on completion of contracts.

Plans and Specifications may be seen at Engineer's Office, Alexandria, Virginia on and after October 24th. Proposals to be addressed to

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1 9 ton Condie Hammer.
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5 No. 10 Dempefell Blowes.
1 35 horse Engine.
1 8 horse Engine.
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8 Cranes, from 1 to 50 tons power.
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1 Boring Machine, very powerful.

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OTIS' SAFETY HOISTING Machinery.

OTIS BROTHERS & CO.,

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INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6t39

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—AND—

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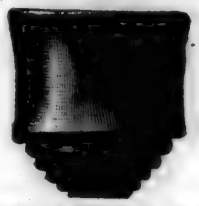
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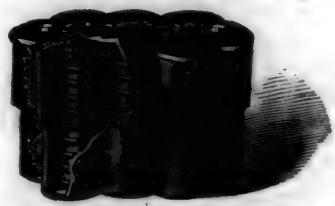
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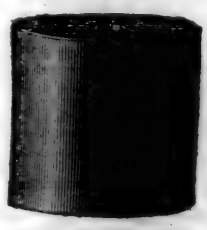
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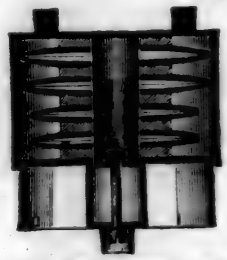
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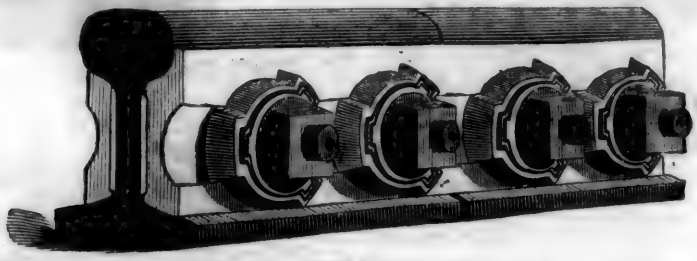
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 4, ARIZONA, CAPT MAURY, connecting with the SACRAMENTO, CAPT. FARNSWORTH.

Steamer GREAT REPUBLIC, will leave San Francisco Dec. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, Nov. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNESDAY, Nov. 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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$18 IMPROVED WALTHAM WATCHES.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 45.] SATURDAY, NOVEMBER 5, 1870. [WHOLE No. 1,803 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 5, 1870.

The Portland and Rochester Railroad.

The importance of a railroad, and its utility as a transportation route, are not always determined by its length in geographical miles or the cost of its construction. On the contrary, some short roads, from the peculiarities of their situation and the importance of their connections, render a service to the country that is of more importance to its industrial and commercial development than that often rendered by great through routes extending over half the continent. An instance of this is found in the Portland and Rochester Railroad, a short line of about fifty-two miles, extending from Rochester, New Hampshire, to Portland, Maine, but forming the connecting link in the chain of direct communication between New York and Halifax, by a shorter and more direct route than that now followed by way of Boston; besides establishing a new and more direct connection between the railroad system of the State of Maine—embracing in existing and projected lines some eight hundred miles of road—and that of the entire country. The only present connection between these two systems is that established by the Portland, Saco and Portsmouth road, which is not only inadequate to the business expected of it, but which, having a monopoly of the Maine traffic, might take advantage of its position to charge monopoly rates upon both passengers and freights. The prevention of this monopoly and the establishment of a healthy and legitimate competition for the Maine traffic by the opening of a more direct route to New York and the West, is one feature of the enterprise, which is sufficient to secure for it a recognition as one of the most important railroad enterprises now in progress in New England.

But while the value of the Portland and Rochester road as a new outlet for the traffic of the network of railroads centering at Portland is very great, its importance as a part of the new through route from New York to Portland and Halifax is far greater, as will be seen from a glance at its many connections, both lateral and terminal. Besides the local railroads of Maine, its eastern connections open for its traffic direct communication with Halifax *via* the Kennebec and Portland, and the Maine Central and the European and North American Railroads, together forming a chain of direct communication between Portland and Halifax. At its western terminus its connections, branching in a southerly and southwestly direction, are many and important. What these connections are, and their relative value as tributaries to the business of the Portland and Rochester road, can only be briefly indicated within the necessarily restricted limits of this article. The Worcester and Nashua road, now building, establishes direct communication with Nashua, N. H., from which point the Worcester and Nashua and the Norwich and Worcester and Worcester and Providence roads establish direct communication with New London and Providence, thus opening a new route to Portland and Halifax for the Eastern traffic of the New London and Providence steamers. From Rochester the Cochecho Railroad, the Boston, Concord and Montreal, the Vermont and Canada, and the Ogdensburg Railroads, open a direct connection with Montreal and Ogdensburg, N. Y., while the Concord and Rochester road, soon to be placed under contract, will give a short and direct line to Rutland, Vt., and the entire West. The completion of the Worcester and Nashua, and the Portland and Rochester roads, will also open a new and direct route to the most desirable section of the White Mountain region, which will secure for it a large and profitable summer travel. From Groton Junction, a connection *via* Fitchburg, by the Vermont and Massachusetts Railroad will be established with the Hoosac Tunnel, now rapidly approaching completion, and the West. From Rochester, again, the Boston and Maine, and the Eastern roads, offer competing routes to Boston, while a third connection is made with the same city, *via* the Nashua and Boston and the Lowell roads, at Nashua. Another connection with the West is also obtained at Worcester, Msss., *via* the Boston and Albany road. With this city the connections are the most direct possible, shortening the distance to Portland by about forty miles, and avoiding the delays and difficulties incurred by both passengers and freights following the existing route *via* Boston. The completion of the road to Rochester, and the building of the Nashua and Rochester road—for which the capital is now nearly provided through subscriptions to the capital stock—will complete the connection between Portland and New York *via* the Sound steamers, as we have shown, the Springfield line, the new Connecticut Air-Line route, and the Boston, Hartford and Erie road, when the latter shall be completed to Palmer. Thus, while the distance between New York and Portland is materially reduced, the delay and expense of transhipping freight at Boston, and transferring passengers through the city from station to station, will be entirely obviated. The same favorable conditions will attract for the new route a large amount of through business to Halifax. Continuous rail communication to Halifax shortens the time consumed in a voyage to Europe by three or four days, and it is quite certain that a large portion of the European travel will follow the new route, being shorter, quicker and more convenient than passage to and from this port direct. These favorable conditions, and the network of important connections, insure for the Portland and Rochester road and its continuation, the Nashua and Rochester road, an extensive and largely profitable business in both through and local traffic, and give them a prominent rank among the most important railroads now building in the New England States. A glance at a good railroad map, giving the new road and the connections we have indicated, will show more perfectly

than we have been able to do the importance of this link in the chain of direct through communication between New York and Portland.

The financial condition and prospects of the Portland and Rochester Railroad Company, and of the Nashua and Rochester Railroad Company, whose interests are closely linked with it, are unusually favorable and promising. The former of these roads is making satisfactory progress towards completion, and it is the intention of the managers of the enterprise to open the entire line to business before the close of the current year. To facilitate the completion of the work the Directors have decided to issue a limited number of first mortgage bonds, of convenient denominations of $200, $500 and $1,000. These bonds are to run 17 years, bearing interest at the rate of 7 per cent. per annum. With the loan granted the company by the City of Portland, they constitute the only lien upon the company's property. This issue of bonds, to the amount of $350,000, is made with the entire concurrence of the City of Portland; a formal vote of the city council, approved by the Mayor, having placed them upon the same footing in the first mortgage security as the loan of $200,000 made by the city itself, and thus making $1,050,000 including the current issue of new bonds, the entire amount of the mortgage upon the property of the company. The management of the enterprise is in good hands, and the road, as far as completed, has been built in the most thorough and substantial manner—the section now in operation enjoying a large and profitable local trade which is in itself sufficient to insure the financial success of the line. Though less advanced, the prospects of the Nashua and Rochester road may be considered equally favorable. Most of the large companies owning and operating the roads which form its principal connections are represented in its management, and largely interested in its progress; and its completion will be effected without unnecessary delay, if money and business enterprise can together accomplish this desirable result.

From the facts above briefly outlined, and many others of which we are compelled to omit the mention, it is evident that the Portland and Rochester road will prove one of the most useful, as well as profitable, railway lines in the Eastern States. Lightly encumbered, and possessing extraordinary facilities for the command of a large and profitable traffic in through and local freights and passenger travel, its prospects are certainly as good as could be desired by the most prudent investor. The mortgage issued as a security upon the bonds soon to be offered in the Eastern markets, is executed to Messrs. H. J. Libby, Frederick Fox and John A. Waterman, Directors, who have been elected as Trustees for the bondholders. These bonds are in all respects a first-class security, and the importance of the road, and of its continuation from Rochester to Nashua, is sufficient to insure for them the favorable attention of the enterprising capitalists of New England.

☞ The First National Bank of Altoona, Pa., has offered to exchange $130,000 of five-twenty six per cent. bonds for an equal amount of the new five per cents authorized by the recent act of Congress, in furtherance of the refunding of the national debt.

Old Colony and Newport Railroad.

The income of this road for the years ending May 31, 1869 and 1870, was as follows:

	1869.	1870.
From passengers	$835,064 97	$951,572 72
" freight	476,292 47	482,684 52
" expresses	54,937 24	64,718 05
" rents	22,612 10	26,519 96
" mails	13,647 98	6,564 89
" miscellaneous	113 99	2,169 00
" extra baggage	1,626 62	2,166 60
	$1,404,295 87	$1,536,895 24
Expenses, viz:		
Passenger department	$134,631 08	$139,183 90
Merchandise "	114,518 22	123,118 48
Locomotive "	234,868 69	254,713 14
Maintenance of way	192,045 89	229,385 29
General expenses	85,107 27	112,688 18
Miscellaneous	39,672 79	40,270 80
	$800,843 94	$899,359 74
Earnings less exp.	$603,451 43	$637,035 50
From which deduct:		
Town, City and State taxes	$67,584 14	
U. S. tax on gross receipts	25,880 10	
Interest and coupons paid.	183,948 02	
		277,412 26
Net income		$359,623 24
Balance of income per last report (less debt charged off, $15,000, and U. S. tax on surplus, $1,714 95)		211,140 84
Total		$570,768 58
Deduct dividends January and July $3 per share each, and U. S. tax		312,726 32
Balance May 31, 1870		$258,037 26

Compared with the previous year the gross receipts show an increase of $182,099 87; with an increase in working expenses of $98,515 80—making the increase in net earnings $83,584 07. The amount paid for interest and taxes, (not including tax on dividends,) is $20,512 51 in excess of the previous year. The increase of net income, after payment of interest and taxes, is therefore $13,071 56.

The increase in the number of passengers carried was 651,621, in the mileage of do., 2,450,416, and in the amount received therefrom, $116,507 75. The increase in tons carried was 19,057, and in receipts therefrom, $6,392 05. Of the increase from passenger receipts, $67,137 99 was from the local business. The local freight receipts have increased $9,299 20. The freight receipts from connecting lines decreased $2,907 15. The increase in number of miles run by trains was 42,531. The report says:

Three new locomotives, five passenger cars and thirteen freight cars have been added to the rolling stock.

Eight locomotives, ten passenger cars, eight freight cars, and twelve gravel cars have been rebuilt.

These repairs and alterations, with other repairs, make our rolling stock in better condition than it was last year.

About 700 tons of new rails and 34,000 new sleepers have been used in repairing the track, and 1,600 tons of rails have been taken up, repaired, and relaid. This, with the ordinary repairs, has kept our track in good condition.

The new passenger depot, engine house, and turn-table in process of construction last year at Plymouth, together with large additions to the freight depots and improvements to the depot grounds, have been completed, affording convenient and ample depot accommodations for the business of that city.

Considerable additions and improvements have been made to our depot accommodations at Fall River, especially for the New York business, in connection with the steamboat line.

The increased expense of operating the road the past year, amounting to about $98,000, is accounted for by the increase of taxes, of miles run by trains, new depots, and repairs of buildings, road, and bridges.

The cost of repairing the damages to the road, bridges and buildings, caused by the great gale of September last, was about $20,000.

The new arrangement for New York business has worked well, and the receipts have been satisfactory, although the rates of freight were very low during a part of the year. The depression in business has lessened our income from freight.

The local business of the Dighton and Somerset branch has increased about $14,000 during the past year.

No change has been made, since the last report, in the land at South Boston.

Some further reductions have been made during the past year in the rates of fares and freight, season tickets, &c., and some increase in the number of trains. At the present time, our rates are as low, and our accommodations and facilities as great, as on other railroads terminating in Boston. The results of the present policy in this respect is shown in the continued increase of our business.

The trains have been run with regularity, and without accident to property. Two passengers have been fatally injured: one of whom jumped from an express train while in motion, and the other fell from the steps of a car. But little damage has been done to property of any kind; and the road, with all its appurtenances, has been well kept up, and is now in good condition.

The directors have deemed it expedient to purchase the Quincy Granite Railway, in order to extend the Mount Hope branch of this road to Belknap Square in Quincy. It is believed that this extension will, in future, afford us considerable freight business in connection with the quarries, and that there is already sufficient population upon the line to pay the expenses of passenger trains. The length of the proposed branch is about 3¼ miles, all but about one-half mile of which is graded ready for the rails. It is estimated to cost, including depots, &c., about $75,000.

The Duxbury and Cohasset Railroad Company, having received town subscriptions to its capital stock, which will insure the construction of its road, and it being important that it should form an extension of the South Shore Railroad, the directors have thought it for the interest of this corporation to assist the South Shore Railroad Company in providing for their stock subscription of $125,000.

Citizens of New Bedford, Fairhaven, Acushnet, Rochester, Freetown, Lakeville, and Middleboro' have obtained a charter for a railroad from New Bedford to Middleboro', forming a shorter and more convenient route for travel between those points and Boston. Its location is very favorable, and the road can be built for a comparatively small sum. If the parties in interest succeed in procuring sufficient subscriptions for stock to insure the building of the road, the directors consider that it will be expedient for this corporation to aid in its construction in the manner and to the extent provided in its charter.

The equipment of the road is as follows: 27 passenger and 11 freight locomotives; 69 passenger, 18 baggage, 167 long box, 199 long platform, 9 cattle, 7 short box, 37 short platform and 90 coal and gravel cars. Number of miles run by passenger trains, 613,252; by freight trains, 270,978; by gravel trains, etc., 38,168—total, 922,398. Number of passengers carried, 2,783,969; do., carried one mile, 42,664,450. Tons of merchan-

dise carried, 843,774; do., carried one mile, 9,791,472.

TRIAL BALANCE, MAY 31, 1870.

Construction	$7,777,489	89
Rails, shop-stock, &c.	113,036	60
Cash	157,199	98
Bills receivable	151,853	97
Dorchester and Milton Br. R.R. Co.	86,987	88
Eastern Branch R. R. Co	54,800	00
Agent's department	12,258	15
Contract ac'ts and connecting lines	107,045	33
	$8,410,621	75
Capital stock	$4,958,420	00
Bonds due Sept. 1, 1870	9,000	00
" " " 1, 1874	1,000	00
" " April 1, 1875	458,000	00
" " Sept. 1, 1876	1,000,000	00
" " Aug. 1, 1877	1,388,000	00
" " Sept. 1, 1884	32,000	00
Bills payable	146,000	00
Unpaid dividends	3,564	49
Dividend payable July 1, 1870	156,600	00
Income account—balance	258,037	26
	$8,410,621	75

President.—HON. ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Francis B. Hays, Oliver Ames, Samuel L. Crocker, John S. Brayton, Minot Tirrell and Royal W. Turner.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

Southern Transcontinental Railway Co.

At a meeting of the corporators elected by the Legislature of the State of Texas to organize the Southern Transcontinental Railway Company, held in this city on the 31st ult., the following gentlemen were unanimously elected directors: Marshall O. Roberts, New York; John C. Fremont, New York; E. B. Hart, New York; H. W. Gray; New York; Edward Weston, New York; W. R. Stewart, New York; Ames Van Wart, New York; J. W. Forney, Pennsylvania; J. B. Bowman, Kentucky; Geo. Maney, Tennessee; C. F. Holly, New Mexico; R. M. Bishop, Ohio; J. W. Throckmorton, Texas; B. F. Grafton, Texas; G. H. Giddings, Texas; H. G. Stebbins, New York; W. R. Travers, New York; John J. Astor, New York; Edwards Pierrepont, New York; N. P. Banks, Massachusetts; J. D. Cameron, Pennsylvania; Z. F. Smith, Kentucky; W. S. Sherrod, Alabama; M. C. Hunter, Indiana; S. W. Morton, Kentucky; W. M. Harrison, Texas; W. T. Clark, Texas; J. M. Tebbetts, Arkansas; E. W. Rice, Iowa. The officers are: Marshall O. Roberts, President; Col. Henry G. Stebbins, Vice President; Wm. R. Travers, Treasurer; John D. Defrees, Secretary; and R. M. Corwine, Attorney.

Baltimore and Potomac Railroad.

The contracts for the construction of the Baltimore and Potomac Railroad through Charles county are now being made. The right of way has been secured, but in a few instances in which the land belongs to the estates of decedents, condemnation by juries are required. This will be attended to during the present week. On next Monday the contracts for the grading of the Alexandria and Fredericksburg Railroad, a branch of the Baltimore and Potomac, will be let. As soon as the construction of that part of the road running through Charles county is provided for, the grading between the city limits and the Patapsco will be begun.—*Balt. Am.*

☞ The railroad between Winona and Mankato, Minn., has been completed and opened for traffic.

Comparative Economy of Iron and Steel Rails.

BY ASAHEL WELCH, C. E.

Thy unit of value used in the following investigation is that of a mile of rails; without regard to how it is made up of tons per mile or rate per ton.

We shall have occasion to speak of value in each of its three ordinary senses, always distinguishing which; otherwise our results will be conflicting. The greatest difficulty met with in the study of our subject, arose from the ambiguity of this term.

The *intrinsic value* of a mile of rails is measured by their capacity for usefulness, and that, mainly by their endurance; and that depends on their material, size, form and quality. It does not vary, and it does not distinguish between present and future usefulness.

The *exchangeable value* is measured by price, which depends not only on intrinsic value, but on many other things, and varies frequently.

The *economic value*, as we shall call it, is measured by the combined capacity and opportunity for usefulness, that is, the actual usefulness where used, under actual circumstances. It is the value to the user. Future usefulness and future expenses chargeable against it, must be reduced to present equivalents. It may vary by variation of traffic, that is of opportunity for usefulness. It is this kind of value with which we have principally to do. We shall use the word in this sense when not otherwise stated.

An engineer who speaks of value, is likely to mean *intrinsic* value; a merchant, *exchangeable*; a shareholder, or his representative, *economic* value.

Those who have ruined their employers by splendid engineering, have done so because they neglected the distinction between the intrinsic and economic values of their work. They have created capacity for usefulness entirely disproportionate to the opportunity for usefulness.

That is the best engineering which accomplishes the purpose most economically. The present enquiry is therefore a proper one for engineers. They err who look only at intrinsic values.

A heavy steel rail, laid in a car shed, has many times the intrinsic and four or five times the exchangeable value of a light iron rail; but for use in that place, scarcely any more economic value.

These values, though widely different, are related. Economic value depends partly on intrinsic, and so in that direction is indirectly related to exchangeable value, which is also partly dependent on intrinsic. Economic value is directly affected by future prices, which control the cost of renewal or replacement.

We shall speak of the duration of rails without distinguishing between the effects of endurance, amount of traffic, weight of machinery, or speed of trains. These and other things must be carefully considered in determining the data to be used in the calculations.

Except when otherwise stated, traffic, and therefore values as well as prices, will be considered constant.

The economic value of a short-lived superstructure is most affected by endurance; that of a long-lived one, by interest, on which depends the present values of future quantities. If one mile of rails will last one month, and another ten months, on the same road, and the cost of renewal in each case is equivalent to a total loss of the rails, then, for that road, the latter is worth nearly ten times as much as the former. But if one will last ten years, till money doubles, and the other ten times as long, then the latter, for that road, is not worth quite twice as much as the former.

The present value of the second decade of the life time of a rail, is only half that of the first; of the third decade, only a quarter, and of the tenth, less than a five hundredth part of that of the first.

On a road where iron rails will last six or eight years, it is therefore of comparatively little consequence whether steel will last half a dozen, or a dozen times as long.

As the value of the rails for a particular road depends not only on their endurance, but also on the amount of traffic they are to carry in some specified time, that is, on their opportunity for usefulness, it is important to estimate correctly, not only what they are able to carry, but what there will be for them to carry. An error in estimate of traffic on any road, is also an error in estimate of value of rails for that road.

It greatly facilitates the comparison of the values of rails, or other things of different duration, with constant traffic or constant tendency to deterioration, to compare both with those that under the same circumstances will last forever. The relations of the destructibles to the indestructibles are simpler than their relations to each other.

The practical question has generally been, and often continues to be, not, which is most economical for perpetuation, but whether iron should be used first, while traffic is light and money scarce, and steel dear, and then, when worn out, be replaced by steel.

Let $\imath$ be the value of a mile of iron, or other inferior or light rails for perpetuation, and $\jmath$ for replacement by some superior rails, that in the place to be provided for will last through the time τ; s the value of steel, steel headed, or some superior or heavier rails that will last a longer time τ'; and v the value of a mile that under the same circumstances will last forever.

Let λ and λ' be the losses at the times τ and τ' respectively for renewals; including re-rolling, transportation, relaying, interruptions, repairs and interest thereon up to the time of renewal, risks and all other expenses and inconveniences; and δ the decrease in economic value of the superior rails at the time when the inferior are worn out.

If interest is compounded more than once in the unit of time then r the real rate will be more than the nominal rate.

Let r be the rate in cents of interest for the unit of time; $a = (1+r)^{\tau} - 1$ the rate of accumulated interest for the time τ, and a' for the time τ'; and a'' the rate for a time equal to $\tau' - \tau$.

Then supposing traffic and cost of renewals constant, $a v = a \imath + \lambda$ and $a' v = a' s + \lambda'$ Hence

(I.) $$v = \imath + \frac{\lambda}{a} = s + \frac{\lambda'}{a'}$$

(II.) $$\imath = v - \frac{\lambda}{a} = s + \frac{\lambda'}{a'} - \frac{\lambda}{a}$$

(III.) $$s = v - \frac{\lambda'}{a'} = \imath + \frac{\lambda}{a} - \frac{\lambda'}{a'}$$

The whole current cost for each unit of time $= r v$; which consists of two parts, the interest $r \imath$ or $r s$, which is paid as it accrues, and the economic depreciation $\frac{r\lambda}{a}$ or $\frac{r\lambda'}{a'}$ the payment of which, with the interest on it, is postponed till the rails are worn out.

The whole current cost that accrues during the the lifetime of the rails is, $a v$ or $a' v$, consisting of interest $a \imath$ or $a' s$, and losses on renewal λ or λ'.

The present value of the loss λ is $\frac{\lambda}{a+1}$:

(IV.) The present value of λ and its successors forever $= \frac{\lambda}{a}$

The present value of the accumulated interest and loss at the time τ is,

(V.) $\frac{a\imath + \lambda}{a+1}$, which is sometimes a convenient measure of the expensiveness of the rail.

The *physical* depreciation and consequent decrease in intrinsic value of a steel rail, when the iron rail is worn out, is,

(VI.) $\frac{\tau\lambda'}{\lambda'}$; but the *economic* depreciation and decrease in economic value, δ is

(VII.) $\delta = \frac{a\lambda'}{a'} = a v - a s$, supposing traffic constant.

If an iron rail will last till money doubles, and a steel rail four times as long, the physical depreciation of the steel, when the iron is worn out, is one-fourth of the cost of renewal; but the economic depreciation, the decrease in value to the owner, is only one-fifteenth of that cost. For, supposing the present value of the first decade to be 8; that of the second will be 4; of the third 2; and of the fourth 1; and the sum of present values of the first three decades will be 14; that of all four decades only 15; so that the value to the owner, is reduced only one-fifteenth by a reduction of one-fourth of the duration of the rail.

If the loss on renewal is a percentage m on i or m' on s, then

$$\text{(VIII.)}\quad i = \frac{a\,v}{a+m} = \frac{a\,s\,(a'+m')}{a'(a+m)} = \frac{a\,s}{a+m} + \frac{a\,m'\,s}{a'(a+m)}$$

Steel partly worn, that will still last just as long as new iron, is not necessarily worth the same as new iron, because worn out steel is probably worth more than worn out iron. So partly worn heavy rails that will last just as long as light new rails are worth more, because the worn out heavy are worth more than the worn out light rails.

The value of the partly worn steel is $s - d$, and the current cost for their residuary lifetime is,

$$\text{(IX.)}\quad a''\,s + L' - (a''+1)d.$$

If the price p of the iron is not the same as its economic value i, as compared with steel, the advantage or disadvantage of the iron is of course the difference between p and i; and the current cost for the unit of time becomes $r\,p + \frac{r\,L}{a}$.

But p in that case cannot be substituted for i in the foregoing equations.

Any future changes in the prices of rails to be perpetuated are most conveniently provided for by increasing or decreasing the values of L and L'.

In comparing steel with iron to be replaced by steel, it is necessary to take the changes in price into the calculation. Let q be the expected price of steel at the time of replacement; and let b = balance of value of the worn out iron rails over the cost of removal, and of laying down the steel to replace them, together with all the attendant risks, inconveniences and expenses. Then to make iron for replacement equally advantageous with steel

$$\text{(X.)}\quad j = s + \frac{b+d-q}{a+1}.$$ Or, if the price of steel is constant, $j = \frac{a\,v+b}{a+1} = \frac{a\,s+b+d}{a+1}$

If the traffic is expected to vary, the time must be cut up into periods coextensive with the lifetimes of the iron rails, throughout any one of which the traffic must be considered uniform, and the depreciations and values at the end of each period found by the preceding rules.

When the traffic varies, the depreciation in value of the steel has no relation to interest past, but only to future interest. It must be found by comparing the remaining duration of the partly worn steel under the expected circumstances, with that of new steel. Then a'' being the rate of accrued interest for a time equal to the difference between the residuary lifetime of the partly worn steel and new steel, and that of new steel put down at the same time being a', the depreciation of the partly worn steel is

$$\text{(XI.)}\quad d = \frac{L'}{1+a''} - \frac{a''\,L'}{a'(1+a'')}.$$

The loss from the value of new steel on renewal being L', that from the value of partly worn steel will be $L' - d$.

When the traffic varies, the value of v varies of course with each change.

Simple and obvious when stated, as the foregoing views and rules are, they were arrived at through calculations much more complex, and sometimes apparently conflicting.

These rules, and the tables deduced from them, do not aid in determining data, nor in any degree supersede experience and sound judgment. But as there are two channels of error, one of judgment and another of calculation, convenient formulæ reduce such chances to one; or at least, diminish the second.

In the following tables some illustrations of the applications of the formulæ, some results and some numbers useful in finding other results are given.

Table 1.

Quantities frequently represented in the foregoing formulæ. Steel supposed to last eight times as long as Iron. Traffic constant.

T Dura'n of iron rails.	a or a' Rate of accrued inter't.	$\frac{L}{a} = \frac{4000}{a}$ Pres't val. of loss on renewals.	$\frac{L'}{a} = \frac{5000}{a}$ Pres't val. of loss on renewals.	T' Correspondi'g dura'n steel rails.	$\frac{a\,L'}{a'} = d$ Depreciat'n steel.
1	.0.071+	56,330	70,425	8	484
2	.0.147+	27,210	84,012	16	866
3	.0.229+	17,470	21,837	24	271
4	.0.317—	12,620	15,77b	32	197
5	.0.411+	9,732	12,165	40	140
6	.0.511+	7,828	9,785	48	98
7	.0.619—	6,462	8,077	56	67
8	.0.734	5,450	6,812	64	45
9	.0.858	4,662	5,827	72	30
10	.0.990	4,041	5,051	80	20
11	.1.132	3,534	4,417	88	12
12	.1.283	3,118	3,897	96	8
14	.1.620	2,469	3,080	..	..
16	.2.007	1,993	2,491	..	..
18	.2.450	1,633	2,041	..	..
20	.2.959	1,389	1,736	..	..
24	.4,214	949	1,186	..	..
30	.6.878	581	726	..	..
32	.8.040	497	621	..	..
36	.10.90	367	459	..	..
40	.14.68	272	340	..	..
42	.16.99	235	294	..	..
48	.26.18	153	191	..	..
50	.30.19	132	165	..	..
54	.40.07	100	125	..	..
56	.46.18	87	109	..	..
60	.61.06	66	82	..	..
64	.80.72	50	62	..	..
66	.92.77	43	54	..	..
70	.122.5	33	41	..	..
72	.140.7	28	35	..	..
78	.218.1	19	24	..	..
80	.244.7	16	20	..	..
88	.425.0	9	11	..	..
90	.487.9	8	10	..	..
96	.737.7	5	6	..	..
100	.971.8	4	5	..	..

Table 2.

Values of one mile of rails to be equally economical.

L assumed at 4000, and
L' " 5000.

T Dura'n of iron	i = value of iron for perpetuation. $i = \frac{v-L}{a}$	j = value of iron for replacement. $b = 2500$ $j = \frac{a\,v+b}{a+1}$	T' Dura'n of steel.	s Value of steel.	v = value of indestructible rails.
1	—39,528	3449	8	10,000	16,812
2	—14,719	3780	16	10,000	12,491
3	— 6,284	4126	24	10,000	11,186
4	— 1,999	4462	32	10,000	10,621
5	,608	4784	40	10,000	10,340
6	2,363	5101	48	10,000	10,191
7	3,647	5409	56	10,000	10,109
8	4,612	5701	64	10,000	10,062
9	5,373	5980	72	10,000	10,035
10	5,979	6241	80	10,000	10,020
11	6,477	6488	88	10,000	10,011
12	6,888	6718	96	10,000	10,006

Table 3.

Annual current cost of one mile of rails. Rails of equal economy. Traffic constant.

$L = 4000$. $L' = 5000$.

T	T'	$r\,v$	$r\,i$	$\frac{r\,L}{a}$	$r\,s$	$\frac{r\,L'}{a'}$
1	8	1194	...	...	710	484
2	16	887	...	...	710	177
3	24	794	...	...	710	84
4	32	754	...	...	710	44
5	40	734	43	691	710	24
6	48	724	168	556	710	14
7	56	718	259	459	710	8
8	64	714	327	387	710	4
9	72	712	382	330	710	2
10	80	711	425	286	710	1
11	88	710	460	250	710	0
12	96	710	489	221	710	0

Comparative economy of Steel Rails and Iron Rails for replacement, taking into account changes in price from 1867 to 1870.

j, value of iron; s, value of steel; q, price of steel when iron replaced b, value of old rails over expenses; d, depreciation of steel; a, accrued interest; p, price of iron. $j = s + \frac{d+b-q}{a+1}$

In 1867, steel cost..$15,000 Iron..$8,500
In 1868, " . 14,000 " .. 7,600, b=$3,500
In 1869, " . 12,000 " .. 7,600, b= 3,500
In 1870, " . 10,000 " .. 7,400, b= 3,500
After '70 " . 9,000 .... b= 2,500

1867.

Dura'n of iron.	j = value of iron for replacement.	$p = j$ = advantage of steel.
1	5650	2850
2	7912	588
3	9526	—1026
4	10213	—1713
5	10491	—1991
6	10768	—2268
8	11277	—2777
10	11743	—3243
12	12157	—3657

1868.

1	6517	1083
2	8219	— 619
3	8983	—1383
4	9213	—1613
5	9491	—1891
6	9763	—2163
8	10277	—2677
10	10743	—3143
12	11157	—3557

1869.

1	5917	1683
2	6655	945
3	6933	667
4	7213	387
5	7491	109
6	7763	— 163
8	8277	— 677
10	8743	—1143
12	9157	—1557

1870.

1	4384	3016
2	4655	2745
3	4933	2467
4	5213	2187
5	5491	1909
6	5763	1687
8	6277	1123
10	6743	657
12	7157	243

The values of iron for replacement, in the foregoing table, are different from those in Table 2, Col. 3, for the reason that in the latter the price of steel is considered constant, while in this table it is constantly declining.

In these tables the losses preceding and attendant on renewal of iron rails, are assumed at $4000. With light rails and not very heavy traffic this is ample to cover all inconveniences. With heavy

rails and frequent trains to be interrupted, the cost and inconvenience will be much more. The loss on renewal of steel is assumed to be $5000. That will depend partly on the cost of new steel, and that on the import duties, which are not yet settled. We have assumed that it will be $9000 per mile, which contemplates an advance in duties sufficient to counterbalance the decline in premium on gold. The value of worn out steel is as yet quite uncertain. These, like all other data, must be ascertained for each case, and corrected on new information.

The percentage of difference between $4000 and any other value of L, will also be the percentage of difference between the numbers in third column of table I., and the numbers deduced from such other value.

It is obvious from inspection of table IV., that iron rails to be replaced by steel have heretofore been found more economical than steel; provided, that those laid in 1867 would last two or three years, those laid in 1868, a year or two, and those laid in 1869 half a dozen years.

But in 1870 it is equally obvious that steel is more economical than iron that will last even ten or a dozen years, if our data for the future are at all correct.

As a good iron rail will last several times as long as a poor one, and there is no standard of quality, it is impossible to say how much longer steel will last than iron. It will last more than twenty times as long as much of the iron laid during the during the past ten years. In the tables it is assumed to last eight times as long. On most roads, for the reasons already given, this question is of but little importance.

If the cost of renewal or replacement is a fixed sum, then the difference between the values of iron and steel is also a fixed sum; and there should always be the same difference between the prices. If the cost of renewal is a percentage, the values do and the prices should differ by a percentage.

These formulæ may be used in comparing the ultimate economy of bridges, buildings, vessels, and other things of different cost and durability used for the same purposes.

If single headed rails cost $7500 and last five years, and double headed, with the chairs they set on, $10,000 and last twice as long, and if the expenses of renewals are $4000 and $5000 respectively, then $p = 7500$. $s = 10000$. $L = 4000$. $L' = 5000$. $a = 0{\cdot}411$ and $a' = 0{\cdot}99$ and (neglecting the cost of reversal and constant cost of wedging the double headed.)

$$I = s + \frac{L'}{a'} + \frac{L}{a} = 10000 + \frac{5000}{0{\cdot}99} + \frac{4000}{0.411} = 10000$$

$+ 5051 - 9782 = 5219$. So that the double headed has the advantage of $p - I = 7500 - 5319 = 2181$ over the single headed for perpetuation.

Suppose that a wooden bridge will cost $10,000, and last sixteen years; and that the repairs, insurance, watching, and all expenses on it, with the interest on those expenses up to the time of renewal, and the cost of removal and the inconveniences, all together, amount to $5000, over the value of the old materials; and that a permanent bridge can then be built at the same cost as at first. Then $I = 10000$. $L = 10000 + 5000 = 15000$ and $a = 2$. Substituting these in the equation $V = I + \frac{L}{a}$, we have $10000 + \frac{15000}{2} = 17500$, equal to the value of a bridge that will last forever.

When the business is very heavy, the inconvenience of renewals, and the risks from fire or accident of temporary structures, are of course controlling considerations. If the interruption caused by the burning of the wooden bridge would involve a loss of $50,000, and the annual chance of burning is one in a hundred, then the annual risk of $500 capitalized, adds $7042 to the difference between the values, making that of the indestructible bridge $24,642.

As traffic generally increases faster than is expected, (though profits do not) steel rails and permanent structures become more advantageous than the calculations. They also have the advantage of safely allowing increased weights and speeds, which may become important.

On the other hand, where safety is not involved, and interruption would not cause serious loss, and especially where, (as happens so often in this country,) changes of route or plan are liable to be made, and where calculation makes the ultimate economy nearly equal, it is best to adopt the cheaper rail or structure. This is especially the case in station buildings and shops. Dead capital and outlay for a future generation better able to help itself than we are to help it, are thus avoided.

Our calculations are made on interest a 7 per cent., compounded semi-annually. Few railroad companies borrow at lower rates, many at much higher. Of course the calculations for each road must be based on the actual rate.

The writer having had much occasion to deal with these questions, has arranged the foregoing rules and tables for his own convenience. He presents them for publication, hoping they may sometimes abridge the labor of others who have to deal with the same questions.

Comparisons such as that of the ultimate economy of the wooden and stone bridges are often judged of in this country, though perhaps not often formally made. But an eminent European Engineer told the writer, some years ago, that the idea of such a comparison was entirely new to him.

Union Pacific Railroad.

The earnings, expenses and net profits of the Union Pacific railroad company from May to September, inclusive, in the years 1869 and 1870, were as follows:

1870.	Earnings.	Expenses.	Net Income.
May..	$802,586 09	$479,640 61	$322,945 48
June..	746,450 01	419,151 81	327,298 20
July..	643,058 44	388,350 38	254.708 06
Aug ..	664,050 83	349,329 98	314,720 90
Sept..	728,520 98	286,158 16	442,362 77
Total..	$3,584,666 80	$1,922,630 89	$1,662,035 41
1869.			
May..	$797,948 49	$512,276 39	$285,672 10
June .	706,602 69	534,675 72	171,926 97
July..	623,559 96	508,421 56	115,138 40
Aug ..	617,585 38	465,448 26	152,142 12
Sept..	758'466 90	425,946 61	332,520 29
Total..	$3,504,163 42	$2,446,763 54	$1,057,399 88
Increase in receipts.....			$80,502 88
Decrease in expenses.....			524,132 65
Net increase of profits for five months.			$604,635 53

East Tennessee, Virginia and Georgia R.R.

The report of this company for the year ending June 30, 1870, shows the earnings to be $1,278,863 80, and ordinary expenses $716,182 12, leaving net earninge $562,681 68—from which should be deducted $146,882 15 for new rails, new cars, wood lands, masonry, etc. The working expenses were 56 per cent. of gross earnings. The roadbed is in fine condition. The assets of the road are $9,777,034. Its profit account shows $2,562,957. The road extends from Dalton, Ga., through East Tennessee to the Virginia State line.

☞ The construction of the Shepaug Valley (Conn.) Railroad has been awarded to a Pennsylvania company, for $370,000. It is the intention to have the road completed during the next season.

☞ The gross funded debt of the City of Savannah, Ga., is $2,326,280. The resources of the city are $2,763,980. The value of the taxable real estate is over $14,600,000, an increase of $2,500,000 in a year.

☞ MOBILE AND MONTGOMERY RAILROAD COMPANY EIGHT PER CENT. FIRST MORTGAGE BONDS. PRINCIPAL and INTEREST payable IN GOLD. INDORSED BY STATE OF ALABAMA.

We offer the above-named Bonds for sale, and, for the following reasons, confidently recommend them as a most desirable investment.

1. THEY ARE A FIRST MORTGAGE UPON A ROAD ALREADY COMPLETED, THOROUGHLY EQUIPPED AND IN SUCCESSFUL OPERATION. The object in placing this Mortgage upon the Road, and of selling these Bonds, is to build an extension of 15 miles from Tensas, the present terminus, into the City of Mobile, which connection is now made by boat. This extension will give entire through Rail connection to *Mobile* and *New Orleans*, thus saving the cost and trouble of steamboat service, and delay of breaking bulk both at Tensas and Mobile. The Road, including 15 miles extension, is 182 miles long.

2. THE MORTGAGE IS AT A LOWER RATE PER MILE THAN ANY SIMILAR BOND NOW OFFERING, being for little over $18,000 per mile—less than the Iron and Rolling Stock are actually worth. The cost of the Road is over $30,000 per mile.

3. The Road forms the only railroad connection between Montgomery, the capital of the State of Alabama, and Mobile, its chief commercial city, making it exactly the Hudson River Railroad of Alabama, besides being a link in the great through-coast line between New Orleans, Mobile, Montgomery, Savannah, Charleston, Richmond and New York, or the interior line between the same points, via Augusta, Charlotte and Danville.

4. The Net Earnings of the Road have regularly increased at the rate of about 20 per cent. per annum since the organization in 1867, *and are NOW much more than enough to pay the interest upon all the bonds authorized to be issued*, more than one-half of which are in the hands of the Company. These earnings will be largely increased upon the completion of the Mobile and New Orleans Road, which is to be opened for through travel in about four weeks, and probably more than double upon completion of proposed extension of 15 miles.

5. They are indorsed by the State of Alabama, whose high credit is well known, her 8 per cent. currency bonds now selling at par.

6. They bear 8 per cent. interest, both *principal and interest payable in Gold*, interest payable semi-annually in the City of New York in May and November.

7. OVER ONE MILLION OF THESE BONDS ARE ALREADY PLACED—a single well-known and careful investor (Judge Onderdonk, of Long Island,) after personal examination of the Road and its resources, taking $100,000 as a permanent investment, and Executors of Estates and Banking Institutions investing in amounts of from $20,000 to $50,000 each.

8. Only $450,000 are on the market. These are offered by the undersigned at the low price of 95 and accrued interest, in currency.

SOUTTER & CO.,
No. 58 WILLIAM-ST.
DREXEL, WINTHROP & CO.,
No. 18 WALL-ST.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,928		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	16,151,982	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec. '69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600		
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n.100	899,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy..... ...100	6,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June '70 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov '70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '70 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	Nov '70 2½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June '70 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	280,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy .. 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	10,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	423,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,968,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Porte., guar....100	350,000	J. & J.	July'70 2½
Coney Island & Brooklyn 100	600,000		
Conn. & Passum'c. Rivers.100	139,000		
Do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,816,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,320,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,678,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	July '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.).....100	492,500	J. & J.	July '70 4
East Pennsylvania 50	656,800		July '70 3
East Tenn. and Georgia...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July '70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'60 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	2,143,445		
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly.....100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. 2d Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia.....100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
and Centre St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do. pref.100	5,253,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 3
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn. '68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar..100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne.....100	344,650	J. & J.	Jan.'69 4
Little Miami.....100	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....100	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....100	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,318	J. & J.	Jul.'70 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,300,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,880	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mountn* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 2
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....		
" " 1st pref.100	.....		
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,265	Feb. 1870	$7 & 5s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jul.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '69 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern.....100	895,000		July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" " Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400		
Norfolk & Peterab'g guar.100	157,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July'70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	231,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000		Aug '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	28,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,651,800	J. & J.	July '70 5
Phil., Germ'n'n & North'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*..... 1 0	1,250,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	July '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	13,635,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	650,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,800	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O.	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....		Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Peterab g..100	847,100		
Rich., Fred. and Potomac.100	1,041,300		
Rockport	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred..... 100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb'70 3
Shore Line..... 100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000		May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,814,136		
Taunton Branch 100	250,000	J. @ J.	Jan.'70 4
Tennessee and Alabama .100	596,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000		May '70 5
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January	1870,11 4s
" " (W.D. pref.100	1,300,000		
Tol., Wabash and West...100	11,700,000		
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Trans'portn (Bos.)..100	200,000	M. & N	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,692		
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,462,775		
Winchester and Potomac....	.....	J. & J.	July '70 3
Warren..... 100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 3

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,496		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,799,800	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 4
Pennsylvania 50	4,800,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 3
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 3
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Regular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,06 ,000	J. & J.	Jan.'70 2
American Coal..... 25	1,5 ,000	M. & S.	M. '70 3
Ashburton 50	2,5 ,000	J. & D.	Dec.'66 4
Butler Coal..... 25	1 ,000	J. & D.	D.,'69 3½
Central Coal 100	2, ,000	J. & J.	July'65 5
Fulton Coal.....		J. & J.	July'70 4
Lackawanna Coal.....		J. & J.	Jan.'70 4
Mt. Pleasant Coal..... 40	200,0	J. & J.	Jan '69 2½
Pennsylvania Coal 50	200,0		Dec'68 2½
Roaring Brook Coal.....	3,200,0	FMA&N	Aug.'70 4
Short Mt. Coal.....	200,0		Dec'68 2½
Spring Mountain Coal.....	800,0		Jan. '70 3
Spruce Hill Coal.....	1,250,0	J. & J.	Jan.'69 6
Wilkesbarre Coal.....	1,000,0	J. & J.	Jan.'67 4
Wyoming Valley Coal	3,400,0	M. & N.	Nov.'69 5
Adams Express.....	1,250,0	F. & A.	Aug. '66
Am. Merchants Union Exp	10,000,0		Sept.'70 2
United States Express ...	5,000,0	FMA&N	July'70 3
Wells, Fargo & Co. Exp	5,000,0		N'v.'69 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,4 0,0[illegible]8
1868	64,463	86,937	81,396	96,461	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,3 [illegible]67
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	438,333	633,758	768,720	729,274	784,099	806,040	833,413	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,228	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,562
1870	293,978	323,826	344,366	334,653	395,044	411,986	421,485	501,049	498,635	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,154	1,959,267
1864	158,735	175,482	243,150	185,018	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,356,614
1868	308,587	297,464	276,431	301,952	316,700	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,656	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,356	9,299,430
1867	696,147	574,664	765,898	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,098	830,287	1,142,168	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,360	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	215,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	209 282	261,079	352,786	414,543	410,336	372,593	359 463	3,445,827
1863	299,944	271,085	276,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,688	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,526	528,972	616,665	516,608	460,573	617,682	578,408	747,469	789,736	641,589	643.887	518,088	7,181,206
1866	603,058	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,825	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	664,587	663,991	644,374	597,571	695,253	759,215	645,768	861,368	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,353	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	128,556	121,519	125,065	119,169	121,408	1,294,095
1869	93,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,569	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,346	110,218	111,117	111,127	118,407	132,998	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,660,528
1867	306,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	458,388	530,871	429,785	386,034	4,663,808
1868	362,021	338,235	378,735	452,429	399,8[illegible]0	365,117	309,502	437,600	521,326	543,886	436,399	437,503	4,951,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]92	408,139	737,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	981,373*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,653	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,078	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,068
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308.669	4,260,115
1867	304,096	283,661	376,210	362,788	333,952	284,977	313,021	398,993	464,778	506,296	412,934	380,373	4,371 0 8
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	334,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	408,283	363,187	328,891	378,880	467,990	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,505	751,738	1,101,771	775,615	436,323	5,683,606
1868	369,228	321,203	333,508	430,412	505,718	458,191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	[illegible]3,065	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	136,368	149,184	139,000	150,416	160,140	155,586	231,662	.....	.....	.....	.....
1870	218,101	196,207	239,161	269,490	259,000	208,498	196,724	229,099	264,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,829	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,577
1865	259,223	239,189	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,006
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 [illegible]55 588
1867	242,793	219,065	279,647	284,729	282,939	240,135	224,633	322,521	365,371	379,367	326,065	272,053	3,450,319
1868	211,973	231,351	265,905	252,149	304,620	217,082	194,455	287,557	307,122	283,529	274,637	233,561	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	298.027	254,896	2,916,543
1870	196,787	218,284	253,065	270,934	246,266	249,987	211,219	300,971	318,957	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	.....	.....	.....	.....
1870	200,870	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,053
1864	436,742	582,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,561	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,608	965,358	903,974	864,637	693,104	873,153	956,658	637,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,118,398	589,924	8,736,088
1869	479,286	525,490	755,488	904,834	499,463	630,680	1,232,903	1,464,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,455	168,699	162,532	166,015	222,963	198,884	244,834	212,227	177,364	2,250,142
1867	149,558	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,696	1,935,758
1869	132,622	127,817	175,950	171,868	157,396	164,133	144,164	186,889	202,238	206,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,626	116,242	107,524	122,000	124,124	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	404,766	351,750	333,480	3,806,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,396	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	328,977	424,284	4,252,243
1870	312,133	298,645	295,296	318,699	340,892	348,632	322,756	406,431	508,042	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	628,560	617,585	755,467	557,823	557,836	716,820	4,708,181
1870	568,529	500,120	559,228	706,602	802,586	746,450	643,058	664,051	728,521	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,783,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	497,179,850	6	May & Nov.	1882	108
(5-20s).....coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	107½
.. .. .. (5-20s).....coupon		6	" "	1884	107½
Loan of June 30, 1864 (5-20s)...registered	106,968,600	6	" "	1884	107½
(5-20s).....coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)...registered	187,776,750	6	" "	1885	108½
(5-20s).....coupon		6	" "	1885	107½
.. .. .. 2d series (5-20s)...registered	277,011,900	6	Jan. & July.	1886	110½
(5-20s).....coupon		6	" "	1886	110
.. .. .. 3d series (5-20s)...registered	344,140,200	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	110½
.. .. .. 4th series (5-20s)...registered	39,678,250	6	" "	1888	110½
(5-20s).....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107
(10-40s) ....coupon		5	" "	1904	107
Pacific R. R. Bonds.....(currency)	64,618,632	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,135 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	236,232	var	.....	Due.	....
Treasury Notes (7-30s).....	594,850	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,054,500	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,103,971	mtl.	.....	Dem.	....
Fractional Currency	39,541,184	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'05	100½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	62
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	90½
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Ath. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'00	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	66½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. ..	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'86	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	103
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	106½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	106½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	....
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'78-'85	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'60-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	108½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'98	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	6,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,166,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	5,511,000	6	J.&J.orA.&O.	'69-'91	48
.. — .. (new).....	3,959,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	103
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	....
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	100
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	108½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	107
.. —	7,909,600	6	" "	1877	104½
.. —	9,273,050	6	" "	1882	105½
.. —	910,200	5	" "	'72-'87	100½
.. —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	104½
.. — .. of 1862.....	1,167,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,464	6	J. A. J. & O.	1870	101½
.. — .. (stg.).....	484,445	5	" "	1868	80
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	67
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	....
.. — .. Certificates.....	201,000	6	" "	'71-'78	100
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	68½
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds	3,446,000	6	" "	'90-'90	64
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94¾
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22¼ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22¼ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	23
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96¾
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £360,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R. W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	72½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	50
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	82
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,589,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	103½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1883	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	....
Scioto and Hocking Valley	300,000	7	" "	"	1896	75
Memphis and Charleston:						....
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						....
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						....
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						....
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						....
1st Mortgage Bonds	497,500	7	Jan. & July.	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'78–'79	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	94
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	....
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73½
Va. State Loan	249,962	6	" "	" "	1887	75
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	90
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	105
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,097,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1866 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7½	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	80½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	600,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	...
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	82½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	75½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,276,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	36
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	886,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	298,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	73
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	300,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1888	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	69½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" " "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	900,000	6	Jan. & July.	Philadelphia.	1878	92
Delaware and Hudson:						
1st Mortgage	831,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,987	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	25,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	77½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	76
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	44
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	760,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,358	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	631,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000	*				425,000			65.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	160,000			—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	88.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,761,750	734,23[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Boardholders.			—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—					42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.....Mass. & N. York.	17,719,195	2,597,637	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	150
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.L, Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3
Nov. 30, 1869	26.8	1.9	45.6	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,028	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0[illegible]	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,616	63.9	510,444	29,968,489	13,021,748	1,280,361	402,681	10	100	146½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,269	802,754	8	100	....
Dec. 21, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			96,338		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	28.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447		3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,459	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	446,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,506,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	100	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	28,620,000	.....	.....	890.0	2,809,237	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N. Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	6[illegible]0,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	718,5[illegible]6	51,338	5	100	6½
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,82[illegible]000	1,116,097	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	116
Apr. 30, 1870	0 7 0	2 6 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,3[illegible]7,163	9[illegible],621	16,590,210	4,[illegible]49 50	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	151
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)	.....	.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	1	4	110	5,98 0	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,[illegible]03,222	.....	35,[illegible]43,933	15,147,900	917,789	541,424	1,156.0	5,913,288	115 457,459	[illegible]64 747,240	12,635,428	3 478,410	9	100	79
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1, 44 79[illegible]	16,000,000	8,787 643	76,975	2 0 8,767	590.0	3,227,404	44,017,475	130,68[illegible],871	5,995,266	2,413,475	8½	100	111½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,516	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,560	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	17½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	...	...	11,620,000	1,997,000	...	...	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981	...	...	2,056,750	1,652,100	...	...	(Leased	to Atl. &	Gt. Weste	rn.)	...	...	8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg...	Ohio & Penn.	8,450,515	2,283,265	...	...	6,300,475	3,883,500	...	610,497	225.0	1,665,141	...	...	2,383,670	908,306	8	50	17½
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*	...	...	13,000,000	18,814,000	1,725,360	...	588.0	3,655,909	35,605,620	41,064,196	8,529.411	262,452	—	100	108½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	*	...	...	1,786,200	248,000	...	...	(Leased	& operate	d by Little	Miami.)	...	...	6½	100	...
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	76,000	155,639	...	119.5	544,126	9,898,097	14,984.458	806,150	153,166	10	50	...
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*	...	...	595,587	374,500	300,000	...	27.0	39,460	556,055	361,137	75,420	27,338	—	100	...
Mar. 31, 1869	41.0	—	8 2	—	—	—	—	—	Concord and Portsmouth..	N.Hampshire.	1,108,859	...	...	...	350,000	...	...	...	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,847	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	16,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	136½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	...	215,000	...	1,278,300	1,000,000	...	...	(Leased	to Phila.	& Trent.)		...	...	—	50	...
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	...	...	...	200,000	80,000	...	...	14.6	(Leased	by Northe	rn N. H.)	38,458	15,931	—	100	...
Dec. 31, 1869	34.0	—	19.0	—	28	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	...	...	1,500,000	3,443,000	...	...	34.0	337,200	...	...	791,053	75,115	—	50	...
Oct. 31, 1869	74.9	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	...	1,316,900	352,300	...	...	74.0	226,576	...	...	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	5.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	24,256	23,880	400,000	183,000	30,000	11,685	23.8	...	...	...	169,418	62,768	10	100	...
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Tenn.	313,910	15,600	300,000	...	415,150	510,000	...	...	—	(N	ot yet in o	peration.)	...	...	—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	...	...	3,000,000	2,000,000	...	...	—	(U	nder cons	truction.)	...	...	—	100	...
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	...	261,099	2,393,140	4,278,300	112,579	...	141.4	...	...	...	1,061,856	421,277	—	100	...
Jun. 30, 1868	31.5	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	...	...	76,000	527,449	12,768	...	31.8	76,128	72,188	60,671	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	...	...	...	309,276	715,000	...	...	(Leas. &	oper. by L'	tleMiami.)		loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	...	...	...	891,206	892,750	...	...	(Leased	and oper.	by Phila.,		Wilm. and	Balt.)	6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,260,000	...	...	14,100,600	3,3 8,000	2,190,000	...	253.4	1,820,253	...	...	2,417,324	637,846	10	50	109½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	...	...	3,872,500	4,310,000	...	...	184.0	...	...	...	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	...	...	1,615,618	666,267	—	100	...
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	...	...	...	480,000	...	...	...	(Leased	and operat	ed by Bo	ston & Maine.)	...	...	6	100	...
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased	& oper. by	Ill. Centr.)		1,290,589	...	7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	...	...	1,000,000	550,000	...	79.0	...	...	...	...	188,832	...	—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	...	...	...	280,000	...	...	...	(In	progress.)			...	...	—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	...	...	...	700,000	1,000,000	...	...	(Leased	to Boston,	Hart. & Fis	hkill.)	...	...	—	50	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	...	2,500	...	89,800	175,000	2,000	...	(Leased	to Pennsy	lvania.)		...	...	—	100	...
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	128½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	...	...	...	280,000	570,000	...	...	(Leased	and oper.	by Phila.,		Wilm. and	Balt.)	—	100	...
Dec. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	...	...	...	392,550	...	...	...	(Leased	to Phila.	& Reading	g.)	...	...	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	...	...	...	1,209,200	495,900	...	...	(Leased	to Phila.	& Reading	g.)	...	...	7	50	84
Oct. 31, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	...	130.0	330,983	...	...	537,737	195,256	—	100	...
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	...	140.0	...	...	...	515,994	168,981	—	100	...
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	...	...	...	...	...	...	...	(Oper. by	Evan	sville, H	enderson	& Nashv.)	...	...	—	100	...
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	...	...	...	500,000	...	...	...	(Leased	to Northe	rn Central.	)	25,000	25,000	5	100	...
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	...	...	1,000,000	1,620,000	...	...	(Leased	to Northe	rn Cent.)		562,934	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,675	...	...	78,536,910	23,398,800	...	...	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	234
Oct. 31, 1869	83 7	8.2	17.1	—	22	11	4	716	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	...	999,600	2,577,590	...	57,809	101.2	484,530	...	...	824,611	383,028	—	50	...
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659	...	...	...	3,000,000	...	...	...	58,493	...	...	129,726	56,196	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	...	...	(Owned	by Domi	nion of	Canada.)	140.0	186,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Jun. 30, 1869	23.5	—	...	5.45	...	...	...	...	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*	...	...	803,750	1.853,907	18,061	...	(Not	in comp	lete opera	tion.)	...	...	—	100	...
Aug. 30, 1870	100.0	23.0	12.0	...	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,316	51,600	1,144,053	1,185,000	36,564	522,257	132.0	306,838	...	...	516,804	166,699	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	...	...	...	...	...	...	...	...	64.0	...	...	...	...	...	—	100	...
Nov. 30, 1869	5.8	—	...	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	...	21,759	208	150,000	238,450	17,000	...	5.8	10,881	396,466	...	29,687	6,815	—	100	...
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	...	...	...	90,000	...	...	60	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	...	7½	50	...
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	...	...	547,050	93.8	614,525	22,184,414	16,941,140	1,290,594	341,880	8	100	133
Dec. 31, 1869	12.0	—	...	—	—	—	—	—	Flemington	New Jersey.	375,000	*	...	...	150,000	100,000	100,000	...	(Oper.	by Belvide	re Delaw	are.)	...	...	—	100	...
Dec. 31, 1869	77.0	—	...	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	...	...	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	8.1	—	7	—	—	82	*Florida*	Florida.	5 300,000	*	...	...	3,000,000	2,300,000	...	...	154.0	...	...	...	...	...	—	100	...
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	...	...	800,000	1,500,000	...	...	(Not	in complet	e operatio	n.)	...	...	—	100	...
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	...	230,845	...	97,266	...	23.0	12,800	...	...	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	...	...	...	...	...	575,000	...	...	52.0	[Operat	ed by Rec	eiver.]	...	...	—	100	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	...	...	1,362,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	...	280.0	...	...	...	...	*Grand Rapids and Indiana*	Indiana.	...	...	...	...	...	...	...	...	40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	...
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	*	...	...	1,000,000	1,000,000	...	...	[Owned	and ope	by Mich. Ce	n. since A	pl. 1870.]	...	—	100	...
Jun. 30, 1869	564.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	...	...	...	...	...	...	1,830.0	7,071,893	...	...	7,163,924	1,607,631	—	100	...
July 31, 1869	229.0	105.5	132.0	—	99	140	45	1,329	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,128	8,650,4	73 218	280,895	334.5	2,676,393	...	...	3,934,114	1,780,616	4	100	...
Sept. 30	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	...	1,510,374	1,902,15	...	...	164.2	125,000	...	...	365,528	146,211	—	100	...
Aug 31	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri	17,947,073	*	...	...	8,000,000	8,938,000	1,0 0 0 7	...	275 0	...	...	...	2,941,997	...	—	100	108½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	...	...	...	1,182,550	700,000	...	23,069	(Leased	to Pennsy	lvania.)		...	...	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,286	*	...	...	3,300,000	927,000	...	...	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	...
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	...	...	2,037,939	2,055,500	...	...	130.1	470,699	13,592,276	5,172.157	848,563	79,028	—	100	...
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	...	1,869,585	500,000	100,000	...	32.0	20,800	...	...	60,496	3,008	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	133,257	119.8	...	...	...	943,808	166,231	—	100	...
Dec. 31, 1869	144.0	58 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,000,000	*	...	...	3,000,000	2,000,000	...	...	125 0	...	...	...	1,040.000	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	...	...	...	...	...	...	...	...	50.0	[Is being	continued	to Whar	ton Color	do Riv.]	—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*	...	...	16,020,000	4,309,220	...	...	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,718,490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	...	...	706,580	1,927,614	...	...	58.8	191,777	...	...	291,504	5,882	—	50	...
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	...	970.9	5,414,405	53,306,016	253,336,118	8,823,482	3,652,616	10	100	135
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	...	...	...	...	...	—	100	...
Dec. 31, 1869	179.0	110.0	28.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	...	...	5,685,497	7,358,931	675,628	...	289.0	1,205,086	...	...	1,774,867	Loss.	—	100	7
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	...	...	...	...	...	...	...	...	75.0	...	...	...	...	...	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	...	...	...	...	...	...	...	...	...	[Project	ed.]		...	...	—	100	...
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	...	...	132.411	35,000	...	...	13.0	24,000	234,368	664,541	63,307	11,855	—	100	...
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	...	400,000	130,000	...	...	11.0	...	...	...	32,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	...	87,031	515,465	1,895,000	143,196	131,393	116.0	...	...	...	391,849	212,727	—	100	...
Oct. 31, 1866	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	...	35,000	...	603,077	1,000,000	688,228	...	...	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	...
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,533	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	...	...	...	1,140,099	408,456	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	...	...	...	1,500,000	500,000	...	...	(Leased	and oper. b	y Chicago	& Alton.)	...	...	7	100	90
Dec 31, 1869	44.5	—	10 8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	...	...	...	300,000	800,000	...	...	(Leased	and oper. b	y Michigan	Central.)	...	...	8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	...	...	...	180,250	800,000	...	...	4.6	16.472	1,040,193	5,589,807	107,612	49.533	—	100	...
Dec. 31, 1869	487.0	84.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	...	...	...	...	5,072,500	...	...	...	439.0	963,512	...	...	2,225.850	839,670	—	100	...
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	...	...	...	...	...	1,200,000	(St k sw	amped.)	112.0	...	[Operated	by bondh	olders.)	...	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	...	...	...	...	...	...	...	...	16.0	[No	returns.]		—	—	—	100	...
Dec. 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee	...	...	...	...	...	...	...	...	31.0	[No	returns.]		—	—	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	.....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	93
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn.	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal and Navigation Co.)					150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	136	30	12	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,000,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	118
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	64.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	*	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by	L. M. and	Col. & Xenia.)	.....	.....	—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pbg	Cin & St. Lat	$4 50,000 p.a.	]	196.5	964,319	22,208,215	35,730,006	1,709,708	562,298	6¢	.....	.....
Oct. 31, 1869	28.8	8.0	24.7	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	86
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	.....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	30
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	787	Louisville and Nashville..Ky. and Tenn.	13,857,794	*	2,649,015	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	.....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summit	Branch.)	63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	6	10	160	Macon and Brunswibk .....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m ind									orsed by	Georgia.)	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	.....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	.....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,094	*	212,332	49.500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621.977	942 664	182,510	102,110	10	100	135
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	.....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,891,346	147,681	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	—	42,977	.....	82.6	283,364	.....	.....	307,987	6,903	—	100	.....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,925,110	463,538	.....	130.6	318,574	.....	.....	514,376	64,343	—	100	.....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	.....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.8	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121½
Dec. 31, 1869	42.0	28.0	7.9	28.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	.....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	.....	(Operated by New	Jersey.)	.....	14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation Lessees.)	.....	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	162,223	—	100	.....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	581,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	.....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	.....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	.....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 000	.....	.....	.....	23.0	24.1 8	617,707	356,855	79,971	.....	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.]	.....	7	100	92
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15.000	89,375	28.7	236,052	8,360,778	5,639,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464.050	.....	.....	.....	(Operated by Louisville & N	ashville.)	.....	.....	.....	—	100	.....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,200	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	100	.....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	.....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	.....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122.943	245,796	88,995	—	100	.....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115½
Dec. 31, 1869	73.8	8.5	7.1	—	....	....	....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15.586,616	6,631,131	8	100	.....
Sept. 30, 1869	441.8	295.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	91½
Sept. 30, 1869	5.0	—	....	84.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	.....
Sept. 30, 1869	130 8	24	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.8	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	157
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	.....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	188,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	63.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	180,000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10,077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,10*	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1869	10.0	—	—	10.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In progress to be completed June 187 0.)					—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	52½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	238,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass. R. R.)					7	100	50½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	32,000	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	swamped 33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,928	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]					—	100	23½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,850	.....	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	7	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)					6	100	106½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	8	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	69½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La. & W'tn.)			929.186	318,688	—	100	....
Sept 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	86,000	.....	.....	10.3	[Operated by Erie.]			454,768	154,618	—	100	87½
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	58,123	18,448	7	100	....
Dec. 31, 1868	23.0	—	—	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230 [In progress.]			.....	.....	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	.....	.....	.....	330,591	63,761	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943.607	266,320	—	—	—
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42.834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	.....	.....	.....	.....	—	No returns for year.]			138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[Now forming a division of the Milwaukee and St. Paul			1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256 308	10	50	130
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,500,000	2,000,000	.....	.....	—	(Operated during construction by M. & St. Pa'l.)			.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.0	—	....	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No return.)	.....	200,000	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)			14,663	12.000	6	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(no returns.)			.....	.....	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	.....	.....	.....	139,261	82,375	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W. & M. RR. sold		Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no returns.]			.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052.818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,856	(Leased to Northern Central.)		.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			.....	14,000	7	100	....
Dec. 31, 1869	38.1	—	—	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	155,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	160,961	9	100	131½
Oct 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....

CANALS, &c.

May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,988,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	120
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Cam. & Amb. R.R.)	.....	.....	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'662,005	—	.....	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	64½
Feb. 29, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	24½
Oct. 31, 1869	287.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	736,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¼	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	50	19½
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	335,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm. Br., Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	15
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	—	—	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	diesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	180,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	diesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	71½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N.Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,086	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31,'69	5.05	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	235,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	50½
Oct. 31,'69	5.62	127	19	17th and 18th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	045	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	18	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	106	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	170,504	64,350	2	50	50	21
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31,'69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,129	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	10	50	50	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,690	2,812	4	25	25	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1893	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1851	88
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1867	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1890	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1870	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	83½
Chicago and Alton, pref.	2,425,400	7	10	116½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78½
Erie, preferred	8,536,910	7	7	49
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	116
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,950	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32
Mariposa Mining, pref.	5,774 400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton.	33 — @ 36 —
Pig, American, No. 1		— — @ 32 —
Pig, American, No. 2		— — @ 31 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 11½
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold). per ton.	57 — @ 59 —
Rails, American, at Works in Penns. c'y.		70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 15 @ — 18
English Spring	(2d and 1st quality)	— 7 @ — 10
English Blister	(2d and 1st quality)	— 10 @ — 17
English Machinery		— 11½@ — 14
English German	(2d and 1st quality)	— 13 @ — 15
American Blister	"Black Diamond"	— — @ — 12
American, Cast, Tool,	do.	— — @ — 17
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— — @ — 12
American German	do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 87½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 35½
Straits	(gold).	— 31½@ — 32
English	(gold).	— 31½@ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 25 @ 8 87½	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 65 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 12 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— 23½@ — —
Refined, Standard White (in ship'g order)		— 24 @ — —
Refined, prime White (in shipping order)		— 26 @ — —
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 27½@ — 28
Naptha, Refined, (65 @ 73 gravity)		— 9 @ — —
Residuum	per bbl.	4 — @ — —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Canton Co.	68	....	67½	....	....	....
Central Pacific 6s.	90½	90½	90½	91	91	91
Central of N. Jersey	108½	108½	107½	108½	109	108½
Chicago & Alton	115½	....	115½	....	115½	116
" pref.	116½	....	....	....	....	....
" 1 M.	....	....	....	102	....	102½
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	151	....	151	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	80½	79½	79½	80½	80½	79
" pref.	88½	87½	87½	88½	88½	88½
" 1st M.	....	....	....	94½	....	94½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	88x
Chic., Rock Isl. & Pac.	110	109½	110	110½	....	....
Chi., R. I. & Pa. 7s, 1896 96	....	97½	97½	98	97½	....
Clev., Col., C. and Ind.	81½	....	....	....	81	....
Clev. and Pittsburg	104½x	104½	105	106½	107	....
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	....	17½	17½	....
" 1 M.	78½	78½	....	78½	79	....
" 2 M.	....	....	....	50	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120	....	....	120	120	....
Del. Lack. & Western	108½	....	108	109½	109½	109½
" 1 M. 7s	....	....	....	....	99½	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22½	22½	23	....	23	23½
" pref.	....	47½	49½	....	49½	49
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	80½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	85½	....	....	....	....
Hannibal & St. Joseph	108½	108	107½	....	108½	....
" pref.	116½	....	....	....	116½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135½	135	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	92½	92½	92½	93	93
Lake Shore Div. bonds.	91	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120½	120½	....	120½	....	121
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	101½	101½	....	....	....
" 3 M.	97	....	....	....	....	....
Mariposa Mining Co.	5	....	4½	....	....	....
" pref.	9½	8½	8½	9½	9	8½
" Tr. Cts ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	61½	61	61½	62	62
" pref.	80½	80½	79½	80½	80½	81½
" 1st mort.	....	....	93½	93½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	104	....	....	....	....	....
" 7-3-10s con.	....	....	92½	....	....	....
Missouri 6s	91½	91½	91½	91½	91½	91½
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	92½	92	92½	....	92	....
" 1st mort.	....	....	....	....	100	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	91½	91½	91½	91½
" certificates	....	86½	86½	86½	87½	87
N. York and Harlem	133½	....	....	134	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	31½	....	32	32½	32½	32½
" pref.	....	....	....	....	....	....
" 1st M.	100	....	99½	....	....	....
Pacific Mail S. S. Co.	42½	42½	41½	42½	43	42½
Panama	74	74	....	....	75	75
Phila. and Reading	100½	99½	99½	100½	101½	100½
Pitts., Ft. W. & Chi. gtd.	93½	93½	93½	93½	....	93½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	97
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	95	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	62½	....	62½	....	....	62
" new	60½	60½	60½	....	60½	....
Tol., Wab. & Western	52½	51½	51½	52	52½	52½
" pref.	....	....	....	....	....	....
" 1 M.	90½	....	91	91	....	....
" 2 M.	86½	....	....	....	84x	....
" Equipment	....	....	....	....	....	....
Union Pacific	24½	24	24½	....	....	23½
" 1st mort.	83	....	....	....	82½	82½
" L. Gt. 7s	73½	....	....	....	75½	....
" Inc. 10s	72½	72½	....	....	72½	72½
Virginia 6s, ex-coupon	63½	65	....	....	....	....
" new	....	64	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	107⅜	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅛	106⅜	106¼	106⅛	106⅝	
U. S. 5s, 10-40s, reg	....	....	106⅜	....	106⅜	
U. S. 6s, 1881, reg	....	....	....	113⅛	113⅜	
U. S. 6s, 1881, coup	113⅜	....	113⅜	113⅛	113⅜	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	108	....	....	....
U. S. 6s, 5-20s, c. 1862.	112⅜	112⅛	112⅜	112⅛	109⅛x	109
U. S. 6s, 5-20s, reg. '64	....	....	....	107⅞	....	107⅞
U. S. 6s, 5-20s, c. 1864.	111⅛	....	....	111⅛	107⅛x	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111⅛	111⅛	111⅜	111⅛	108⅛x	....
U. S. 6s, 5-20s, r. n. '65.	110⅛	....	110⅛	110⅛	....	....
U. S. 6s, 5-20s, c. n. '65.	110⅜	110⅛	110⅛	....	....	110⅛
U. S. 6s, 5-20s, reg. '67.	110⅛	....	....	....	110⅛	110⅛
U. S. 6s, 5-20s, c. 1867.	110⅜	110⅜	110⅜	110⅛	110⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	110⅜	....	....
U. S. 6s, 5-20s, c. '68	110⅜	110⅛	110⅛	110⅛	....	....
U. S. 6s, Pac.R.R.issue	....	....	111	110⅛	111⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Catawissa	....	....	....	....	....	....
.. preferred	38⅛	....	38⅜	38⅛	38⅛	....
Camden and Amboy	116	....	....	115⅞	115⅛	115⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	92⅛	....	....	....	92⅛
.. mort. 6s, '89	97⅛	97⅛	....	....	....	x94⅛
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	32	31⅛	31⅞	31⅛	31⅛	32
.. 6s, 1884	....	82⅛	....	....	....	83
.. Gold L.	....	88⅛	....	88⅛	....	....
.. R. R. L.	88	....	88	....	....	....
Lehigh Valley R.R.	58	58	58	....	58	57⅛
.. 6s new coup	98	....	....	....	....	....
.. 6s new reg.	99⅛	....	....	....	....	....
Little Schuylkill R.R.	43	42⅛	....	....	....	43
.. 7s	....	....	....	....	....	....
Minehill	51⅛	....	....	....	51⅛	52
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	94	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	42	....	....	....	....	....
Pennsylvania R. R.	60⅛	60⅞	60⅛	....	60⅜	60⅛
.. 1st M.	....	....	....	103⅛	....	....
.. 2d M.	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series.	105⅛	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	109⅛	....
.. 6s, W L	104⅛	....	....	....	....	....
Philadelphia City, 6s	102	....	101⅛	....	....	....
.. new	102⅛	102⅛	102⅜	102⅛	102⅜	102⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	50⅛	50	49⅛	50	50⅛	50⅜
.. 7s, 1893	....	....	103	....	....	....
Philadelphia and Erie	26⅛	26⅜	26	26⅛	26⅛	26⅛
.. 6s	....	....	....	....	....	....
.. 7s	88⅛	....	88⅛	....	....	....
Schuylkill Navigation	....	....	7⅛	....	....	....
.. pref.	....	....	16	....	....	16
.. 6s, 1882	73⅛	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	⅛	....	....	1
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	44	44	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	25	....	25	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Baltimore City 6s, 1875	....	91	....	....	91	91⅛
.. 1886	....	92	....	....	....	....
.. 1890	92⅛	92⅛	91⅞	91⅛	91⅛	92
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	120⅛	....	....	120⅛
.. bonds, 1875	....	....	....	....	94⅛	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885.	92⅛	92⅛	....	....	92	....
Marietta & Cin. 1st M.	....	....	....	....	91	....
.. 2d M.	75⅛	....	....	....	75	....
Northern Central	42⅛	....	42⅛	....	43	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900.	87⅛	....	87⅛	....	....	87⅛
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Boston and Albany	149	....	149⅜	....	150⅛	
Boston and Lowell	....	137⅜	....	....	137⅛	
Boston and Maine	....	....	149	....	149⅛	
Boston and Providence	....	....	....	147	146⅜	
Boston, Hartford & Erie 4	3⅜	3⅜	....	....	3⅜	
.. 7s, new	....	24	23⅞	24	22	
Cheshire, pref.	....	83⅛	....	....	....	
Concord	....	....	77	....	....	
Connecticut River	....	136½	....	....	136⅛	
Eastern	122	....	....	122⅛	....	123⅛
Fitchburg	....	132⅛	....	133	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	121	....	121	121⅛	
Northern, N. H.	112	....	....	....	....	
Ogdens. & Lake Champ.	80⅛	80⅛	80⅛	....	80⅛	
.. pref.	....	....	....	....	106⅜	
Old Colony & Newport	97⅛	98	97⅛	97⅛	....	
Ph., Wil. & Baltimore	55⅜	55⅜	56	....	....	
Portl'd, Saco & Ports.	113⅛	....	113⅛	....	....	113⅜
Union Pacific	24	....	23⅜	....	24⅛	23⅛
" 6s	81	....	81	....	....	80⅜
" Land Grant 7s	73⅜	73⅛	72⅜	....	....	72⅛
" Income 10s	71⅛	....	70⅛	70⅜	70	71
Vermont & Canada	106	105⅜	....	....	106⅛	
Vermont & Mass.	....	69⅛	....	70	69⅛	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	98⅛	....	....	98⅛	....	98⅛
Metropolitan ..	....	....	69⅞	....	....	69⅞
Middlesex ..	....	....	....	....	....	71⅛
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	7⅛
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	1⅛	1⅛	....	
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	20⅛	....	20⅛	....	

London Stock Exchange.

	Closing Prices. Oct. 7.	Oct. 14.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	65 — 70	67 — 70
Do. do., 2d mort., 1881	50 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	67 — 70
Do. do., 2d mort., 1882	50 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 28	30 — 31
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98—100	98 —100
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109 —110	109¼—110¼
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	96 — 98	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 98	98 —100
Do. General mort. 6 p. c. 1910	91⅛ — 92⅛	91⅛— 92⅛
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881.	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, November 5, 1870.

Stock Exchange and Money Market.

The Money market has been fairly active, through the week. The offerings of capital have been comparatively liberal for the season, and the prevailing rates have been 5@6 per cent. on call, though exceptional transactions have been reported as low as 4, and as high as 7 per cent. There has been a very moderate supply of prime mercantile paper on the market, and a good inquiry has been noted for the higher grades at 7@8½ per cent. per annum. The City banks, in their last weekly return, showed a gain of nearly three and a half millions in the deposit line, with an addition of over a million to the specie average, and of about five-eighths of a million to the reserve of legal tender notes. At the Treasury Office, the aggregate cash (coin and currency) balances, as officially reported, were about two and three fourth millions more than at the close of the preceding week, standing at $71,760,815 on Saturday evening, against $68,976,187 the previous Saturday. The customs revenue at this port for the week was $2,072,535, reflecting the diminished importations; and the specie export was only $303,562. The outflow of coin from the Treasury Office, through the sale of a million of Government gold on Wednesday, the 26th ult., and the week's disbursements of $3,872,386 of coin-interest, on the November account, without rebate, and $49,-000 in further redemptions of the 1871 bonds, has been $4,921,386. The Treasury Debt exhibit for Nov. 1, makes the coin balances in control of the Department $103,131,073, including $13,666,500, represented by outstanding coin-certificates. The reduction of the public indebtedness, during October, was $5,129,297, and since March 1, 1870, $96,544,122.

The specie reserve of the city banks according to the latest return is $13,108,406, against $21,928,046 same time last year. The city bank deposits are now $193,077,808, against $180,-828,832 week ending Oct. 30 1869. The legal tender reserve amounts to $53,009,099, against $53,177,883 same time last year. The circulation now stands at $32,420,509, against $24,136,249 same time last year. The loans are now $265,-979,485, against $250,948,883 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $88,233,140 a day, against a daily average of $87,257,885 the preceding week. The current weeks' exchanges average about 88⅜ millions a day. The city banks, last week, reported a gain of $1,160,293 of specie, $3,498,825 of deposits, and $618,287 of legal tender notes. They increased their loans $314,089; and reduced their circulation, $96,557.

The coin reserves of the Treasury Department on Monday were $103,131,073, including about 13⅝ millions on deposit on private account; currency balances, $26,815,384.

National Bank notes to the amount of $641,170 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $335,182,438, against $282,-565,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,293,079 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $301,889,359. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $344,596,-550; and for the public deposits, $16,481,050—making a total of $361,078,600. The Treasury Department last week redeemed and destroyed $333,516 of worn and mutilated fractional currency, and issued $974,875 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 29, were $6,022,434 in coin, (including $2,070,000 from customs duties,) and $4,497,301 in currency; payments, $2,487,642 in coin, (including $———— of coin interest,) and $5,247,416 in currency; balance at the close of the week, included $65,171,734, of coin, against $61,636,942 the preceding Saturday, and $6,589,081 of currency, against $7,339,196 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $540,422 in coin, (including $502,000 from customs,) and $416,983 in currency; payments $56,293 of coin (including

—— of coin interest), and $536,572, of currency. On Tuesday, receipts, $428,102 in coin (including $406,000 from customs), and $807,274 in currency; payments, $4,243,359 in coin (including $4,186,299 of coin interest) and $305,725 of currency. The balance at the close of business on Tuesday included $6,971,041 of currency, and $61,840 106 of coin, against a balance a week previous of $7,194,823 currency, and $63,071,130 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were $51,530,870, including $11,-724,402 from customs; aggregate payments, $47,-417,035, including $2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October $4,984,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,-776,661 of coin certificates, received for customs.

Government revenues have been yielding less satisfactorily. The excises, during the week yielded about 2¾ millions; customs at the port of New York, $1,932,661, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $5,655,-493 in currency. The income of the Government, from excises, since July 1, 1870, has been about 64 millions.

Gold has been in less confident speculative demand and has receded from 112⅛@110⅞, under the more liberal offerings, largely of the November coin interest disbursements on account of the public debt. The customs and export call has been less active. Toward the close, the tendency was decidedly downward, and the final quotation on Wednesday was 110⅞, against 112 the preceding Wednesday. Early on Monday, the Government financial programme for November was made public. It provided for sales, during the current month, of five millions of Gold, as follows: Wednesday, November 2, $1,000,000; Wednesday, November 9, $1,000,000; Wednesday, November 16, $1,000,000; Wednesday, November 23, $1,000,000; Wednesday, November 30, $1,000,000. And purchases of four millions of Five Twenties, as follows: Thursday, November 3, $1,000,000; Thursday, November 10, $1,000,000; Thursday, November 17, $1,000,000; Thursday, November 24, $1,000,000. On Wednesday, Government marketed $1,755,000 of gold at from 111.01 45@111 05. The bids reached an aggregate of $5,025,000. This was the opening sale of the month, under the November programme. The aggregate of the November interest obligations on the public debt is $23,851,629, of which the New York office has already paid off $1,356,397 with and $5,060,000 without rebate. There has been less stringency in the Gold Loan market, and rates have been more comfortable for borrowers.

The export drain last week was $303,562 against $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 51⅛ millions, against 28⅝ millions same time in 1869; 66⅞ millions same time in 1868; 43¼ millions same time in 1867; nearly 54¾ millions same time in 1866; and 25⅛ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 53¼ millions on Thursday of last week, were 52½ millions on Saturday, 32⅛ millions on Monday of this week, and nearly 62⅞ millions on Tuesday. On Wednesday they were 46⅛ millions.

The customs demand for Gold last week, averaged $345,000 a day; thus far, this week, it has averaged $454,000, a day, or equal to a weekly aggregate of $2,624,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $133,668; and since Jan. 1, 1870, $8,627,378, against $14,711,836 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $121,747,892 against $113,442,993, same time in 1869.

The exports of specie, from this port, last week, were $303,562 against $684,658 same week last year; and since Jan. 1870, $51,546,311, against $28,564,035 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,872,386; and since Jan. 1, 1870, $72,013,-267 against $76,939,086 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 20th, was $6,587,383, against $6,863,709 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 20th, were $28,317,627, against $32,648,012 same time last year.

The foreign exchange market has been quoted firmer, with quite moderate offerings of bills reported. The demand, however, has been on a restricted scale, and has been mainly for remittances on account of the November 5-20 coupons, received from foreign owners. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109¾@110. The offerings of produce bills have been rather freer. The week's exports of domestic produce have been to the currency value of $3,856,-163, and since January 1, 1870, $152,948,422 against $164,255,751, same time in 1869.

The dealings in the Public Funds have been comparatively limited, in the open market, since our last; and influenced, in part, by the fall in Gold, prices have yielded a fraction, closing dull, but about steady at the modified rates for all issues, save the Ten-Forties, which attracted considerable attention, in view of the decision of the Secretary of the Treasury to allow issues of currency to the extent of 90 per cent. of the face value of those bonds, or equal to that allowed upon the six per cent. bonds. This arrangement will probably lead to an extensive substitution by the banks of Ten-forties in place of the Six per cents, now deposited as the basis of circulation.

Government closed the October bond purchases by buying in two millions of Five-twenties on Thursday of last week, out of an aggregate offering of about 8¼ millions, at equal to about the open market rates. It commenced its November purchases on Thursday of the current week.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅛@113¾; U. S. Five-Twenties of 1862, ex-coupon 109@109⅛; U. S. Five-twenties of 1864 ex-coupon at 107⅞@108; U. S. Five-Twenties of 1865 ex-coupon at 108@108⅛; U. S. Five-twenties of 1865 consolidated, 110⅛@110¼; U. S. Five-Twenties of 1867, 110⅛@110¼; U. S. Five-twenties of 1868, 110⅜@110⅝; U. S. Ten-forties at 106⅞@107; U. S. Six per cent. currency bonds, 111@111¼.

State bonds have been in limited demand, through the week, but have been quoted about steady.

Railway bonds have been in fair investment request, at well supported prices. Central Pacific Sixes have been quite active, closing buoyantly on Wednesday at 91@91⅛. The Union Pacific Sixes closed on Wednesday at 82⅞@83. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in moderate demand for investment purposes at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active but quite variable in price, closing dull and irregular.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 19.	Oct. 26.	Nov. 2.
Consols	92⅝	92½	92¾
U. S. 5-20's of 1862...	*89½	89⅛	89¼
U. S. 5-20s, 1865.....	*88¾	88½	88½
" 1867	89⅞	90	—
" 10-40s	87	87¼	87
Erie.	18¾	18¾	18¼
Ill. Central	114	114	110½
At. and Gt. West	30	29⅛	28½

* Ex-Coupon.

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95⅝.

There has been less animation in the line of foreign goods without any marked changes in values. The dry goods entries at this port, last week, were $1,918,931, making with the general merchandise imports, a total of $5,272,080 against $6,310,229 the preceding week.

Ocean freights have been fairly active and quoted firmer. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 9@9¼d. by sail, and 10@10¼d. by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and ½d.@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 457.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending November 1st, and since the beginning of the year:

	1869.	1870.
For the week....	$4,182,157	$3,856,163
Previously reported..	160,123,594	149,092,259
Since Jan. 1	$164,255,751	$152,948,422

The imports for the week ending Oct. 29, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,630,309	$1,913,931
Gen. merchandise.....	2,422,111	3,358,149
Total for the week.....	$4,052,420	$5,272,080
Previously reported....	248,480,380	249,689,700
Since January 1.....	$252,532,800	$254,961,780

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 7s issued to Little Rock and Fort Smith R. R., 66; South Carolina 6s, new Jan. and July, 67; N. Y. State 7s, Bounty loan reg., 107½; Ohio 6s, 1881, 108; Pacific R. R. 7s, guar. by Mo., 96; Ohio and Miss. consol. bonds,

87⅜; Toledo, Peoria and Warsaw W. D., 80; do. 2d mort., 66; New York and New Haven R. R., 155; do., scrip, 143½; do. 6s, 97; Peninsula R. R. 7s, 90; Jefferson R. R. 1st mort., 90¾; Morris and Essex const. bonds, 89; Cleveland, Painesville and Ashtabula 7s, new, 91¾; Great Western 1st mort., 1888, 89; Joliet and Chicago 8s, 106; North Missouri 1st mort., 86¼; St. Louis, Jacksonville and Chicago 1st mort., 92; Albany and Susq. 2d mort., 98; Norwich and Worcester R.R., 104; Western Union Telegraph, 39¾; Am. Mer. Union Exp., 44; Adams Express, 67⅛; Wells Fargo Exp., 37; U. S. Exp., 35; Brooklyn 6s, W. L., 93⅛; American Coal, 36; Central gold, 0.15; Grass Valley gold, 0.26; Smith and Parmalee gold, 0.69.

Philadelphia.—West Jersey 7s, 95¼; Lehigh Nav. conv. loan, 78½; Wilmington and Reading 7s, 90¼; Philadelphia and Reading 6s, 1848-'80, 97½; Pennsylvania and New York Canal 7s, 91½; Sunbury and Erie 7s, 101½; Harrisburg and Lancaster 6s, 95; Connecting R. R. bonds, 83; Oil Creek and Allegheny River R. R., 45; do., 7s, 81; Delaware Division Canal, 45; Tioga, 50; Philadelphia City 6s, prior to 1862, 103; Shamokin Coal, 4½; Big Mt. Coal, 5½; Fulton Coal, 4½. The latest quotations are: City 6s, 101½@102¼; do. free of tax, 102¼@102⅜; State 6s, coupon, 103@104; do. 6s, W. L., 104¼@105; do. 1st series, 104@105½; do., 2d series, 105½@106½; do., 3d series, 109@110; Reading, 50¼@50¼; do., 7s, 1898, 102½@103½; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115⅝@115⅞; do., mort. 6s, 1889, 94@94½; do., 1883, 92@93; do., 1889, 92@93; Penn. R. R., 58@58⅛; do., 1st mort., 105@—; do., 2d mort., 100½@101½; Little Schuylkill R. R., 42⅛@42⅞; Morris Canal, 25@30; do. pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7@8; do., pref., 16@16½; do. 6s, 1882, 73¼@74; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 92@92¼; do., 5s, 58@60; Lehigh Coal and Navigation, 82⅛@82⅛; do., 6s, 1884, 83@83½; do., R. R. Loan, 87@88; do., Gold Loan, 89@89⅛; North Pennsylvania, 42½@43; do., 6s, 98@100; do., 7s, 89⅛@90¾; do., Chattle 10s, 111@—; Philadelphia and Erie, 26¼@26⅜; do., 6s, 91@—; Minehill, 51½@52; Catawissa, 12@15; do. pref., 38½@38¾; Lehigh Valley, 57⅞@58; do. 6s, 100½@—; do., 6s, reg., 99@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 51@52; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 24@25; Green and Coates, 38@40; Chestnut and Walnut, 44@45; Hestonville, 14½@15; Union, 43@—.

Boston.—Old Colony and Newport 6s, 96; Phila., Wil. and Balt. 6s, 1887, 94¾; Cedar Rapids and Missouri 7s, 1916, 88¼; Cincinnati, Sandusky and Cleveland R. R., 17¼; do., 7s, 1890, 73½; Eastern R. R. 6s, 1874, 99; Vermont Central 1st mort., 85; Vermont Central and Vermont and Canada 8s, 102¾; Mansfield and Framingham R. R. 7s, 93½; Dixon, Peoria and Hannibal R. R. 8s, 1889, 97; Indianapolis, Bloomington and Western 7s, 82½; Vermont and Massachusetts 6s, 1883, 92¼; Burlington and Missouri River R. R., 8s, 1889, 102½; Norwich and Worcester R. R., 103½; Eastern (N. H.) R. R., 117¼; Indianapolis and Cincinnati R. R., 7; Conn. and Pass. Rivers pref., 84; Summit Branch, 36¼; Boston Water Power Co., 16; Cary Imp., 8; Massachusetts 5s, 1894, gold, 95¼; do., 6s, 1872, gold, 106⅞; New Hampshire 6s, 1884, 95⅝; Maine 6s, 1889, 97⅜; Boston 6s, 1880, currency, 100½; do., 5s, 1877, gold, 95½; Worcester 6s, 1880@1885, 99¼; Albany 6s, 1896, 92; Bangor 6s, 1874, 95; Portland 6s, 1877, 95¼; do., 1887, 90¾; St. Louis 6s, 1888, 85¾; Hartford 6s, 1889, 96¾; Brooklyn 7s, 1904, 100⅛; do., 6s, 1892, 92¼; Chicago 7s, 98; St. Louis Co. 7s, 1885, 95; Cincinnati 6s, 1886, 92; Cook Co., Ills., 7s, 1880, 97¾; Hancock Mining Co., 1⅜.

Baltimore.—Orange and Alexandria 3d mort. 8s, 82; do., 4th mort., 73⅛; Western Maryland 2d pref. bonds, 62; Northern Central 6s, 1900, gold, 94; Maryland Defense bonds, 103; Virginia 6s, old, reg., 50⅜; Bare Hill Mining Co., 0.09. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91¾@92⅝; Baltimore and Ohio, 126@127; do., 6s, 1875, 94@95; do., 1880, 93½@94¾; do., 1885, 91⅛@92; Northern Central, 42@43⅛; do., 6s, 1885, 93@94; do., 1900, 87@87¾; do., 6s, 1900, gold, 92@93½; Parkersburg Branch, —@—; N. W. Va. 1st mort., 94@95; do., 2d mort., 95@—; do., 3d mort., 1885, —@91; Marietta and Cincinnati 7s, 1892, 92@93; do. 2d mort., 71½@72½; Central Ohio, 25@25; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@77; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 61¾@63½; do. 6s, guar., by Washington Co., 80@85; Richmond and Danville bonds, 75@77; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 74½@75; do, 3d mort., 8s, 81@82½; do., 4th mort., 8s, 73¼@73½; Orange, Alex. and Manassas 7s, 75@76; Virginia and Tennessee 8s, 83@83½; do., 6s, 1st mort., 81@84; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 91⅛@91½; do., 1884, 90⅞@91; do., 1886, 91¾@92; do., 1890, 92@92½; do., 1893, 93@94; do., 1900, 91⅛@91¾; do., 5s, 1838-'70, 75@79; Memphis City 6s, 56@58; Maryland Defense Loan, 1883, 102¾@103; City Passenger R. R., 19@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.09@1.00.

THE CENTRAL RAILROAD OF IOWA, connecting St. Louis and St. Paul, and running through the finest portion of Iowa, is now nearly completed. The remaining million of its 7 per cent. gold First Mortgage Bonds is now offered at 90 and accrued interest. Parties who desire a strictly first-class investment in one of the very best roads in the county are invited to examine into the merits of this security. It pays fully one-third more interest than governments, which are taken in exchange at the highest market rate.

W. B. SHATTUCK, Treasurer,
32 Pine-st., New York.

After a full examination, we have accepted an Agency for the sale of the above First Mortgage Bonds, and desire to recommend them to our customers AS A THOROUGHLY SAFE AS WELL AS PROFITABLE INVESTMENT. JAY COOKE & Co.

Pamphlets, with map, may be obtained, and subscriptions will be received at the COMPANY'S OFFICES, No. 32 Pine-st., New York; at offices of JAY COOKE & Co., New York, Philadelphia and Washington; the BANK OF NORTH AMERICA, and banking houses of HOWES & MACY, New York.

☞ The Seaboard and Roanoke Railroad Company has declared a semi-annual dividend of 4 per cent., clear of United States tax.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, NOV. 1, 1870.

☞ THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

The five-twenties of 1867 are selling to-day at 110, and the Central Pacific Bonds at 91; $1,000 of the former will buy $1,000 of the latter, and leave nearly $200 for use or for re-investment; or $5,000 of the former, paying $300 in gold annually, will buy $6,000 of the latter, paying $360 in gold annually, and leave a balance in cash of about $50.

The Central Pacific is a completed, thoroughly-built, well-managed road, doing a large business, and earning an immense revenue. The bonds are well and favorably known, and constantly dealt in, both here and in the chief financial centres of Europe, and they can be disposed of at a quoted market price with the same facility as Government bonds, and are daily quoted at the Stock Exchange.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

☞ CONNECTICUT LOAN.—FIRST MORTGAGE SEVEN PER CENT. BONDS OF THE GRAND THROUGH ROUTE from NEW YORK TO BOSTON—issued by the NEW HAVEN, MIDDLETOWN AND WILLIMANTIC R. R. CO. OF CONNECTICUT.

The work on the Road has progressed steadily during the Summer and Fall. More than three-quarters of the line is finished; trains are running regularly between New Haven and Middletown, and it is believed the whole will be open for through business during the coming Spring.

The earnings on the section now in operation prove the capacity of the Road to pay largely over and above its interest liability.

THE NECESSARY FUNDS TO COMPLETE THE UNFINISHED WORK ARE SECURED, WHICH INSURES THE EARLY OPENING OF THE LINE, AND MAKES THE INVESTMENT AS DESIRABLE AS ON A ROAD ALREADY IN OPERATION.

PRICE PAR AND INTEREST.

Bonds can be obtained of any Bank or Banker, or by sending to ourselves.

HATCH & FOOTE,
Bankers and Dealers in Government Securities,
No. 12 WALL ST.

☞ The last rail, completing the Mobile and Chattanooga Railroad between Mobile and New Orleans, was laid on the 29th ult.

Grand Rapids and Indiana Railroad.

The practical, formal opening of a railroad by which more than two hundred miles of direct communication are added to the trade of our city, is an event of more than passing interest.

We have already, through our correspondence, called the attention of our citizens to this work; now, through the sagacity and courtesy of its managers an excursion throws it open to their inspection.

This great work of internal improvement is designed untimately to form a prominent link in the chain of intercommunication with China and the East Indies generally through the short route of the Northern Pacific Railroad.

Its immediate and to us more important mission is to open to our markets the rich agricultural products of the garden state of the West, its vast fields of pine and other lumber, its stores of plaster, and even the immense resources of iron and copper will be rendered more valuable and available for our purposes.

Like similar projects undertaken some twenty years ago, the line now known as the Grand Rapids and Indiana Railroad, consisted of some three or more corporations, which were merged in 1857. The auspices were considered favorable and under prudent and sagacious management the road might have been placed upon sound financial basis and completed years ago. It issued bonds based upon its land grant; it received liberal donations from villages and other municipal corporations, and citizens subscribed to its stock. Its finances were not husbanded nor judiciously expended, and its bonds, getting into the hands of financiers whose reputation would not admit of their getting further, the company fell into discredit.

Thus it dragged until it came into the hands of Judge Hanna, of Fort Wayne, in 1866, who was elected President in that year. Those who know the reputation and practical ability of this lamented official do not doubt that the measure he planned would have eventuated successfully. His untimely demise, however, destroyed all hopes in that quarter,—the Hon. J. K. Edgerton, of Fort Wayne, became the Judge's successor as President.

Mr. Edgerton brought with him an extended reputation in railroad operations, and a character for honor and integrity unimpeachable and unimpeached. He obtained the assistance of Messrs. Talcott & Co., of Chicago, as contractors, gentlemen of wealth and character, well known in railroad circles. For two long and dreary years the President of the road and the contractors prosecuted the work under the greatest financial embarrassment and discouragement. Promises of aid and assistance, upon which they relied, only met with disappointment, and a most powerful and well planned scheme was laid to defeat the completion of the road, and secure for its projectors the land grant and franchises of the Grand Rapids and Indiana Railroad. Nearly one hundred miles of railroad, parallel to its line, were constructed and legislation obtained, providing for the contingency of the transfer to this adverse interest. Talcott & Co. completed twenty miles of the railroad, from Grand Rapids north, to Cedar Springs in 1867, and although most of the grading, ties, &c., for fifty miles south from Grand Rapids were prepared, the road was brought nearly to a stand still in 1868. The hearts of the schemers rejoiced, but at this junction came the Continental Improvement Company.

This Company, organized in Pennsylvania, with General G. W. Cass for its President, began its operations on the 1st day of May, 1869. In sixty days it had cleared forests, levelled hills, filled morasses, bridged rivers, and constructed complete and equipped, twenty miles of first-class railroad. A work unprecedented even in these days of Pacific energy and engineering. The road was constructed under a receiver, the Hon. Jesse L. Williams, of Fort Wayne (it had found its way into court), by contractors Messrs. Talcott & Co., of Chicago; Mr. Jas. Zimmerman, a Pennsylvanian from Lancaster county, was also one of the contracting party, and Mr. Williams called upon Mr. Godfrey, of Grand Rapids, to assist in a part of the work. The friends of the company were agreeably surprised, and the enemies astounded and confounded. At this stage of proceedings, the parties who had undertaken to gobble the whole of the land grant saw their chances growing small by degrees, with imperturbable cheek, proposed to "withdraw their opposition, provided the Continental Improvement would divide the land grant with them! As the late Col. Diehl would say, "there has been no *divy* as yet."

The Company then began to look around and examine their property, of which they had little knowledge through their own agents. Ties and timber, delivered many years before, had rotted on the ground. Other, more recently obtained, had been taken by dishonest individuals, they had been used to repair highways, and one lot of seven thousand cross ties carried off bodily to another railroad and sold to another company. There were many unliquidated accounts and many more were claimed. Deeds for right of way had never been recorded and many had been lost or destroyed, and all sorts of claims, legitimate and illegitimate, were made by property owners and interested parties. Our townsman, Mr. D. H. Williams was engaged in securing the timber and property of the company between Fort Wayne and Grand Rapids, and the President of the Railroad Company, assisted by Mr. Williams and others, unravelled and adjusted the almost inextricable confusion into which the right of way question had become involved. In the meanwhile the Continental Company organized the Land Department under the supervision of the Hon. William A. Howard of Detroit, as Commissioner, assisted by the Hon. P. R. L. Pierce, of Grand Rapids. They also placed the company upon a sound financial basis, issuing bonds guaranteed by the Pittsburg, Fort Wayne and Chicago Railway, and for the payment of which they mortgaged their property and pledged the proceeds of the sale of their lands. These securities have already taken rank amongst the first-class securities of the country, and have been taken by moneyed men for investment, and have never been seen in the market in this country. Work was resumed upon the railroad north of Fort Wayne, and early in June, 1870, the road was completed and cars running to Sturgis, fifty-six miles north of Fort Wayne. At about the same date a further section of twenty miles north of Grand Rapids was opened through Big Rapids on the Muskegon river to the City of Paris, which is the present terminus of the road at the north. The excursionists will pass over more than two hundred miles of railroad, all but twenty of which were mainly constructed and entirely completed by a company organized in Pennsylvania, much of the capital being owned here and the officers and the board of directors, with a single exception, Col. Thomas A. Scott, being residents of this city. The officers of the Continental Improvement Company are G. W. Cass, President; Wm. Thaw, Vice President; and W. R. Shelby, Secretary and Treasurer.

By a contract with the Pittsburg, Fort Wayne and Chicago Railroad Co., assumed by the consent of all parties by the Pennsylvania Railroad Co., that company controls the stock of the Grand Rapids and Indiana Railroad Company, and its management is under the control of J. N. McCullough, Esq., as General Manager, who is also General Manager of the Pittsburg, Fort Wayne and Chicago Railway, (Pennsylvania Railroad lessee.)

The officers are J. N. McCullough, Esq., General Manager; Charles E. Gorham, Fort Wayne, General Superintendent; William P. Shinn, Pittsburg, General Freight Agent; F. L. Myres, Chicago, General Passenger Agent. These all hold corresponding situations on the Pittsburg, Fort Wayne and Chicago Railway. They are assisted by H. D. Wallen, of Fort Wayne, and J. L. Shaw, of Grand Rapids, Assistant Superintendents, and E. P. Vining, of Grand Rapids, Freight Agent, and F. Gorham, of Fort Wayne, Auditor.

Thus Pennsylvania capital and Pittsburg energy has permeated this, hitherto to us, inaccessible region, and restored order out of chaos, and a well organized and equipped railroad now reaches two hundred miles into a country with which we have not had much intercourse. More than half a million of dollars has already been paid to Pittsburg mechanics to build and equip this road. Directly and indirectly, this improvement has been the means of the disbursement of a million of dollars in this vicinity, and yet we could probably count upon our fingers all who have ever heard that there was such a railroad in existence.

As we remarked before, this railroad is designed to connect Fort Wayne in Indiana with the Straits of Mackinac in Michigan. It is literally a back bone passing through the left centre of the latter State for a distance of one hundred miles through one of the proverbially fertile regions of the country, if not of the world.

A correspondent of this paper during the year 1869, wrote as follows of this region:

A BEAUTIFUL COUNTRY.

"Three miles to the north, Fawn river is crossed, and one mile beyond this is the boundary line between the States of Indiana and Michigan. We leave the Mongoguanong Prairie and enter upon the prairies of Michigan, the first of which is Oxbow Prairie, outlying the one in which is located the village of Sturgis. Unlike the general prairie region of the Western States, the praries of Michigan are underlaid with a gravelly soil, and are almost unaffected by excessive rains or protracted drouth. Notwithstanding the heavy rains which have proven so disastrous the past season to the corn crop of the West generally, owing to the facts above stated, the crop of that cereal upon the prairies of Michigan and of Northern Indiana will be a good average. Winter wheat and fruit, so precarious on the Western prairies, are here sure and profitable. The rich fields of golden wheat, and the trees bending with their loads of luscious fruit, which meet one's gaze in this region, fill the unaccustomed eye with wonder at the profusion with which these gifts of a bountiful Creator have been bestowed upon this favored locality. A generation has not passed since this soil was reclaimed from the savage; yet beautiful villages, highly improved farms, excellent schools, well filled colleges of high rank, long lines of deposit in country banks, show that this community is intelligent, industrious and prosperous; and a contemporary says, speaking of the Nottawa Prairie: 'Michigan abounds, as is well known, with prairies limited in extent as compared with those vast tracts in Illinois and other western States, but equally rich in soil and susceptible of raising winter wheat, fruit and other crops, which fail farther west. Amongst the richest in soil and most picturesque in appearance, is Nottawa Prairie, in St. Joseph county. On the north it is bounded by the St. Joseph river, the luxuriant foliage of the forest trees upon the banks forming a relief to the otherwise somewhat monotonous landscape of the prairie.'"

The City of Fort Wayne, the southern terminus of the road, is located on Wabash and Erie Canal, at the crossing of the Pittsburg, Fort Wayne and Chicago Railway, the Toledo, Wabash and Western, the Cincinnati and Munice, and the Jackson, Lansing and Saginaw Railroads. It contains thirty thousand inhabitants, and is already a place of commercial and manufacturing importance. It will be a very favorable point for the distribution of the immense lumber, plaster and other traffic of the Grand Rapids and Indiana Railroad.

Kendallville is twenty-six miles from Fort Wayne, on the Michigan Southern "Air Line railroad," and is the leading business point in Noble county, Indiana. It contains about five thousand inhabitants, and is one of the most important shipping points between Toledo and Chicago.

Rome City is situated seven miles northwest

from Kendallville, at the outlet of an extensive system of lakes, which cover many miles of ground, and which form a reservoir for a water power which has at this point a fall of twenty-six feet; it is already improved with woolen factories, flouring mills, &c., which, when fully developed, will make this an important point. The village is located on a fine elevated plateau, with a gravelly soil, and there are chalybeate springs, which are said to possess great medicinal virtues. The beautiful lakes, affording many miles for the sports of sailing or rowing, and fishing; delightfully shaded banks, admirably adapted for walks and picturesque drives, seem to justify anticipations which steps have already been taken to realize, to wit: To erect buildings and make it a summer resort for persons seeking health and recreation.

La Grange is the county seat of the rich and fertile county of the same name. This is a very pleasant and prosperous village, situated upon the verge of the beautiful and productive prairie region developed upon the north and west.

Northward six miles brings us to the beautiful village of Lima, situated in the midst of the Mongoguanong Prairie, on the Pigeon river.

Stugis is fifty-six miles north from Fort Wayne, located upon Sturgis prairie. The Grand Rapids and Indiana railroad crosses the Michigan Southern railroad at this place.

Seven miles north from Sturgis is the picturesque village of Nottawa, delightfully situated on the banks of Sand Lake. Two miles further northward the "Michigan Air Line" Railroad is crossed, a road designed to shorted the distance between Detroit and Chicago upon the Michigan Central Railroad, by cutting off a detour made by the latter to the northward, to reach the villages of Marshall, Battle Creek, Kalamazoo, etc.

Kalamazoo is one of the most beautiful villages in the State, or for that matter, in the country, or anywhere else. There are many blocks of stores, &c., and some very beautiful private residences. The building material chiefly used are the cream-colored, or so called "Milwaukee" brick. It has gas works and Holley water works, and its principal streets are paved with Nicholson pavement. It is the county seat of Kalamazoo county, and the State Lunatic Asylum is located here. It is now an important railroad centre, no less than five roads meeting at this point—Michigan Central, Grand Rapids and Indiana, the Kalamazoo and the White Pigeon; the Kalamazoo and South Haven; the Kalamazoo, Allegan and Grand Rapids; besides these, running from Port Huron, Michigan, to Chicago, Illinois, crosses the Grand Rapids and Indiana, a few miles south of this place.

The Railroad Company design the erection of an engine house, and such other shops and buildings as may be required upon grounds in the south part of the village, donated by Hon. Charles E. Stuart and others.

The branch of the Michigan Southern Railroad is crossed again at Plainwell, eleven miles north from Kalamazoo.

Grand Rapids is the city second in wealth and population in the State of Michigan only to the City of Detroit. It is situated at the head of navigation of the Grand river, which furnishes at this point almost an unlimited amount of power, by means of the rapids or falls, extending along the river three miles. The beds of plaster near this city are almost inexhaustible and now yield about one hundred thousand tons per annum. At this place are located the offices of the Company. Hon. W. A. Howard, formerly member of Congress from Michigan, is Commissioner of the Land Office. The office of Mr. Shaw, Assistant Superintendent, is also located here.

Mr. McQuewan, the well known lumber merchant from this city, has established, in company with Messrs. Long, extensive mills at Grand Rapids.

The country, after leaving the Grand river, assumes the usual feature of a new region just beginning to be developed. The immense piles of lumber, the shingles and lath, exhibit the staple upon which the country will rely for its immediate prosperity. Embryo villages mark the line of the road in great profusion, and the school houses, church spires and the sign-boards show evidences that literature and religion, commerce and manufactures are already established.

We enter now upon the munificent domain of the Company, the Land Grant of the Company, thirty miles in width on each side of the road, and comprising altogether more than one million two hundred thousand acres of pine timber lands and agricultural lands, estimated to be worth the round sum of twelve millions of dollars.

Big Rapids, on the Muskegon is looked upon as the city of the future in this region. Pennsylvania enterprise has established itself here; the leading and most enterprising citizen, Mr. John Brown, was formerly in the lumber business in this vicinity, and is well known to many of our citizens.

The Continental Improvement Company, believing that the interests of the railroad would be advanced by the speedy opening and cultivation of their unimproved lands, early in the summer of this year sent the Rev. Dr. Tustin, of St. Mark's (Episcopal) church in Grand Rapids, to Norway, for the purpose of inducing emigration to their lands. His mission has been successful. Sixty males have already arrived, to be employed on the railroad during the winter, and to enter upon their lands in the spring. The families of these immigrants will follow them in the spring, and a large colony will probably be established eventually, as several hundred are preparing to follow at suitable intervals. Liberal provision for their transportation and comfort have been made by the railroad companies, who assist those requiring assistance, to be repaid by labor.

TABLE OF DISTANCES FROM PITTSBURGH AND FORT WAYNE.

	Miles.
Pittsburgh to Fort Wayne	320
Fort Wayne to	
Huntertown	12
Avilla	21
Lisbon	26
Kendallville	28
Rome City	35
La Grange	46
Lima	52
(MICHIGAN.)	
Sturgis	57
Air Line Crossing	67
Mendon	72
Brady	80
Austin's Lake	85
Kalamazoo	93
Plainwell	104
Martin	110
Wayland	120
Grand Rapids	142
Rockford	155
Cedar Springs	162
Pierson	169
Howard City	175
Morley	182
Big Rapids	197
Paris	202

We cannot conclude this article without referring to some of the advantages that will accrue to persons residing along the line of this new road, by thus being brought into direct communication with Pittsburgh. Our city has long been recognized as the great manufacturing center of the country, and the completion of this new line of travel and transportation brings those distant localities to our very doors, and will enable them to reap many benefits of which they would have otherwise been deprived. Our manufacturers are prepared to meet and supply all the many wants incident to the settlement of a new country, or the requirements for the development and progress of the many thriving cities and villages located along the road. Our iron manufactures include every imaginable article known to the iron trade, all of which can be supplied on terms more desirable than can be offered in any other place. Our machinists, who are skilled and experienced in the construction of machinery of all kinds, are prepared to supply every demand for engines, saw and grist mills, portable mills, planing machines, and the thousands of other machines which may be required, and can furnish them of such quality of workmanship and at such prices as will defy competition. Our extensive window glass and glass ware manufacturers are also prepared to fill orders no matter how large, while the numerous other articles, impossible to specify which are manufactured here will all find ready sale in the new market thus opened. The residents of the agricultural districts will find all the celebrated inventions, to facilitate and lighten the labors of agriculturists, such as plows, mowers, reapers, horse rakes, sowers, drills, presses, cane mills, etc., manufactured here in great variety and in superior style.

No doubt all the more important articles manufactured here have long been in use throughout the length and breadth of the country traversed by this new road, but now the consumers will have the opportunity of purchasing direct from our manufacturers, and can have their purchases shipped direct without being subjected to the annoyances of dealing through second parties and the delays incident to roundabout means of transportations. Indeed the advantages which will be gained by those living along the line of the road by direct communication with this city cannot be overestimated, and we feel confident that this will become more and more appreciated every day.—*Pittsburg Chronicle, Oct. 25.*

Mobile and Montgomery Railroad.

Messrs. SOUTTER & Co., No. 53 William street offer for sale at 95 and accrued interest, in currency, the unmarketed balance of $450,000 of the First Mortgage Eight per cent. gold bonds of the Mobile and Montgomery Railroad Company. The purpose of the loan is to complete the connecting link of the road between Tensas, the present terminus, and the City of Mobile,—fifteen miles,—and thus to establish through rail connection to Mobile and New Orleans. The road, when extended to Mobile, will be 182 miles in length. The cost of the road is given at over $30,000 a mile, while the mortgage is very little more than $13,000 per mile. The road is the only connecting line of railway between Montgomery and Mobile, and is an important link in the great through coast line between New Orleans, Mobile, Montgomery, Savannah, Charleston, Richmond and New York, or the interior line between the same points, via Augusta, Charlotte and Danville. The net earnings of the road are reported as having regularly increased at the rate of about 20 per cent. per annum since the organization in 1867, and are now much more than enough to pay the interest upon all the bonds authorized to be issued, more than one half of which are in the hands of the company. The State of Alabama gives its indorsement to the bonds of the Company, which are made payable, principal and interest, in gold—the interest semi annually, in May and November, in the city of New York. The bonds are confidently recommended by the bankers of the Company as a most desirable investment. The November interest on these bonds will be paid by Messrs. SOUTTER & Co.

☞ The Chesapeake and Ohio Canal Company have paid the twenty-five per cent. dividend of $55,000 on the principal of the repair bonds, and have $40,000 remaining in the treasury. Another dividend of $55,000 on the repair bonds it is proposed to pay on the 1st of January.

List of U. S. Patents.

Issued for Improvements Railroad Construction, Rolling Stock, &c., for the week ending Nov. 1st, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,777.—Spring Seat for Railway Cars, Thomas J. Gifford, Salem, Mass.

108,789.—Railway Car Axle Lubricator, Charles Hyatt, Buffalo, N. Y., assignor for ⅔ of his right to Joseph N. Milchan and Edward Schlenker, same place.

108,792.—Time Signalling Apparatus for Railroads, John G. Johnson, Coombe Fields, England.

108,810.—Dumping Car, William Merrington and Nathan Kirkwood, McKeeseport, Pa.

108,814.—Pile for Engineering Purposes, Thomas W. H. Moseley, Boston, Mass.

108,825.—Car Wheel, John Raddin, Lynn, Mass.

108,830.—Railway Car Brake, James L. G. Rice, Cambridge, Mass.

108,894.—Railway Snow Shovel, John W. Elliot, Toronto, Canada.

108,899.—Locomotive Smoke Stack, Eugene Fontaine, Fort Wayne, Ind., assignor to himself and Wm. Roberts, same place.

108,927.—Lock Nut, John Miller, Jr., Marshalltown, Iowa.

108,931.—Composition for Bearings, Eliza D. Murfey, New York, N. Y.

108,932.—Pneumatic Car Brake, David Myers and Albert B. Pullman, Chicago, Ill.

REISSUE.

4,172.—Corrugated Iron Bridge, Richard Montgomery, New York, N. Y. Patent No. 25,210, dated August 23, 1859.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—ATTEMPTING TO CROSS RAILROAD TRACKS—WHAT IS ORDINARY CARE.

The late case of Langhoff *vs.* The Milwaukee and Prairie Du Chien Railway Company and another (23 Wis. 48,) was an action under the statute against the Milwaukee and Prairie Du Chien and the Chicago and Northwestern Railway Companies, for the killing of Mary E. Langhoff, plaintiff's intestate, by trains on defendants' roads, at a street crossing in the City of Janesville, through the negligence, as is alleged, of defendants' servants, and while said trains were running at an unlawful rate of speed and racing with each other upon adjoining tracks at said crossing. The separate answers of the defendants deny most of the material averments of the complaint and allege negligence on the part of the deceased. The evidence on the new trial was very voluminous and will not be stated here. The jury found for the plaintiff, and assessed the damages at $10,000. The defendant moved for a new trial, on the ground, among others, that the verdict was based upon insufficient evidence; and, the motion having been denied, they appealed from the judgment. The following is the opinion of the court delivered by

DIXON, C. J.—When this cause was formerly here on appeal from the judgment of nonsuit (19 Wis., 489,) we said that, were we satisfied from the evidence that the deceased knew the speed at which the trains were moving, or that she could reasonably have calculated it, or that she knew that there were two trains running nearly side by side over the two roads, we might then agree that the nonsuit was proper. The cause has now been fully tried on its merits, and much testimony upon these points taken which did not before appear; and from this testimony we are quite satisfied there can be no recovery in the action. It not only appears that Mrs. Langhoff must have seen and known that the two trains were approaching side by side, or nearly so, but also that with the exercise of any care on her part she must have known that they were running at a much greater rate of speed than usual. The additional testimony not only convinces us of these facts, but it shows that, looking at the trains, she paused for a moment at or near the tracks, as if to consider whether she might safely proceed or not. She proceeded, and the fatal result shows the recklessness of her conduct. No prudent person would have attempted the passage under such circumstances; and the inference of negligence is so clear and unavoidable that no jury can be justified in returning a verdict for the plaintiff. People who knowingly and deliberately take such risks must suffer the consequences of their own want of care or errors of judgment. Without, therefore, dwelling upon the evidence, which we deem to be unnecessary, we must reverse the judgment, and remand the cause for a new trial.

Judgment reversed.

New Haven, Middletown and Willimantic Railroad.

The Bonds of the New Haven, Middletown and Willimantic Railroad Co., advertised by Messrs. HATCH & FOOTE, seems to be exceedingly attractive as an investment. They are amply secured, pay a liberal interest, and to Connecticut investors a very large return, being free from State and local taxes there. The gentlemen forming the Board of Directors are among the most prominent men in Connecticut, and their support to the enterprise is a guarantee of its soundness and strength. The line, the Company say, will be open early next year, and when in operation will, without doubt, form one of the pleasantest and safest, as well as the quickest and most direct routes between the two financial and commercial centres of America.

☞ The receipts into the Treasury of the City of Philadelphia during the three months of July, August and September amounted to $2,409,004, which, with $2,099,266 on hand, makes an aggregate of resources for the quarter of $4,508,270. The disbursements for the same time were $3,158,432, leaving in the Treasury on the 1st October $1,349,837.

☞ The work of straightening the track of the West Jersey Railroad from Mantua Station below Woodbury to Glasboro', is now completed. By this improvement the heavy grades along that portion of the road are obviated. The track where relaying is needed is being laid with steel rails twenty feet long, and costing $60 a piece.

☞ Joshua Brown has been re-elected President, Joseph H. Nicholson Secretary, and John F. Baldwin Treasurer, of the Annapolis and Elkridge Railroad Company.

Western Lands Opened up for Settlement.

One of the vast resources which the United States have beyond other nations, is its landed possessions. West of the Mississippi, there are hundreds of millions of acres of good lands awaiting settlement—sufficient, if sold, to pay the entire national debt. A considerable portion of these lands have passed into the hands of railroad companies, who thus become immediately interested in the building of the roads, the sale of the adjoining lands, and their settlement by a peaceful, industrious and thrifty population. Acting under the wise policy that the railroads would confer a new value on the public lands (which without the roads would remain long unsold), Congress has granted alternate sections of land along several lines of road, and has doubled the minimum price of the remaining sections, so that the Treasury will ultimately receive just as much for its lands, and will have stimulated the construction of new lines of communication and industry besides.

The most notable example of the beneficence of this course is afforded by the Central Pacific Railroad Company, which was enabled, by moneyed assistance of the Government, to build their magnificent Trunk line of nearly a thousand miles, with but a very light financial burden; and now that their road is thoroughly equipped, and earning nearly a million a month, are ready to offer their lands for sale. This Company have, adjacent to their main line, 2,000,000 acres of excellent lands in California, 4,000,000 acres in Nevada and 1,000,000 acres in Utah. Along the line of the California and Oregon Branch they have also 2,500,000 acres, and along the line of the San Joaquin Valley Branch nearly 1,000,000 acres, or more than 10,000,000 acres in all. These lands, which the Company are offering to settlers at from $2.50 to $10 per acre, will ultimately realize to the Company a sum equal to the original cost of their road, and prove a magnificent return for the foresight and courage they showed in undertaking the construction of the road through an uninhabited waste. Half a million of Europeans come annually to our shores, and here is an inviting choice of every variety of lands offered to them at insignificant prices. Fifty years hence, the Pacific coast will boast of 5,000,000 population, and San Francisco will be supreme on the Pacific coast, following hard after New York in wealth and commerce.

Office of the MOBILE AND MONTGOMERY RAILROAD COMPANY, October 20th 1870.

THE INTEREST ON THE FIRST MORTGAGE EIGHT PER CT. GOLD BONDS,

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Due November 1, 1870, will be paid at the office of

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CHARLES T. POLLARD, President.

Office of the Mobile and Ohio Railroad Company.

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A. MURDOCK,
President Mobile & Ohio Railroad Company

To Contractors.

SEALED PROPOSALS will be received until the 15th of November next for the grading, masonry and bridging of the Duxbury and Cohasset Railroad from the South Shore Railroad, in Cohasset, Mass., about 18 miles, to Duxbury, Mass.

The work will be let entire or in sections, as may be desired.

The company reserves the right to reject all bids not satisfactory.

Plans, profiles and specifications may be seen at the office of the company in the depot at Cohasset, or at the office of the Old Colony and Newport Railway in Boston.

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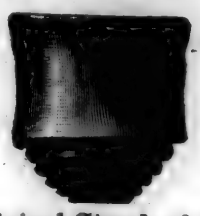
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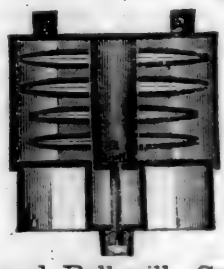
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SECOND QUARTO SERIES, VOL. XXVI., No. 46.] SATURDAY, NOVEMBER 12, 1870. [WHOLE No. 1,804 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 12, 1870.

Railroad Progress in New England.—A Through Route to Halifax.

Several important railroad enterprises, designed to furnish new and more direct connections between important points, and to bring the principal agricultural and manufacturing districts into closer communication with this market, are making satisfactory progress in the East, and the next few years will witness the addition of many important roads to the railroad system of New England. Among the most important of these new roads are those forming a series of connecting links extending from this city to Portland, Maine, by the most direct route practicable; and which, with the existing railroads in Maine, and the European and North American Railroads, now building, will constitute a new through route from this city to Halifax. The advantages of this over existing routes to Portland are that it is shorter by some sixty miles than the most direct line *via* Boston, and that the travel and traffic which it is designed to accommodate will avoid the detentions and inconveniences now incurred at the last named city. Passengers destined to points further East, or coming westward through Boston, are now required to leave the cars on one side of the city, and be transferred by stages, hacks or private conveyances to the opposite side. This is a serious inconvenience to the traveling public, but the expense of unloading, transporting and re-loading through freights in the same manner is a still more important consideration, and one which will probably attract for the new route a greater part of the through traffic. The new roads needed to complete this chain of through communication are all making satisfactory progress. The route consists of the following roads: the New York and New Haven Railroad, to New Haven; the new Connecticut Air Line from New Haven to Daysville, *via* Willimantic; the Norwich and Worcester road from Daysville, at which point it is intersected by the Air Line, to Worcester; the Worcester and Nashua road connecting the two cities after which it is named; and the Nashua and Rochester and the Portland and Rochester roads, the former projected, and the latter nearly finished, to Portland, Maine. From Portland the route is continued by the Portland and Kennebec and Penobscot and Kenebec to Milford, Maine, from which point the European and North American roads will complete the connection with Halifax.

Most of the roads forming this route are already in successful operation, and the remaining links will be opened to business without unnecessary delay. The Connecticut Air Line is pushing rapidly toward completion, the Portland and Rochester road will be opened before the end of the present year, while the Nashua and Rochester enterprise is in good hands, and its construction will be begun at an early day. Most of the connecting roads tributary to its business are represented in its management, and the financial condition and prospects of the company are encouraging. The European and North American enterprise is also in a prosperous condition. The section of this line lying within the State of Maine, which, with the section crossing the provinces of New Brunswick and Nova Scotia, is designed to form a continuous line from Bangor, Maine, to St. Johns and Point du Chesne, N. B., and Halifax, N. S., is progressing rapidly. The provincial section, which is built by the Government of New Brunswick and owned by the Dominion of Canada, 140 miles in length, is partially completed, and the through communication at this end of the route will soon be opened.

Besides a profitable local traffic, to which the entire section traversed is tributary, the new route will command a profitable business in through freights to and from Maine and the British provinces. The westward and southward bound traffic of the entire railroad system of Maine, which embraces some seven hundred miles of road in operation at the present time, is now dependent for an outlet upon a single road, the Portland, Saco and Portsmouth. An unfair advantage might be taken of the monopoly thus enjoyed, by the establishment of a tariff of excessive freight rates and passenger fares upon this road, and as its carrying capacity is inadequate to the demands upon it, the competition which will follow the opening of the Portland and Rochester road for both Boston and through business will be found doubly beneficial to the business community and traveling public. It is also expected that the new route will attract a profitable business in European freights and travel. The saving of from three to four days in ocean transit between New York and Great Britain is an important item. The cost of transhipment and overland freightage will probably prevent the forwarding of heavy freights by rail, but passengers, light freights and mails, carried by the ocean steamers touching at Halifax, will doubtless take advantage of the saving of time thus effected.

Besides the new roads we have mentioned, a number of others, of greater or less importance, are building throughout the New England States. Among the most important of these is the Boston, Hartford, and Erie road, although the financial complications of the company have seriously interfered with the progress of the work and indefinitely delayed its ultimate completion. The Boston, Harford and Erie Company was originally organized for the purpose of opening a through railroad line, by the consolidation of existing and the construction of new roads, from Boston *via* Willimantic, Hartford and Waterbury, to Fishkill on the Hudson. For this purpose provision was made for the consolidation of the Norfolk County and the Hartford, Providence and Fishkill roads with the Massachusetts lines. To complete the line from Fishkill to Boston the consolidated company were to construct a line from Mechanicsville, Conn., to Willimantic, 26 miles, and another from Waterbury, Conn., to Fishkill, in this State, both of which are now in progress. A third line of 18 miles is also to be constructed from Southbridge to Palmer, to establish a connection with the Boston and Albany road. The total length of railroad embraced in this consolidation will be about 400 miles, but the completion of the work according to the original plan has, we fear, been long delayed by the disastrous financial operations of the managers of the enterprise. The Company has not yet availed itself of the right to purchase the Hartford, Providence and Fishkill, and the Norfolk county roads, although the latter is operated under a lease as part of the main line of the Boston, Hartford and Erie road. Under a new management, the affairs of the Company are being gradually brought into better shape, and there is

no reasonable doubt of the ultimate completion of the consolidated through route provided for in its charter.

A number of railroads are also building in the East for the accommodation of local travel and traffic, and as connecting links between established lines. Among these may be mentioned a short road from Rutland to White River Junction, connecting the Rutland and Vermont with the Vermont Central and the Northern roads; another from Cavendish, Vt., to Bradford, N. H., extending the Concord and Clarendon road to Rutland; another from Montpelier to Wells River, connecting a bend of the Vermont Central with the junction of the Boston, Concord and Montreal and the White Mountain roads; another from Keene to Hillsboro, in New Hampshire; another from Concord to Rochester in the same State; and several others designed for the accommodation of an exclusively local business. Many others are projected, some of great importance, but their construction is still a matter of doubt and some years, at least, must elapse before they are fairly undertaken. At the beginning of the present year the railroad mileage of the six New England States was 4,301 miles. The most active interest is everywhere shown in the extension of railroad facilities in all directions, and the completion of the roads now in hand will effect many important additions to the railroad system of this section.—*N. Y. Daily Bulletin.*

Commerce of New York.

The foreign imports at New York for the month of September 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$12,938,666	$17,745,075
Do. for warehousing	8,840,059	7,748,840
Free goods	1,200,764	1,409,353
Specie and bullion	1,364,904	592,496
Total entered at port	$24,344,393	$27,495,764
Withdrawn fr. wareh'use	11,121,143	10,732,135

The foreign imports at New York for the nine months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$122,050,107	$129,923,147
Do. for warehousing	102,664,623	93,136,652
Free goods	11,610,631	9,980,838
Specie and bullion	11,738,578	8,381,171
Total entered at port	$248,063,039	$241,421,808
Withdrawn fr. wareh'se	83,966,198	90,935,835

The revenue from customs at New York for nine months from January 1, were:

	1869.	1870.
In Sept	$11,975,804 75	$14,182,516 12
Pr. eight months	87,357,518 77	93,253,165 37
Nine months	$99,333,323 52	$107,435,681 49

The exports from New York to foreign ports in the month of September, were:

	1869.	1870.
Domestic produce	$16,610,324	$15,157,390
Foreign free goods	16,960	11,451
Do. dutiable	699,680	923,627
Specie and bullion	1,763,171	4,616,856
Total exports	$18,990,135	$20,709,324
Do. exclusive of specie	17,226,964	16,092,468

The exports from New York to foreign pors for nine months from January 1, were:

	1869.	1870.
Domestic produce	$134,728,340	$126,422,006
Foreign free goods	255,206	332,895
Do. dutiable	5,222,036	7,777,750
Specie and bullion	26,717,628	48,927,983
Total exports	$166,923,210	$183,460,634
Do. exclusive of specie	140,205,582	134,582,651

☞ The Essex Company has declared a dividend of $4 per share, payable Nov. 15.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1870.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been		£704,567
Deduct—ordinary working expenses (being at the rate of 69.96 per ct., against 67.59 of the corresponding half of last year)	£492,921	
Renewals, &c., of the permanent way and works in the half-year debited to revenue	66,781	
		559,702
Leaving an available balance earned in the half year of		£144,865
Deduct—Loss on American currency		7,157
Balance		£137,708

in comparison with 116,783*l.* at the corresponding period of 1869.

To this sum of 137,708*l.* has to be added the balance carried from the net revenue account of last half-year of 1,618*l.*, making a total balance of 139,326*l.* From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of 19,722*l.*, leaving the balance of 119,604*l.* applicable for the following payments, viz:

Interest, &c., paid on lands	£1,847	
On mortgage to Bank of Upper Canada	4,423	
On loans, bankers' balances, promissory notes, European exchange, &c.	8,356	
On British American Land Company's debentures	616	
On Montreal Seminary debentures	616	
On Island Pond debentures	2,700	
Half-yearly instalment on Portland Sinking Fund	2,369	
		£15,930
Atlantic and St. Lawrence lease (in full)	34,515	
Detroit lease (in full)	11,250	
Montreal and Champlain	9,218	
Buffalo and Lake Huron	22,500	
1st Equipment bond interest	15,000	
2d " " "	2,550	
		95,033
Balance		8,639
		£119,603

Comparing this half-year with the corresponding period of 1869, there is an increase of 1,935*l.* in the passenger receipts, and of 28,011*l.* in the freight receipts, making a total increase in the gross receipts of 29,946*l.* The number of passengers carried was 700,884, against 655,850, and the gross freight tonnage conveyed was 612,959, against 520,881, showing an increase in passenger traffic of 6.78 per cent., and in goods traffic of 17.67 per cent.

But the average receipt per passenger was only 6s. 5d. against 6s. 9d., and per ton of goods, only 15s. against 16s. 6d. These figures explain the reason why the receipts have not increased in the same proportion with the traffic carried, and Mr. Brydges accounts for this state of things in the following words: "As regards rates for property from the east to the west—*i. e.*, on manufactured and imported goods, which are of course the most valuable we carry, the rates in many cases during the whole half-year were almost nominal. As compared with the half-year ending June, 1869, the rates for a very considerable period were in the proportion of 25c. per 100*l.* between New York or Boston and Chicago in 1870, as against $1.00 per 100*l.* in 1869—that is to say, that for a considerable period of the half-year a very valuable portion of our traffic had to be carried at only 25 per cent. of the rates which were in force in the year previously. From the west the reduction was not so great, but it averaged 15 to 25 per cent., and of course upon the much larger quantity of business moved from the west to the east, it inflicted a very serious loss indeed upon our gross receipts. Cattle rates were also largely reduced. The usual rates per car from Detroit to Buffalo are $35 to $40. During a large part of last half-year they were from $10 to $12 a car. We have carried an increased tonnage of close upon 18 per cent. in weight, and with proper and reasonable rates that increased tonnage ought to have given us at least 30,000*l.* more gross money than it did—all of which would, of course, have been profit. The same general statement applies to passenger traffic. Early in the season, the quarrels between the great New York lines forced a reduction in the passenger fares between Boston and Chicago from $24 to $18, or 25 per cent. Those rates have remained low during the whole of the busy period of the half-year ending 30th June, 1870."

It would thus appear that the company have lost during the half-year as much as 30,000*l.*, not of gross receipts, but of net profit, principally by the unfortunate competition which has existed between great American lines, and partly by the low prices of produce. The Fenian invasion of May and June also caused an interruption of business for a considerable length of time.

The aggregate expenses for the half-year, including renewals, amounted to 559,702*l.*, or 79.43 per cent. of the receipts, as against 79.01 per cent.; and excluding the renewals, the ordinary working expenses were 69.96 per cent. of the receipts, against 67.59 per cent. for the corresponding period of 1869. The excess expenditure of the half-year was 36,963*l.*, of which sum about 40 per cent. is chargeable to the locomotive and carriage departments, 33 per cent. to the traffic department, and the remainder to hire of rolling stock. This excess is due to extra train mileage for the greater amount of traffic carried, the engine mileage having thus been increased by 189,955 miles and the car mileage by nearly 3,000,000 of miles. The expenses of the traffic department were unavoidably increased in like manner, partly for the service of this extra mileage, but partly also by the outlay for extra watchmen and precautionary measures rendered necessary at the time of the Fenian invasion for protection of the railway. The unfavorable comparisons of the percentages of working expenses between this half-year and the corresponding half-year of 1869 are therefore due principally to the low rates and fares which have prevailed. It will be observed, on the other hand, that in the charge of maintenance there is a reduction of 2,292*l.*, arising, in spite of the extra traffic, from the improved condition of the permanent way.

The number of miles relaid with new iron in the half-year was forty-nine, the number of new ties put into the track was 29,973, and 33,836 cubic yards of ballast were laid upon 20 miles. The steel rails sent out this year are in course of being laid in the railway west of Montreal, and they will all be in the line before the winter sets in. The accounts received thus far of these steel rails are very satisfactory, and arrangements are in progress for an additional supply of 6,000 tons for next season.

The loss upon the conversion of the receipts in American currency is less than it has been since June, 1863, and there is every reason to hope, not only that this reduction will be permanent, but also that this item will disappear altogether at no distant period from the company's accounts.

The items charged as additions to capital during the half-year are fully set forth in the accounts, and explain themselves. Out of the total balance of 50,614*l.*, there is a sum of 37,288*l.* for completion of the payment for the new engines purchased in Glasgow, and another sum of 9,190*l.* for the balance of purchase-money of the Toronto rolling mill.

The construction of the Intercolonial is being pushed forward with vigor, the whole line being now under contract, and the progress already made leaves little doubt that portions of it will be opened next year, and the remainder by the end of 1872. The Commissioners have already adver-

tised for tenders for 40,000 tons of steel rails, and are otherwise building the railway in a substantial manner, with a view to its occupying, in connection with the Grand Trunk system, a prominent position amongst the great "through routes" between the Western States and the Atlantic Ocean.

[A table here shows the gross and net earnings from January, 1861, to June, 1870, inclusive, in mixed currency and gold, the expenditure on renewals, and the direct loss sustained by the company by the depreciation of American currency. The total of renewals amounts to 1,045,717*l.*, and of loss on American currency to 478,418*l.*]

In pursuance of the powers conferred by a clause inserted for the purpose in the Canadian act of Parliament which was passed during the last session (for confirming the agreement with the Buffalo), the directors have entered into an agreement with the International Bridge for the lease for 999 years of their bridge and all its appurtenances, as well as for the assignment of all the tolls, rights, powers, and franchises of the company, upon payment by the Grand Trunk of an annual sum of 20,000*l.*, about 16,000*l.* of which constitute rent, and the remaining 4,000*l.* sinking fund for the redemption of the capital. This sum will be paid by half-yearly instalments to commence from the 1st day of January, 1872, by which date the bridge is contracted to be open for traffic. The progress already made, and which was secured by the loan of 20,000*l.* authorized to be made to the Bridge at the meeting held in April last, is satisfactory, and the whole of the work intended to be carried out this year is in an advanced state. Upwards of 50,000*l.* will probably be expended by the close of the present year, and the directors hope to be in a position to lay before the proprietors at the approaching half-yearly meeting the proposals for raising the Bridge capital.

The directors have to express their deep regret at the death of Mr. Morland, the late Canadian auditor, who was for many years a faithful servant to the proprietors. It appeared to the two remaining auditors that efforts should be made to procure in Canada for the last half-year's accounts the services of a gentleman of commercial eminence and independence, and accordingly, with the concurrence of the board, application was made to the Bank of British North America to permit their manager at Montreal, Mr. Hooper, to act *pro tem.* as auditor in Canada, and he writes as follows to his London colleagues:—"I have made a special audit of the Grand Trunk accounts for the half-year which ended on 30th June last. I have given an official certificate of the correctness of the accounts, and I only desire to add for your information, that I have gone through all the general books of the company here, and that every facility has been accorded me during the period of my examination and investigation by the company's officers, and all desired information and requisite assistance freely given. The books are well kept, and as closely written up as the nature of the work will permit, and the constituted checks on the accounts I consider to be well devised and efficient, and regularly observed by the officers. The system adopted of paying all liabilities by cheque on the authority of a warrant duly signed, as well as that of deposit being made direct by the company's cashiers themselves to the credit of the company with its bankers, are fundamental safeguards of a most important character. The stock books, accounts of stores, stationery, &c., accounts between departments, and the periodical returns from stations, appear to be all in order, and the various checks in regard to them well calculated to prevent irregularity."

The directors have watched the working of this half-year with anxiety, and have considered its results with the greater care, because they believe the present to be an important crisis in the history of the undertaking. They have, with the assistance and co-operation of the proprietors, done all that was possible in restoring the credit of the company, in paying off the debts and liabilities by which it was embarrassed in previous years, in improving the condition of the permanent way and rolling stock, and in adding liberally to the plant and buildings. They have thus been able to perform far more than appeared to any one to be possible twelve months ago; and after concluding a permanent agreement on fair terms with the Buffalo, they hoped for a great and immediate improvement, not only in the gross receipts, but also in the net profits of the undertaking. The former they consider to be of no importance, excepting in so far as they contribute to the latter; and an increased return to the proprietors is the primary object which they have kept and will keep steadily before them. They have up to the present time experienced much disappointment. The increase in the gross receipts, as compared with the corresponding half-year of 1869, has been only 29,946*l.*; and the increase in the net receipts only 12,384*l.* These are results very different from those which they considered themselves justified in anticipating; though they are quite as good as they were able to hope for when they found, during the half-year, the various disadvantages under which the executive in Canada were laboring. The low fares and rates which have ruled, more or less, during the half-year were dependent on competition between their rivals, on the prices of and demand for produce, and on other circumstances which were entirely beyond their own control or that of their officers; and there must sooner or later be a material improvement in this respect. The Fenian invasion, which diminished their traffic and disorganized their staff, they had no means of averting. Meanwhile, the International bridge over the Niagara river at Buffalo is steadily progressing; the Intercolonial is being rapidly constructed; the loss by discount on American currency has materially decreased, and there are other symptoms of hopeful augury for the future. The extra resources which have been supplied for rendering the route more attractive, and for increasing the traffic, have not yet had time to bear fruit. The line is being prepared in all respects for the time when paying rates and fares combined with an important increase of traffic must produce the effects to which all who are interested in it can only now look forward. Taking a calm view of its prospects as a whole, it is so far satisfactory to remember that an important advance has been made towards general improvement. The undertaking is now in a thoroughly sound and stable condition. It is entirely free from debt, and with a turning tide of reasonably paying rates and fares, there must come that measure of prosperity for which the directors have so anxiously labored, and which the proprietors have so long expected.

West Wisconsin Railroad.

On the 28th of October, the subjoined report on this railroad was posted on the Bulletin Board of the Chamber of Commerce of Chicago, Illinois:

To S. H. McCrea, Esq., President Board of Trade, Chicago:

SIR: The undersigned, your delegates present at the recent celebration of the completion and opening of the West Wisconsin Railroad to the city of Eau Claire, beg leave respectfully to report: That this new line of railroad impressed your delegates as being of very great importance to this city—important to a degree not hitherto appreciated by our citizens generally. The line extending from Tomah, on the La Crosse Division of the Milwaukee and St. Paul Railroad, to St. Paul—is a link of about 160 miles, in an almost air line, between this city and St. Paul, and, with the completion of the Chicago and North-Western Railroad from Madison to Tomah, gives a direct line hence to St. Paul, about 100 miles shorter than any present or projected route. The Chippewa Valley, through which the West Wisconsin Railroad runs, is rich in agricultural resources, and also the centre of an enormous lumbering interest; and, while this section of country has hitherto been greatly isolated from intercourse with the general commercial world, the opening of this new means of traffic should largely turn its valuable trade to our benefit, and we are persuaded that a reasonable amount of effort will secure to us a large business, profitable alike to us and to the residents of that portion of Wisconsin.

Your delegates cannot close their report without acknowledging the very kind and hospitable manner in which they were received and entertained by the people of Eau Claire, and also to the Chicago and North Western Railroad and the Milwaukee and St. Paul Railroad Companies, for their kindly extended courtesies.

And, in conclusion, we beg leave respectfully to submit for adoption by the Board of Trade the accompanying resolutions, as expressive of the sense of this board touching the enterprise, the partial completion of which gave rise to our visit, as your representatives to Eau Claire.

Regretting the delay that has occurred in presenting this report, which has been occasioned by the necessary absence from the city of one of the undersigned, we are very respectfully,

WM. E. RICHARDSON,
S. T. WEBSTER,
Delegates.

The following resolutions were duly passed by the Chamber:

WHEREAS, This board has learned of the completion of another link in the line of the West Wisconsin Railroad, opening it to traffic from Tomah to Eau Claire—more than one-half its entire length—and are gratified to learn that the remainder is being rapidly pushed to completion, the whole line being expected to be in operation during 1871; and,

WHEREAS, We regard the completion of this line, with its connections, as one of the first importance, not only to that portion of Wisconsin through which it passes, but also to the northern portion of Minnesota and the great Northwest beyond, as well as the City of Chicago, shortening, as it will, the route between us and the City of St. Paul by about 100 miles, and forming almost an air line, in connection with the Chicago and North Western Railroad; therefore,

Resolved, That to the enterprising projectors of this line the thanks of the business men of this city are especially due for the perseverance and vigor they have displayed in pressing forward their undertaking thus far, and, in view of the important advantages to result therefrom, we respectfully urge them to use proper means to ensure the early completion of the entire work.

Resolved, That the substantial basis upon which the enterprise rests, and the liberal aid secured to it from the State of Wisconsin, as well as its prospective large and valuable trade to be transacted through the medium of the West Wisconsin Railroad, we respectfully suggest to the management of the Chicago and North Western Railroad Company the necessity of completing the line of their road from Madison to Tomah without delay.

The West Wisconsin is a land grant road, having 6,400 acres to the mile. The company issues sterling bonds to the amount of £800,000, with interest at 7 per cent., payable in gold. The bonds are a first mortgage upon the road and lands, and are due in fifteen years after issuance. The committee, in their report, did not state that the road is run by the Milwaukee and St. Paul Railroad, for half the gross receipts; but, while such an arrangement exists, the Chicago and North Western Railroad may not be eager to complete the connection between Madison and Tomah, Wis., the road under their control, immediate self interest would dictate the course recommended by the committee.

☞ EMMONS RAYMOND, Esq., of Boston, has been elected President of the Connecticut and Passumpsic Rivers Railroad Company in place of Hon. Henry Keyes, deceased.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Nov. 8th, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,598.—Spark Catcher and Consumer, Darwin Beach, Oskosh, Wis.

108,982.—Valve Gear for Locomotives and other steam Engines, William B. Doddridge, Hebron, Ind.

108,986.—Screw Spike for Railroads, Alpheus C. Dunn and Isaac L. Dunn, New York, N. Y.

108,987.—Lock Nut, Philip Dyer Jr., Abram Parker and William B. Way, Pontiac, Mich.

108,999.—Piston Packing, John Gates, Portland, Oregon.

109,001.—Laterally sliding Throttle Valve, William Glass, Brooklyn, N. Y.

109,018.—Composition for coating bearings, Peter J. Kelley, New York, N. Y.

109,020.—Dumping Car, Sidney D. King, Middletown, N. Y., assignor to himself and James M. Welch, Bradford, Pa.

109,058.—Balance Slide Valve, Alex. K. Rider, New York, N. Y., assignor to himself, Cornelius H. Delameter and George H. Reynolds, same place.

109,086.—Steam Gauge and Safety Valve, Isaac N. Whittlesey, Mount Vernon, Ind.

109,119.—Railway Sleeping Car, Joseph S. Du Bois, St. Louis, Mo., assignor to himself and Thomas Dorwin, Leavenworth, Kansas.

109,141.—Railway Switch, John Miner and Silas Merrick, New Brighton, Pa.

109,143.—Railroad Car Stove, John Oliphant, Spring Hill Furnance, Pa.

109,159.—Journal Box for Cars, Ernest Von Jemsen, Omaha, Nebraska.

Detroit and Milwaukee Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, compare as follows:

	1868.	1869.
From passengers	$704,477 63	$694,251 49
" freight & live stock	864,281 92	871,281 80
" mails and sundries	50,828 36	46,934 89
" rents	4,697 23	3,150 09
" Lake steamers	93,858 58	.....
	$1,718,093 72	$1,615,618 27
Expenses, viz:		
Maintenance of way	$302,044 69	$325,684 67
Locomotive power	205,803 10	193,041 81
Cars	76,987 52	89,104 73
Passenger traffic	95,725 08	84,522 96
Freight traffic	143,088 30	155,075 65
General charges	39,827 27	44,588 46
Taxes and insurance	56,737 96	57,382 98
Lake steamers	93,427 14	.....
	$1,013,636 06	$949,351 26
Net earnings	$704,457 66	$666,267 01
Add balance Dec. 31, 1868		103,429 61
		$769,696 62
From this amount deduct—		
Interest on bonds	$498,983 21	
Commerc'l Bank of Canada	20,000 00	
Divid'd on prefer'ce shares	146,650 00	
		665,633 21
Balance carried to next year		$104,063 41

It will be observed in the above account that the "Lake steamer account" is omitted in 1869, the steam ferry-boats having passed into other hands. Comparing the earnings, exclusive of Ferry account, those for 1869 are less than those for 1868 by $3,616 87. The expenses, also excluding the Ferry account, were greater by $29,143 34. The falling off in the net earnings of the road in 1869 was therefore $37,759 21. The working expenses in 1869 were 55.20 per cent. of the gross receipts, being 2.04 per cent. more than the rate in 1868. This increase is chiefly due to the large renewals of way effected during the year.

The Detroit and Milwaukee Railroad is virtually an extension of the Great Western Railway of Canada across the Peninsula of Michigan, and leased and operated by that company. Its termini are Detroit and Grand Haven, distant from each other 189 miles. At Grand Haven it connects with steamers on Lake Michigan sailing regularly for Milwaukee, a distance of 85 miles. These steamers were formerly owned by the company, but are now, as before stated, owned and operated by a distinct organization. In relation to this change and other matters the official report says:

In the report for the year 1868, the Directors stated the loss of the steamship "Milwaukee," one of the Company's ferry steamers on Lake Michigan, and mentioned that they had adopted new arrangements for the transfer of freight and passengers across that lake. These arrangements have been consummated, and the business is now performed by Mr. Nathan Engelmann, of Milwaukee, in a manner satisfactory to the public and the company. The steamer "Detroit," the consort of the "Milwaukee," in the transit service, has been sold, and the proceeds credited to capital account.

The event of the year in the company's history has been the change of the terminus at Grand Haven, from the west to the east side of the Grand River. For several years past the company has experienced much inconvenience from the shifting of the sand dunes, at the base of which its track was laid to the harbor at Grand Haven, involving a large current expenditure in clearing the track from sand. In the early part of 1868, a strong desire was manifested by the freemen of the city of Grand Haven, which lies wholly on the east side of the river, to have the line changed, so as to cross the Grand River at Ferrysburg, nearly two miles from its terminus, and run directly into the city, and such aid and facilities were proffered that the directors did not hesitate to accept and act upon them. The new line has been made; an iron swing bridge has been erected across the channel; about twelve acres of land, securing an extensive front on the river, obtained in fee; the station house completed, and the freight warehouse, engine house and other necessary buildings commenced. The sum of $133,236 49 has been expended. It is estimated that $47,000 will be required to finish the work. The city of Grand Haven contributes $53,000 in its bonds towards the cost.

In order to realize the benefits of the uniform gauge afforded by the Great Western "third rail," a new freight line called "The Milwaukee Line," was organized last May, each company between Grand Haven and New York contributing a certain number of box cars, specially lettered, and the success of the line is fully established, the demand for cars being in excess of the supply.

The Kalamazoo and Grand Rapids Railroad was opened for traffic between those places on 17th March, 1869, giving a new route to the east and west, and to a certain extent competing with us by opening up new markets; but notwithstanding this fact, our passenger earnings at Grand Rapids show, for the year, an increase. In the beginning of the present year three new lines have been opened near us:—the Grand River Valley Railroad, from Grand Rapids to Jackson; the Ionia and Lansing Railroad, from Ionia to Lansing; and the Michigan Lake Shore Railroad, from Ferrysburg to Muskegon; the two former roads being competitors to us, while the latter will be a feeder to this company.

The company's rolling stock consists of 34 locomotives and 578 cars, of the latter 30 are first class passenger, 21 mail and baggage, 337 box freight, 187 flat freight, and 3 other cars. The number of miles run by trains was in 1868, 600,913 and in 1869, 614,243; passengers carried in 1868, 431,632 and in 1869, 447,041; and tons of freight carried in 1868, 286,931 and in 1869, 317,115.

The capital account at the close of 1869 stood as shown in the following exhibit:

Ordinary stock		$452,350 00
Preference shares 11,900 at $50		2,095,000 00
Oakland and Ottawa R. R. sterling 6s, 1873		150,866 75
Oakland and Ottawa R. R. dollar 6s, 1879		51,000 00
Detroit and Pontiac R. R. 7s, 1871		150,000 00
" " 7s, 1878		100,000 00
" " 8s, 1886		250,000 00
Detr. & Mil. R.R. 1st m. 7s, 1875		2,500,000 00
" " 2d m. 8s, 1875		1,000,000 00
" " 1st Funded Coupons 7s, 1875		628,525 00
Detr. & Mil. R. R. 2d Funded Coupons 7s, 1875		377,115 00
Detroit River Front mortgages		55,901 67
Shops property bonds		50,000 00
Sinking fund bonds of June 30, 1866		1,861,689 33
Balance carried to income account.		189,940 68
		$9,862,388 43
Cost of property		$9,722,397 75
Expenditures for property in 1869	$72,808 84	
General charges	6,083 06	
Grand Haven terminus	80,236 49	
Freight loss on Lake	717 00	
Detroit fire of April 26, '66	2,939 58	
	$162,784 97	
Deduct sale of Steamer "Detroit"	22,844 29	
		189,940 68
		$9,862,388 43

The actual cost of road, rolling stock, &c., including payments from net revenue, amounted at date to $11,467,220.

President.—CHARLES C. TROWBRIDGE.

Vice President.—JOSEPH PRICE.

Directors.—Charles C. Trowbridge, Joseph Price, Henry N. Walker, Edmund A. Brush, Christian H. Buhl, Donald McInnes, James Hamilton, Æmilius Irving, Hugh Allan.

Gen'l Superintendent.—THOMAS BELL.

Secretary.—JAMES H. MUIR.

New York Agents.—M. K. JESUP & Co.

☞ At a meeting of the stockholders of the Indianapolis, Cincinnati and Lafayette Railroad Company in Cincinnati, on the 7th inst., the following gentlemen were unanimously elected directors: M. E. Ingalls, Wm. P. Harris, and Thomas H. Perkins of Boston; John S. Kennedy, George Bliss and William A. Booth of New York; W. A. Rockwood of Indianapolis; A. B. Lewis of Lawrenceburg, and W. N. Smith of Cincinnati. M. E. Ingalls was elected President *pro tem.*, and A. Worth Secretary. An investigation into the history and workings of the company from the beginning was ordered, and W. S. Groesbeck and Arron F. Perry were appointed an advisory com-

mittee on the part of the stockholders to aid in the investigation.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$165,420 49	$227,528 27
" freight	216,652 62	304,692 51
" express	14,867 42	21,545 49
" Governm't transp.	20,000 00	2,974 01
" mails	18,600 00	18,600 00
" incidentals	10,381 26	4,342 20
	$444,921 79	$579,682 48
Expenses, viz:		
Conducting transp.	$97,061 22	$120,478 41
Motive power	80,044 80	108,670 56
Maintenance of way	106,732 06	158,169 72
Maintenance of cars	30,731 22	44,346 41
Steamboat expenses	29,525 58	39,167 98
Taxes	4,021 44	21,678 49
	$348,116 82	$492,531 52
Net receipts	$96,805 47	$87,150 96

It will be seen that the gross receipts were $579,682 48—an increase over those of the previous year of $133,760 69, or about 23 per cent. The total operating expenses were $426,676 99; and the receipts over and above operating expenses, $153,005 49. From this should be deducted the sum of $44,176 04 expended for 679 tons of new rails, and $21,678 49 for taxes—leaving the net amount, as above, $87,150 96. The ordinary operating expenses have been 73.64, and the total expenses about 85 per cent. of the gross receipts. This result produces no dividends for the stockholders, but provides amply for the interest of the indebtedness of the company. The President in his report says:

The net earnings for the year ending April 30, 1870, as shown by the report of the Superintendent, provides for the purchase of 679 tons of new rails; for the payment of interest on the outstanding debts of every description upon which it had to be paid up to the close of the fiscal year; and leaving a balance of $2,181 04 due to preferred stock, which is placed on the books of the company, to the credit of that account, the sum being too small to make a dividend. It assumes the character of a special fund, borrowed from the preferred stockholder, and it is hoped the net earnings of the coming year will so add to it as to enable us by June 1st, 1871, to declare a dividend on this class of the capital stock.

Upon reference to the condensed general statement of the condition of the company, which accompanies this report, it will be seen, comparing it with the statement of last year, that a large amount of the debt then outstanding in the name of the old companies has been arranged.

There was then outstanding in the name of the Alabama and Florida Railroad Co	$609,310 57
Mobile and Great Northern Railroad Company	72,039 16
Making total	$681,349 73
There is now outstanding in the name of the Alabama and Florida Railroad Company	$126,800 00
Mobile and Great Northern Railroad Company	27,000 00
Total now outstanding	$153,800 00

Of the debts due by the Alabama and Florida Railroad Company $58,800 is on second and third mortgage bonds, that have never been presented, and the holders are unknown to the company. They will no doubt come in during the year.

The remainder of the debt is for the first mortgage bonds of the Mobile and Great Northern Railroad Company, and the bonds of the Alabama and Florida Railroad Company, endorsed by the directors of said company. As the terms for settling this indebtedness have been agreed upon, it is probable that by the end of the year, there will be no debt outstanding in the name of the old companies.

The first mortgage bonds of the Mobile and Montgomery R.R. Co., issued in 1868 for	$1,250,000
Have been used to the amount of	894,000
Leaving in hand	$356,000

Which could have been sold, but it was deemed advisable not to do so, for on looking into the badly worn condition of the iron, especially through the Prairie, the immediate necessity for purchasing a large amount to relay the track, and the pressing want of more engines and cars to do the work required of the road, and of increased freight houses at Montgomery, satisfied the board, that the proceeds of the bonds remaining on hand would not meet these demands; and, as it had further become necessary to extend the road into the city of Mobile, to preserve its position against projected competing lines, and as the only means of doing all this, the Board directed that application should be made to the Legislature for the necessary aid.

A bill was prepared and placed before the Legislature, passed and approved by the Governor on the 25th February, 1870, authorizing the endorsement by the State of the first mortgage bonds of the company for $2,500,000; $1,000,000 to be used in paying off the mortgage and judgment liens on the road; $500,000 for repairs and improvement of the road between Montgomery and Tensas, and increase of outfit and equipment; and the remaining $1,000,000 for extending the road from Tensas to the city of Mobile.

The bonds have been prepared, dated April 25th, 1870; are payable May 1st, 1900, with interest at the rate of 8 per cent. per annum, payable semi-annually from May 1st, 1870.

All the necessary arrangements are being made to comply with the provisions of the Act of the Legislature, and the Board have every reason to expect that by the first of August next, they will be complied with, and the company be in possession of the endorsed bonds, so as to be enabled to have the contractors at work on the extension of the road from Tensas to Mobile.

Contracts have been made for 2,000 tons of rails to be delivered in June, July and August, for repairs of the road between Montgomery and Tensas, for six locomotives and 110 new freight cars, and by the first of November the road will be in a better working condition than at any time in its history; and, for the first time, with an outfit and equipment sufficient to do the work required of it.

The company was most fortunate in procuring the aid of the State, and we feel satisfied that in giving the aid, the State has run no risk. The bonds to be endorsed by the State will be a first and only lien on the road, outfit and equipment, which will have cost the company, when the road is completed to the city of Mobile $5,600,000, a fraction over $30,000 per mile. The State being responsible for only $2,500,000, about $13,700 per mile, it must be perfectly safe, if railroad property in the State is to have any value. Our road, when completed, will have a very strong position, and will be made doubly so by the completion of the road from New Orleans, as we must have very large increase in our through travel from that direction, and the completion of the South and North Alabama Railroad, now rapidly progressing, and which will no doubt be opened to Elyton by the close of the year, and Decatur by the time our road is finished to Mobile, will give us a connection with the iron and coal fields of the State, and make your road a part of the shortest line from the Gulf to Nashville and Louisville.

The thorough repair and improvement of the Montgomery and West Point Railroad, so as to make it a first-class road, giving to it a better chance for the travel to and from the East and North, must largely increase the business of this road, and within three years the Board hope to see the stock of the company, both preferred and common, placed permanently on the list of dividend paying railroad stocks.

At the date of the report, April 30, 1870, the company had 24 locomotives, 6 first-class and 5 second-class passenger, 3 baggage and mail, 3 express, 12 freight, 106 box, 46 platform, 6 ditching 6 wood, 6 shanty, 41 pole, and 4 crank cars.

The financial condition of the company, April 30, 1870, was as follows:

Liabilities.		
Capital stock:		
Capital common stock		$1,139,900 00
Ala. & Fla. R. R. Co. common stock unexchanged		90,400 00
M. & G. N. R. R. Co. common stock unexchanged		32,300 00
Total common stock		$1,262,600 00
Preferred capital stock		1,760,300 00
Bonded debt, secured by mortgage on road:		
First mortgage bonds M. & M. R. R.	$894,000 00	
First mort. bonds Ala. & Fla. R.R	3,500 00	
Second mort. bonds, ditto.	34,500 00	
Third mort. bonds, ditto.	27,500 00	
" " M. & Gt. N. R. R	27,000 00	
		986,500 00
Bonded debt, not secured by mort.		
Income b'ds Ala. & Fla. R.R.	$7,300 00	
Bonds endorsed by Directors of Ala. & Fla. R.R. Co.	54 000 00	
		61,300 00
Floating debt:		
Bills payable	$153,617 88	
Due on open account	309,466 50	
Net income, due, preferred stock	2,182 04	
		465,266 42
Total		$4,535,966 42
Assets.		
Cost of 164 miles road-bed, with all appurtenances thereto, from Montgomery, Alabama, to Tensas		$3,596,166 02
242 passenger and freight cars		188,895 00
26 locomotives		271,487 10
Steamboats St. Elmo and Sumter		50,000 00
Machine shop tools and materials on hand		51,046 87
Car shop tools and materials on hand		27,552 36
Roadway tools & materials on hand.		26,692 80
Depot buildings at Montgomery, and on line of road, machine and car shop at Montgomery and Pollard, and section houses		126,841 60
Cash on hand		8,991 90
Due company on open account		188,893 27
Total		$4,535,966 42

President.—Charles T. Pollard.
Chief Eng. & Gen'l Sup't.—G. Jordan
Auditor.—Geo. C. Ball.

☞ The officers of the Mercantile Loan and Warehouse Company, as at present organized, are: Thomas U. Smith, president; Henry G. Marquand, first vice-president; A. B. Miller, second vice-president; Elbert B. Monroe, treasurer; Compbell H. Young, assistant treasurer; William L. Ely, secretary; William H. Miller, superintendent of the safe deposit department. Office Equitable Buildings, cor. Cedar street and Broadway.

☞ Articles of Association of the West Troy and Green Island Railroad Company, were filed on the 15th ult. Length of road two miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,379,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A.J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref.100	1,240,400	M. & N	Nov. '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n..100	398,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,920	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June '70 3
Catawissa.....50	1,150,000	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	582,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,668,300	J. & J	July'70 5
Central of New Jersey....100	16,000,000	J. & J.	July'70 4
Central Ohio.....100	2,800,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,525	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref.100	2,425,400	M. & S.	Sept.'70 5
Chicago, Buri. & Quincy . 50	12,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68@2
" Street	.....	J. & J.	Jan.'68@2
Cin., Sand. & Clev. pref... 50	423,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Con.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn.100	800,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*.....50	594,250	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 6
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	462,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,613,841	J. & J.	July'70 3½
Do do. pref.100	1,987,851	J. & J.	July'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	2,883,300	J. & J.	July '70 4
Eastern (N. H.) 100	492,500	J. & J.	July '70 4
East Pennsylvania 50	354,600	.....	July '70 3
East Tenn. and Georgia...100	1,390,087	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	800,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,644	.....	.....
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	348,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	113,248	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
and Coates St.(Ph.) 50	150,000	J. & J.	July'70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	2,200,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,258,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,280	.....	.....
" " pref. 50	190,750	J. & J.	Jn. '68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,848	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	823,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " pref.....100	9,744,765	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '70 5½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jul.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 5
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,388,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,516	.....	.....
Panama.....100	7,000,000	J.A.J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July '70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	.....	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'n'n & Nor'n 50	1,635,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,958,300	J. & J.	July '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby ... 20	140,000	J. @ J.	July '70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	58 2.300	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred..... 100	.....	F. & A.	Aug'69 2½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,300	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,686	.....	Jul.'68 2
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11 4½
" " (W.D. pref.100	1,800,000	.....	.....
Tol., Wabash and West....100	11,700,000	.....	.....
" pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'7 0 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	257,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,800	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,465,775	.....	.....
Winchester and Potomac.....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,600	J. & J.	Jul.'70 3

CANALS.

Chesapeake and Delaware 50	1,813,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,598	.....	.....
Delaware Division..... 50	1,638,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,800	F. & A.	Aug.'70 6
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 3
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'66 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'66 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	5,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Sept.'70 2
Am. Merchants Union Exp.100	13,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	4,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,665
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	853,415	804,800	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,265	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	158,294	1,678,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,080	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,990	426,762	359,102	330,160	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361 701	4,508,643
1869	343,182	315,009	388,727	328,390	345,833	402,854	351,045	493,282	506 623	466,212	397,515	340,851	4,681,523
1870	293,978	323,825	344,366	334,658	395,044	411,986	421,485	501,049	498,685	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,080	196,485	201,134	1,959,367
1864	158,735	175,482	243,150	185,013	198,679	248,178	224,980	307,874	375,860	324,865	336,617	321.037	3,095,470
1865	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,488	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,026	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,580	433,435	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	523,841	455,607	632,852	736,555	684,156	479 286	393,468	5,684 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	570,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,889	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	623,566	399,917	623,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,436
1867	696,147	574,664	765,898	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,988	1,076,674	1,251,940	1,507,479	1,570,067	1,107,064	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,288,444	1,251,951	1,167,056	1,037,974	1 305.673	1,271,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,084,398	1,227,513	1,260,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,500	236,435	193,959	203,696	218,347	271,425	287,451	283,296	262,796	230,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	258,367	341,783	330,025	293,615	271,656	242,621	3,096,906
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,548	410,836	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	348,929	511,305	478,576	496,438	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,286	661,891	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,209
1866	603,053	505,266	505,465	411,605	569,250	667,679	480,626	578,283	671,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,240	549,714	794,325	889,967	961,530	685,401	681,041	7,817,639
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,412	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,258	759,215	645,768	861,858	870,584	862,171	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,902	108,802	1,201,286
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,822	132,387	122,383	1,278,713
1868	92,433	81,590	96,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,696
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,669	131,019	109,629	1,390,623
1870	90,177	96,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,531	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	287,126	316,258	278,891	358,862	402,219	407,107	443,984	411,806	4,120,188
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,073	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]9	307,968	313,130	454,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,[illegible]0	366,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,853
1869—*Including Lake Shore	1,006,998*	880,593*	1,146,000*	473,544	445,[illegible]92	408,189	727,045*	838,777*	1,239,725*	1,279,662*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	166,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	376,458	339,794	306,188	3,168,068
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	406,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	498,640	414.604	308,669	4,260,115
1867	304,095	288,661	375,210	362,783	333,952	284,977	318,021	398,993	464,778	506,296	412,934	336,378	4,371 078
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,626	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	519,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,735	1,101,771	775,616	433,323	6,083,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,396	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,268	630,844	678,923	586,531	525,547	724,732	1,040,103	801,195	.96,963	7,250.669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,218	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,498	195,724	229,099	264,490	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	248,243	278,960	3,211,977
1865	259,223	239,139	313,914	271,527	290,916	304,468	349,285	344,700	350,348	372,618	412,553	284,810	3 793,006
1866	267,541	246,109	328,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 390 663
1867	242,793	219,065	279,647	284,729	282,939	240,185	234,633	322,521	365,371	379,367	336,066	272,063	3,459,519
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	276,220	292,803	328,044	293,027	264,896	2,915,543
1870	196,787	218,284	253,065	270,934	246,266	249,987	211,210	300,971	318,957	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,243	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,088,887
1863	336,685	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,000	6,324,065
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,082,149	812,178	9,565,510
1865	663,053	608,305	116,215	923,283	416,841	566,979	967,194	1,121,205	1,351 579	1,419,282	1,196,955	702,685	10 063 026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,788	874,974	436,990	10,637,194
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,659	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	681,143	1,006,631	1,158,726	1,113,396	889,924	8,736,082
1869	479,286	525,490	755,433	904,834	499,463	630,980	1,232,903	1,464,026	1,294,621	1,235,966	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,963	198,884	244,884	212,227	177,864	2,250,142
1867	149,658	149,342	174,153	168,162	171,736	156,066	172,933	220,788	219,160	230,840	205,096	180,971	2,218,403
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,996	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,851	160,685	2,006,985
1870	152,893	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,388
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	454,209	450,203	429,806	323,270	399,430	4,013,200
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	492,389	328,377	434,394	4,352,343
1870	312,133	293,645	295,296	318,699	340,892	348,633	322,756	466,431	508,042	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	707,048	706,602	626,560	617,583	758,467	857,223	887,293	714,229	5,709,105
1870	668,539	600,120	689,206	706,903	802,496	766,450	642,046	664,051	720,421	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Nov. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	4,540,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,613,350	6	May & Nov.	1882	107½
(5-20s).....coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s)...registered	3,128,100	6	" "	1884	107½
.. .. .. (5-20s).....coupon		6	" "	1884	107½
Loan of June 30, 1864 (5-20s)...registered	106,066,900	6	" "	1884	107½
.. .. .. (5-20s).....coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)...registered	187,651,700	6	" "	1885	107½
.. .. .. (5-20s).....coupon		6	" "	1885	107½
.. .. 2d series (5-20s)...registered	273,952,800	6	Jan. & July.	1886	109½
.. .. .. (5-20s).....coupon		6	" "	1886	109½
.. .. 3d series (5-20s)...registered	341,103,500	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. 4th series (5-20s)...registered	30,668,250	6	" "	1888	110½
.. .. .. (5-20s).....coupon		6	" "	1888	110
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107
.. .. .. (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,170,000	3	.....	Dem.	....
Navy Pension Fund of July 22, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	232,072	var	.....	Due.	....
Treasury Notes (7-30s).....	579,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,030,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	nil.	.....	Dem.	....
Fractional Currency	39,289,794	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	'1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	62
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. .. —1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61, (10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101½
.. — .. Oct. '61, (10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My, '64, (10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	6	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	80½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,640	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	986,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	636,500	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,300	6	Various.	'86-'88	66½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. ..	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	....
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1888	108
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. .. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. .. — .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. .. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. .. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. .. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. .. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. .. —	117,000	5	"	1872	105
.. .. —	125,000	5	April & Oct.	1873	....
.. .. —	244,000	5	Various.	1874	103
.. .. —	162,000	6	June & Dec.	'70-'72	....
.. .. —	50,000	6	" "	1877	107½
.. .. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. .. —	650,000	6	" "	'72-'73	106½
.. .. —	720,000	6	" "	'74-'75	....
.. .. —	1,430,000	6	" "	1876	....
.. .. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. .. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1889	98
.. .. —Bounty Fund Loan of 1863....	200,000	5	Jan. & July.	1883	96½
.. .. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. .. — .. .. .. dol.	4,379,500	5	" "	1894	96½
.. .. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. .. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. .. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. .. —Renewal Loan.....	200,000	6	" "	1878	96½
.. .. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. .. —War Loan.....	896,000	7	" "	1886	....
.. .. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91½
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	800,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'03	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,728,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	106½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'80-'91	46½
.. — .. (new).....	3,359,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	30½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1891	108
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	72½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2-9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,908,000	6	Jan. & July.	long.	61
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,663,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,381,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	23
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1910	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £368,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1876	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	59
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,039	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	670,000	5	April & Oct.	"	1872	69½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	81
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	106½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1890	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,698,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1878	....
3d Mortgage for $1,300,000	938,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Morigage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'76–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1869	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	146,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1896	86½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	98½
Chattel Mortgage	380,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	91½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87¾
Consolidated Mort. sterling	88,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	77½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	74
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	258,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	82½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1888	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	96
3d Mortgage	2,000,000	7	April & Oct.	" "	1876	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.			
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,709,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell.						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	633,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1895	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	65,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £462,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	853,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	6	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
2d Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $30,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1870	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sunbury:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,000	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1895	....
3d Mortgage	550,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	600,000	8	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'96–'99	82½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'96–'99	...
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87–'89	75½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	12
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,308,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1896	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	85
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	880,000	6	Jan. & July.	Boston.	1888	92½
Vermont Valley:						
1st Mortgage	393,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	300,000	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	" "	"	1890	....
" " 3d class	164,000	7	" "	"	1890	....
" " 4th class	1,263,000	7	" "	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	6*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	99
1st Mortgage unendorsed	400,000	6	" "	"	1890	70
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $6,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,330,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	6	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	876,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1892	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,980	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	600,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	82,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	25,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	884,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1847	....
2d Mortgage	67,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Tons Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.			pc.	$	p.c
Sept. 30 1869	87.0	—	0.8	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,188,000	915,000	1,205,943		25.0	21,182	259,735	254,295	35,511	1,588	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna †...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,368	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,918,539	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	
Jun. 30, 1869	26.8	5.0	4.9	—	7	10	3	118	Androscoggin.....Maine.	800,000					425,000			68.0	118,080			196,477	67,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.1	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	69,918	1,232,200	47,000	12,811	46,281	86.7						—	100	
Jun. 30, 1869	287.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,136	42,052,415	519,717,106	5,098,387	737,188	—	50	96
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf †.....Georgia.	6,786,185	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina †.N. Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,568	95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris...N. Y.	217,345				194,250	20,000			15.5	20,082	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,158	Baltimore and Ohio †.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	5,751,750	734,[illegible]	20,361,676	379.6	6,640,721			5,724,916	2,968,899	8	100	131
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.									103.5	691,844			536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,671	1,451,000	125,000	173,661	563,611	40.0	119,434			513,355		—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	883	Belvidere Delaware.....New Jersey.	3,946,852	*			995,800	2,244,500	902,636		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*			332,000	700,000			59.0	(Operated	by Bondholders.	—No returns.)			—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Brook Coal	Co.)			7	100	....
Nov. 30, 1869	280.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.....Mass. & N. York.	17,719,196	2,897,837			16,411,600	2,873,020	1,235,000	1,762,774	299.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	151½
Nov. 30, 1869	42.9	....	6.7	—	8	12	—	132	Boston, Clinton and Fitchburg.....Mass	1,073,522	274,686		84,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,839	1,998,561	218,787	35,024	—	100	82
Mar. 31, 1869	93.5	20.5	9.2	—	17	18	14	369	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	—	100	75
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	3
Nov. 30, 1869	26.8	1.6	46.0	—	29	35	17	585	Boston and Lowell.....Mass.	2,469,955	188,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	6	100	223
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	28	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,011	4,471,274		217,437	1,000,420	146.1	992,000	51,243,678	16,163,410	1,871,339	549,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,958,489	13,021,748	1,280,361	402,661	10	100	147½
Dec. 31, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N.Y.	2,869,500				2,286,000	583,500			—	(Le	ased to Erie.)				—	100	....
Sept. 30, 1869	48.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957	....	....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627	....	....	1,888,258	802,754	9	100	....
Dec. 31, 1868	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	5,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Trunk of Ca.)	96,338		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York.	8,396,088	*			950,000	2,389,000			—	(Leased	and oper.	ted by Erie.)			7	100	....
Sept. 30, 1869	16.0	—	1.0	01.0	2	1	—	16	Buffalo and Washington...Penn. & N.Y.	526,127				428,472				1.60	28,636	664,780	....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.0	1.0.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	0.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	5,633,000	9,957,000	.....	.....	272.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1868	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,084	1,257,425	10	100	87½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362				332,925	300,000			—	(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	5	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	901,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,413,821	250,517	97,728	—	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	309,380				447,000	200,000	202,205		—	(Leased	and oper. by	West Jersey.)			6	100	98
Oct. 31, 1868	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,825,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,[illegible]	178,[illegible]	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L	ased W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	2,405,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.8	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	475,800		—	100	....
Nov. 30 1869	192.0	—	25.8	—	52	53	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,925	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	18	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	decks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,1[illegible]	1,367,968	—	100	109½
Jun. 30, 1869	137.0	—	25.8	—	44	29	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,966,213	18,615'193	970,890	49,521	[illegible]	100	25
Dec. 31, 1868	890.0	1.0	74.2	—	147	144	26	1,661	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	28,620,000	.....	.....	890.0	2,868,237	.....	.....	5,670,82[illegible]	2,077,229	—	100	....
Dec. 31, 1869	10.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1868	194.6	—	13.2	—	18	10	5	186	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,723,078	*	224,738	200,067	2,558,178	1,304,117	725,856	656,752	194.6	.....	.....	.....	402,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000				380,000				—	(Leased	to Erie &	N. Central.)	30,000		6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	260.0	25	15	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,892	.....	.....	—	(No returns published.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	498,826	4,733,511	15 901,755	718,5[illegible]	51,358	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	—	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,068	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,828,600	1,116,697	51,421	441.0	3,643,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	07 6	226	141.0	—	152	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,099 340	4,246,222	2,8[illegible]7,163	961,621	16,590,210	4,649 [illegible]50	739,862	2,044,524	603.2	3,671,296	82,555,532	147,409,207	6,031,778	2,804,594	10	100	200
Dec 31, 1869	78.0	—	8.7	20.5	6	4	3	121	Chicago, Cincinnati and Louisville...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	552,020	10	00	119½
May 31, 1870	303.1	—	166.8	—	259	144	110	5,969	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,[illegible]05,222	.....	25,046,926	15,147,900	617,789	541,424	1,156.0	5,913,283	116,457,459	264 747,249	12,535,423	3,478,419	9	100	81
Mar. 31, 1870	493.6	50.8	98.0	—	153	63	39	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1, 41 79	16,000,000	8,787 643	76,976	2 038,767	500.0	3,537,406	44,017,[illegible]75	123,681,8[illegible]1	5,995,266	2,413,475	94	100	112½
May 31, 1869	—	—	—	20.5	—	—	—	—	Chillicothe and Brunswick.....					500,000	500,000			—						—	100	
Mar. 31, 1870	90.1	—	60.9	—	53	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,406	996,781	569,516	707,308	3,500,000	2,052,000	380,249	575,925	90.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	168,813	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1868	13.0	—	16.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentucky Central.)	.....	.....	—	100	....
Jun. 30, 1869	98.0	25.0	58.2	—	16	12	6	244	Cin. and Indianapolis Junction...O. & Ind.	1,808,062	*	.....	.....	3,027,459	2,032,000	776,296	.....	98.0	251,442	2,863,280	3,052,740	221,949	8,289	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.6	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	628,783	120,452	.....	62,819	382,600	625,600	22,396	.....	42.0	.....	.....	.....	105,752	28,503	—	100	....
Jun. 30, 1869	156.0	16.0	19.7	—	25	22	12	251	Cincinnati, Sandusky & Cleveland...Ohio.	5,700,00	*	107,866	167,866	3,186,800	2,401,656	155,465	232,212	191.0	552,269	.....	.....	795,469	145,405	—	100	18
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,503	2,641,280	5,444,455	346,191	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in Progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	906,910	*	810,890	.....	1,121,500	500,000	.....	.....	37.0	22,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	406.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,562	.....	908.9	.....	.....	.....	12,945,598	5,034,071	8	100	94½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Mine	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned	d by Leh	high Coal	and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,080,656	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	118
Nov. 30, 1869	5.6	—	0.6	—	2	1	2	10	Lexington and Arlington...Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1 1	869 to Pb	g Cin'ti &	St. Lo'is	80,000p.a.	196.5	964,319	22,208,215	35,730,006	1,709,768	562,298	6½	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	.....	215,658	.....	2,646,100	795,500	.....	.....	9.0	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	87
Dec. 31, 1869	9.0	—	—	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	284	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	787	Louisville, Cincinnati and Lexington..Ky.	6,820,851	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,387	171.1	620,595	13,955,245	12,174,094	948,748	221,845	—	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,068,503	22,561,417	40,813,713	2,381,138	1,081,676	7	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869, n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,576	186,648	102.5	294,404	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	582,679	220,907	12	100	136
Oct. 31, 1869	12.7	20.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Dec. 31, 1869	109.8	—	10.9	—	16	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,809	90,514	26.0	81,204	1,611,977	942 664	132,510	102,110	10	100	135
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	80.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	846,245	1,460,596	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	630,814	1,016,329	5,312,725	4,110,937	585,544	139,864	291.0	934,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233 364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	318,574	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,959	175,423	806,723	329.3	2,561,902	.....	.....	4,707,258	1,594,177	10	100	121½
Sept. 30, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	96,750	.....	17,664	.....	.....	(Operated by New Jersey.)			14,631	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,152,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,788	14a	100	61½
Oct. 31, 1869	24.5	58.8	62.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	306,282	305,282	8	50	103½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	19	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,652	99.2	204,266	.....	.....	385,975	152,225	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150 766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	181,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	6,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	24	Montgomery and Eufala.....Alabama.	1,031,964	120,686	93,770	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	85	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	.....	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,607	283,650	33,477	1,644,224	1,188,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	34.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	ackn. and	West'n.)		7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell...N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,666	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,514	10	100	92
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,065,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,589	3,215,301	595,394	443,188	132.5	324,590	.....	.....	479,317	207,983	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)					—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,964,900	*	71,547	161,764	1,818,900	146,000	82,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	8	12	7	91	New Bedford and Taunton.....Mass.	482,982	47,018	6,005	8,996	500,000	172,500	.....	119,163	21.7	74,923	3,408,946	720,715	204,930	56,206	8	100	100
Jun. 31, 1869	99.0	40.0	7.2	—	9	8	8	92	New Brunswick and Canada †..N. Brns.	2,500,000	(In han	ds of bon	dholder s.)	.....	972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	606,000	186,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)		11½	100	....
Oct. 31, 1869	5.0	—	—	—	.....	.....	.....	.....	Newcastle and Frenchtown.....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.5	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	96.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	16	231	New Jersey.....New Jersey.	8,312,166	*	.....	.....	6,250,000	850,000	.....	.....	.....	(Included in		United Co	mpanies)		10	100	115½
Dec. 31, 1869	73.5	6.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	18	8	219	New London Northern...Conn. and Mass.	1,486,023	*	23,641	5,500	1,008,500	651,500	37,500	.....	100.0	221,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	56
Dec. 31, 1869	80.2	2.0	14.0	—	18	16	5	226	*N. Orleans, Opelousas & Gt. Western*.†.La.	2,050,000	*	.....	.....	[Owned	and operated by	Charles	Morgan of	206.0	.....	.....	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	57,608,697	*	.....	.....	51,831,360	11,398,426	.....	.....	892.2	5 907,030	208,185,089	474,419,753	15,586,616	6,831,151	8	100	84
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,341	N. York Central and Hudson River..N.Y.	57,523,284	*	.....	.....	9,000,000	15,707,946	.....	.....	842.2	7,885,210	313,183,904	589,362,876	22,071,583	9,244,621	8	100	99½
Sept. 30, 1869	5.0	—	.....	24.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,880	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.6	—	41	31	26	709	New York and Harlem.....New York.	13,092,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,696	2,776,890	959,745	8	100	135
Sept. 30, 1869	62.2	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	338,172	99,247,430	6,736,230	2,160,561	837,115	10	100	154
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cour	se of con-s	truction.)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston†..C. & E. I.	2,568,000	*	631,422	.....	1,887,400	383,000	.....	.....	62.5	338,201	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	699,188	235,458	7	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	158	Norfolk and Petersburg †.....Virginia.	2,478,365	*	622,891	.....	1,788,000	798,000	263,717	.....	81.0	128,580	1,334,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	222.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,280	102,029	682,706	223.0	.....	.....	.....	658,117	257,606	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	6	110	North Eastern †.....South Carolina.	2,143,151	*	25,176	25,701	1,063,950	845,000	276,987	28,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. P. Cars.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	149	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	350,570	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	5.0	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10,077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,175	6	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1869	12.0	—	0.8	19.0	4	2	2	32	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	(In progress to be completed June 1870.)					100	....
Sept. 30, 1869	81.0	—	10.5	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	61.0	271,077	5,812,876	16,678,940	79,887	18,001	3	100	....
Sept. 30, 1869	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part	.....	of the	Rondout	and Oswego Line.)	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	306 086	39,736	22,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,275	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1869	78.0	11.0	2.0	—	31	19	10	781	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,918	1,049,366	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	848,402	330,548	.....	.....	580,900	246,000	.....	.....	34.0	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	424.8	45.2	21.1	—	115	51	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	538
Sept. 30, 1869	55.0	—	8.5	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	.....	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,822	4,959,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	504
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)			R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Apr. 30, 1870	1,089	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	105,245,978	*	.....	.....	swamped	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	6	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	8,501,000	654,630	33,762,300	107,997,300	.....	.....	1,038.0	.....	.....	.....	8,407,558	4,203,928	—	100	234
Sept. 30, 1869	50.0	—	8.1	....	7	7	4	60	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]					—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,460,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	784,753	166,494	76,892	7	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)			.....	.....	6	100	106½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,342	75,862	70,082	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,660,086	54,177,218	1,949 430	543,331	8	var	
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	1,000,000	3,200,000	.....	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	60
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	616,164	793,200	.....	.....	.....	(Leased to Rutland.)			.....	.....	2	100	....
Sept. 30, 1869	204.0	9.4	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	13.5	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,737,610	17,634,555	929,186	318,688	—	100	....
Sept. 30, 1869	10.2	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased by Del. Lc. & W'tn.)			454,768	154,618	—	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.2	(Operated by Erie.]			58,123	18,445	7	100	....
Dec 31, 1868	22.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1867	26.5	—	5.0	—	9	16	4	80	West Chester and Philadelphia....Penn.	1,428,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 26, 1867.)			.....	.....	—	100	....
Sept. 30, 1869	—	—	....	96.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	634,046	957 600	97,500	.....	35.5	291,280	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1869	158.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	526,700	612,300	6,024	.....	—	[in progress.]			.....	.....	—	100	....
Dec. 31, 1868	42.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	188.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,580,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	3.0	6.0	151.0	8	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	26,000	.....	46.0	.....	.....	.....	42,834	6,829	—	100	....
Oct. 31, 1869	36.1	27.0	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	14.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....	Leased to Pennsylvania.)			.....	.....	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	[New forming a division	.....	ion of the Milwaukee and St. Paul	.....	.....	.....	.....	No returns for year.]			.....	.....	—	50	81
Aug. 31, 1869	94.0	—	....	26.0	....	....	....	....	West Wisconsin .....West Wisconsin.	.....	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	100	
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operated during construction by M. & St. P'l.)			.....	.....	—	100	120
Dec. 31, 1869	20 8	—	....	25.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	18,490	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	26.0	—	2.0	—	2	3	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	.....	(Leased to Boston, Con. and Montreal.)			.....	12.000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	6	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	W. & M. RR. sold	Jan. 5, '70	$525,000.	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31 1869	19.3	—	2.6	44.3	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	.....	.....	.....	.....	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	15	10	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	734,812	789,300	.....	.....	19.8	1,866	(Leased to Northern Central.)					100	....
Dec. 31, 1869	15 4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,434,665	272,624	.....	181.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	28.1	—	....	—	—	—	—	—	Winchester and Alabama †....Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			880,926	14,000	7	100	....
Nov. 30, 1869	45.7	—	11.8	—	15	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,023	15,250	156,600	1,270,400	.....	51,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,536	.....	.....	.....	317,060	.....	76,845	.....	.....	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	18.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,306,019	—	641,532	112,080	1,983,563	2,089,400	—	—	18.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	3,229,894	—	—	—	184.5	—	—	—	493,210	342,827	6	50	90
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	106,751	3	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,892,068	—	—	.....	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	121
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	.....	4,999,600	(See Cam. & Amb.R.R.)	—	—	161.0	—	—	—	.....	.....	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,562,005	—	—	.....	64,000	897,759	662,246	.....	161.0	—	—	—	1,035,360	782,352	10	100	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	3,739,800	14,375,891	.....	.....	161.0	—	—	—	104,961	3,849	—	50	....
Feb. 28, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,220	48.0	—	—	—	405,174	213,374	—	50	64½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	5,261,000	—	—	.....	4,300,000	1,961,000	—	—	102.0	(5 p. c. on preferred stock.)			431.246	164,848	—	100	244
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	228,996	.....	4,707,155	7,165,256	588,687	—	364.0	—	—	—	736,309	258,436	—	50	53
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	—	.....	2,002,746	2,632,310	195,232	—	109.2	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	87.6	—	—	—	43,587	loss.	—	50	11
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	50
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years Reading	Length equiv. single track	Horses & Dummies	Cars	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,809	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.06	....	....	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,789	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck: st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	....	....	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	88½
Nov. 30,'69	3.06	....	....	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	802,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	163	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	282,733	4.0	100	100	....
Sept. 30,'69	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	55,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	620,000	600,000	4,000	34,433	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	557,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	282,200	2,000	29,056	76,650	Loss.	—	100	100	98½
Nov. 30,'69	28.52	....	....	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	13,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens' (10th & 11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,508	38,078	19½	50	44	....
Sept. 30,'69	14.88	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	15,067	—	100	100	....
Sept. 30,'69	22.79	808	207	Dry Dock, E.B. & B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	758,800	180,104	—	100	100	....
Sept. 30,'69	3.50	....	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	5.	100	100	....
Oct. 31,'69	1.06	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,287	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	836,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,402	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	196,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,645	350,000	—	343,021	123,493	19½	50	15	28½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	3.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	30
Sept. 30,'69	10.00	107	22	Harlem Br., Morr. & F'dham.N.Y.	255,225	114,018	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mamt. & F'mount (Ph.)Pa.	479,619	306,390	164,460	1,500	283,927	63,060	2½	50	7	14½
Dec. 31,'68	....	....	....	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	151,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'69	3.58	37	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	56,830	—	—	31,469	6,885	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,962	166,752	14,010	—	100	100	20
Nov. 30,'69	2.75	....	....	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	....	....	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	....	....	Medford & Charlest.(Btn).Mass.	36,000	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	89	6	Merrimac Valley.....Mass.	42,468	30,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	68	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,262	400,000	90,038	42,331	229,090	28,123	3.0	100	100	71½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City).N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	5,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	25	Orange and Newark.....N.J.	300,000	300,000	500,000	—	169,085	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	89	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	209	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	18	44½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	36,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	158	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,961	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	4.88	92	18	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	61	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	68,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Roohester and Brighton ..N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	8.00	68	18	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	19,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	80	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	....	....	Schuylkill River (Phila.).....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	851,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	24.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	199,300	16,000	401,156	69,532	10	50	30	52½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	22,407	—	50	16	21
Sept. 30,'69	9.38	349	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	78,000	713,499	104,691	10.	100	100	135
Nov. 30,'69	3.85	....	....	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	....	....	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,796	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	26	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	8.43	168	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21
Sept. 30,'69	8.50	82	8	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	864,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'68	4.50	....	....	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	36.25	546	50	Union (Phila.).....Pa.	787,341	400,000	200,000	—	468,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	106,200	51,658	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,488	3.	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	108,789	28,824	11	100	100	....
Dec 31,'68	5.80	....	....	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	31.50	382	95	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	68
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	....	....	Windsor (Boston).....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov,30 '69	4.00	44	....	Worcester.....Mass.	89,578	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1892	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1882	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	196,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	180,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J. & J.	1883	76
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,500	6	A. & O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J. & D.	1884	61
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	22,000	7	M. & N	1878	....
Quincy: Plain bonds	66,422	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	43,500	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem and Danvers: 1st Mortgage	33,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J. & J.	1877	....
Second and Third st. (Phi.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1878	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	90
Worcester: 1st Mortgage	75,000	6	A. & O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	77½
Cayuga and Susquehanna,* guar.	589,110	....	6	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	119
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,376,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	894,261	8	8	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,808	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78½
Erie, preferred	8,586,910	7	7	49
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	8,253,866	....	....	119½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	19
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandalgua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	....	7	....
Rutland, preferred	....	7	7	79
St. Louis, Alton and T. H., pref.	2,040,000	7	7	86
Sandusky and Cincinnati, pref.	445.54 s	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	....	6	....	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	....	6	....	32
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 35 —
Pig, American, No. 1		— —	@ 32 —
Pig, American, No. 2		— —	@ 31 —
Pig, American, Forge		27 —	@ 29 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	STORE PRICES.		
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		80 —	@ 85 —
Bar, Common		75 —	@ 80 —
Scroll		97 50	@130 —
Ovals and Half-round		100 —	@125 —
Band		95 —	@ — —
Horse Shoe		95 —	@ — —
Rods, ⅜@8-16 inch		85 —	@120 —
Hoop		105 —	@150 —
Nail Rod	per lb.	— 7	@ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 11½
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	57 —	@ 60 —
Rails, American, at Works in Penns.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d. @ 10d	per 10 0lb	4 87½ @ 4 50
Clinch		5 87½ @ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— — @ — 35½
Straits	(gold)	— 31½ @ — 32
English	(gold)	— 31½ @ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 25 @ 8 87½	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 65 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— @11½ — 12
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— 22 @ — —
Refined, Standard White (in ship'g order)		— 24 @ — —
Refined, prime White (in shipping order)		— 25 @ — —
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 27½ @ — 28½
Naptha, Refined, (66 @ 73 gravity)		— 9 @ — —
Residuum	per bbl.	4 — @ — 7

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	3d. (Old List.) C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	13 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @26 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	Th 3.	F 4.	Sat 5.	M 7.	Tu 8.	W 9
Canton Co.	....	....	68	70	69½	
Central Pacific 6s	91	91	90½	91	90½	90½
Central of N. Jersey	108	109	109	109	....	
Chicago & Alton	116½	116½	117	117	....	
" pref.	....	....	....	118	....	
" 1 M	....	....	....	102½	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	79½	80½	80½	....	80½	81½
" pref.	88½	89½	89½	89½	89½	90½
" 1st M	....	....	....	93	....	94
" S. F.	....	....	....	....	....	
" Consol.	....	....	....	....	....	88½
Chic., Rock Isl. & Pac.	111½	112½	112½	....	113	113½
Chi., R. I. & Pa. 7s, 1896	97½	97½	97½	97½	97½	97½
Clev., Col., C. and Ind.	80½	....	....	....	....	
Clev. and Pittsburg	107½	108½	....	107½	107½	107½
" 2 M	98	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	....	....	....	77½	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C.	18½	18½	19	....	18½	....
" 1 M	81½	81½	82½	82½	82½	....
" 2 M	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120	....	121	....	....	
Del. Lack. & Western	109½	110½	111½	111½	111½	111½
" 1 M. 7s	99½	....	99½	....	100	
" 2 M. 7s	....	....	....	....	....	
Dubuque & Sioux City	....	....	....	100	....	
Erie Railway	22½	....	23½	23	23½	23½
" pref.	49	49	....	....	49	49
" 1 M. 7s, 1897	....	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	93½	....	....
" 3 M. 7s, 1883	....	....	....	87½	....	....
" 4 M. 7s, 1880	....	....	....	....	81	....
" 5 M. 7s, 1888	....	....	....	....	....	81
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	110	110½	....	110	
" pref.	....	120	....	119½	120	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	135	135½	135	135½	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.	93½	93½	94	94½	94½	
Lake Shore Div. bonds	....	....	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	19	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	121	121	121	....	121	
" S.F. 8s, 1882	....	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S and N. I. 1 M. S. F.	98½	....	....	....	....	
" 2 M	....	....	96	....	96	
Mariposa Mining Co.	4½	4½	6½	7	7½	7½
" pref.	9	....	10	10½	11	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61½	61½	61½	61½	61½	62
" pref.	80½	80½	80½	....	80½	
" 1st mort.	....	....	....	....	93½	
" 2d mort.	....	....	....	....	....	
" 8s	....	....	....	105	105	105
" 7 3-10s con.	....	....	93	....	93	....
Missouri 6s	91½	....	....	....	....	....
" H. & St. J. 8s	91½	....	....	....	....	....
Morris and Essex	92	92	92	92	92	....
" 1st mort.	99½	....	100	100	....	....
" 2d mort.	....	....	97	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	89½	....	....	89½	89½	
" 6s, S.F. 1887	....	89½	....	....	....	
N. Y. Cen. & Hud. Riv.	91½	92½	92½	92½	93½	
" certificates	86½	87½	87½	87½	88½	
N. York and Harlem	135	135	....	....	135	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s	45	....	47	....	46½	46½
" new	....	....	27½	....	....	
Ohio and Miss.	32½	32½	33	32½	33	....
" pref.	....	....	75	....	75	....
" 1st M.	....	99½	....	....	....	....
Pacific Mail S. S. Co.	42½	42½	42½	41½	41½	42½
Panama	75	74	....	74	74	....
Phila. and Reading	101	101½	101½	101½	101½	101½
Pitts., Ft. W. & Chi. gtd.	93½	93½	94	94½	94	94½
" 1 M.	....	....	....	....	....	....
" 2 M.	97	....	....	....	....	96½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	5	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	62½	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	62	62	61½	....	....	....
" new	....	60½	60½	60½	60½	
Tol., Wab. & Western	52½	52½	53½	53½	53½	53½
" pref.	....	....	....	74	....	....
" 1 M.	91	....	....	....	92½	92½
" 2 M	....	....	....	83	83½	....
" Equipment	....	....	....	....	....	....
Union Pacific	23½	23½	24½	24	24	....
" 1st mort.	82	82½	83	83	82½	82½
" L. Gt. 7s	....	....	....	....	....	....
" Inc. 10s	....	....	....	73	....	73
Virginia 6s, ex-coupon	67½	....	....	....	....	....
" new	....	65½	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Federal Stocks:						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	106¾	106¾	106¾	106¾	106¾	....
U. S. 5s, 10-40s, reg.	107	....	....	....	....	....
U. S. 6s, 1881, reg.	113¾	....	113¾	....	....	....
U. S. 6s, 1881, coup.	113¾	113¾	113¾	113¾	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " 1 y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	107¼	....
U. S. 6s, 5-20s, c. 1862.	106¾	108¼	....	108¼	108¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	107¾	107¼	....	107¼	....	....
U. S. 6s, 5-20s, reg. '65.	....	107¾	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	107¾	107¾	107¼	107¾	107¼	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	109¼	....
U. S. 6s, 5-20s, c. n. '65.	110	109¼	109¼	109¼	....	....
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	109¼	....
U. S. 6s, 5-20s, c. 1867.	110	109¾	109¾	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '68.	110¾	....	....	....	110¾	....
U. S. 6s, 5-20s, c. '68 .	110¾	....	109¾	110	....	....
U. S. 6s, Pac.R.R.issue.	111¾	....	....	111¾	111¾	111¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	....	....	....	....	....	....
" preferred	....	....	38¾	38¾	....	....
Camden and Amboy	115¾	....	115¾	115¾	115¾	115¾
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92¾	....	....	....	....
" 6s, 1889	92¾	....	....	....	....	....
" mort. 6s, '89	94¼	94¼	....	....	....	94¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	32¾	32	31¾	32	31¾	32
" 6s, 1884	....	....	....	....	....	83¾
" Gold L.	89	89¾	89	....	....	89¾
" R. R. L.	....	88	88	....	87¾	....
Lehigh Valley R. R.	66¾	66¾	66¾	59	58¾	59
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	43¾
" 7s	....	....	....	....	....	....
Minehill	....	62	....	62	62	....
Morris Canal	....	....	90	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1889	....	93¾	93¾	....	....	....
" 7s	....	90¼s	90¾	....	91¼	91¼
" 10s, 1887	....	....	....	....	....	111
Northern Central	....	....	64¼	....	....	....
Pennsylvania R. R.	58¾	58¾	59¼	59¼	59¼	59
" 1st M.	103	....	....	....	104	....
" 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	103
" 6s, 2d series	....	....	106	....	....	....
" 6s, 3d series	....	108¾	....	....	....	110
" 6s, W.L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	102¾	102¾	102¾	102¾	102¾	102¾
Philad., Germ. & Nor.	....	....	38	....	....	....
Phila. & Reading	50¾	50¾	50¾	50¾	51	51
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	91¼	....	91¼	91¼
" 7s	88¾	....	....	88¾	....	....
Schuylkill Navigation	7	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	73¾	....	....	....	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	14¾	....
Chestnut & Wal.	....	....	....	44¼	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	52¾	52¾	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	W.2	Th.3	F.4	Sat.5	M.7	Tu.8
Baltimore City 6s, 1875.	92	....	....	92¾	92¾	....
" 1880	....	....	....	92¾	....	....
" 1890	92	92¾	93	93	93	93
" 1884	91	....	91¾	92¾	....	....
Bal and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	94¾	....
" 1880	....	....	....	....	....	....
" 1885	....	....	91¾	....	92	92¾
Marietta & Cin. 1st M.	....	....	92¾	93	....	93
" 2d M.	....	....	....	....	72	....
Northern Central	....	....	....	....	83¾	....
" bonds, 1885	....	....	....	....	....	....
" 1900	87¾	....	....	....	....	....
R. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Albany	....	....	149¾	150	150¼	151
Boston and Lowell	....	....	138	138	....	138
Boston and Maine	150	....	....	....	....	150¼
Boston and Providence	147	....	147¾	....	....	....
Boston, Hartford & Erie	3¼	3¼	3¾	3¼	3¼	3¼
" 7s, new	22¼	22¼	21¼	21	21	24
Cheshire, pref.	....	....	84¼	....	85	86
Concord	....	....	....	....	....	80¼
Connecticut River	....	....	136¼	....	....	136¼
Eastern	123¼	....	....	....	123	123¼
Fitchburg	....	....	....	....	....	134
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	121	121	121	121	122
Northern, N. H.	....	....	....	113	....	....
Ogdens. & Lake Champ.	90	90	....	....	....	90
" pref.	....	....	107	....	....	106¾
Old Colony & Newport	97¾	98	98	98	....	97¾
Ph., Wil. & Baltimore	56	56	....	55	55¾	55¾
Portld, Saco & Ports.	....	....	....	....	....	114¾
Union Pacific	23	23	....	....	....	....
" 6s	81	80¾	80¾	....	....	80¾
" Land Grant 7s	73	....	72¾	....	72¾	72¾
" Income 10s	71¼	71¼	....	....	71¼	....
Vermont & Canada	....	....	....	....	....	106¾
Vermont & Mass.	62¼	60	60¼	....	....	60
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	98¼	....	....	98¼
Metropolitan	....	69¼	69	....	....	68¾
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	7¼	....	8	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	21

London Stock Exchange.

	Closing Prices.— Oct. 21.	Oct. 14.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	66 — 72	67 — 70
Do. do., 2d mort., 1881	58 — 62	55 — 60
Do. Penn., 1st mort., 1877	68 — 72	67 — 70
Do. do., 2d mort., 1882	58 — 62	55 — 60
Do. Consol. 7 per cent. mort. 1890	29¼ — 30¼	30 — 31
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 — 102	98 — 100
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109¼ — 110¼	109¼ — 110¼
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	92 — 94	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 — 100	98 — 100
Do. General mort. 6 p. c. 1910	93 — 93½	91½ — 92½
Do. $50 shares	48 — 52	45 — 48
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, November 12, 1870.

Stock Exchange and Money Market.

The Money market has been very well supplied, all through the week, and the tendency of rates has been favorable to borrowers in good standing. The demand for aid on call has not been urgent. The wants of the Government houses have been readily met at 4@5; and of the prominent Government firms at 5@6 per cent. per annum. The discount market has been comparatively quiet. The offerings of the better grades of commercial paper have been limited and have found a prompt sale at 7@8½ per cent. per annum, as the range on prime to very good names. The City Banks in their last weekly returns, showed a gain of $1,691,918 in their deposit line, and $1,791,240 in their specie average, chiefly through the Treasury disbursements. Nearly a million ($990,152) has been added to the legal tender reserve. They reported a contraction of $2,685,579 in the loan and discount averages. The Sub-Treasury reported its cash (coin and currency) balances down to $68,897,187, against $71,760,815 the preceding Saturday. The receipts from Customs, for the week, were $2,697,238; while the specie exports were $2,156,924 in the aggregate, of which $2,530,343 consisted of Mexican silver dollars, in transit for London. Government sold a million of gold on Wednesday of the current week. The total of the November coin interest disbursements thus far have been $9,639,000. The chief arrival of Coupons from Europe was by the *Scotia* on Thursday of last week, and was given at two millions. The Office has been paying off the amount promptly as practicable. The Treasury Department reported its coin reserve at the close of the week at $98,468,000, including $14,785,000 on deposit on private account, and represented by outstanding coin certificates. On the 1st inst., the aggregate of the Coin balance was $103,131,073. The currency balance stood on Monday at $25,860,000 against $26,815,384 the preceding Monday.

The specie reserve of the city banks according to the latest return is $14,899,646, against $25,219,066 same time last year. The city bank deposits are now $194,769,716, against $182,961,840 week ending Nov. 5, 1869. The legal tender reserve amounts to $53,999,251, against $49,957,599 same time last year. The circulation now stands at $32,374,511, against $24,188,668 same time last year. The loans are now $263,298,906, against $252,799,450 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $91,208,229 a day, against a daily average of $86,283,140 the preceding week. The current weeks' exchanges average about 86½ millions a day. The city banks, last week, reported a gain of $1,791,240 of specie, $1,691,918 of deposits, and $990,152 of legal tender notes. They reduced their loans $2,685,579; and their circulation, $45,998.

The coin reserves of the Treasury Department on Monday were $98,468,000, including about 14¾ millions on deposit on private account; currency balances, $25,860,000.

National Bank notes to the amount of $358,420 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $285,586,858, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $38,338,679 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,285,701,) an actual circulation at this date, of $302,202,179. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $344,888,550; and for the public deposits, $15,884,500—making a total of $360,768,050. The Treasury Department last week redeemed and destroyed $647,100 of worn and mutilated fractional currency, and issued $495,550 of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 5, were $4,490,256 in coin, (including $2,695,000 from customs duties,) and $6,743,858 in currency; payments, $9,190,117 in coin, (including $6,576,079 of coin interest,) and $5,407,178 in currency; balance at the close of the week, included $60,471,872, of coin, against $65,171,784 the preceding Saturday, and $7,925,285 of currency, against $6,589,081 at the close of the pre-

ceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $419,584 in coin, (including $248,676 from customs,) and $752,619 in currency; payments $558,450 of coin (including $534,172 of coin interest), and $432,301, of currency. On Tuesday, receipts, $826,402 in coin (including $312,118 from customs), and $293,599 in currency; payments, $769,193 in coin (including $679,000 of coin interest) and $270,515 of currency. The balance at the close of business on Tuesday included $8,268,668 of currency, and $60,390.216 of coin, against a balance a week previous of $6,971,041 currency, and $61,840,106 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were $51,530,870, including $11,724,402 from customs; aggregate payments, $47,417,035, including $2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October $4,984,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,356,877 of coin certificates, received for customs.

The revenues of the Government during the week, were up to a fair average. The excises, during the week yielded about three millions; customs at the port of New York, $2,549,877, and at the outports about $350,000 (in coin) more, making the grand total income for the week equal to about $6,739,864 in currency. The income of the Government, from excises, since July 1, 1870, has been $66,268,559.

The Gold market has been quite free from excitement, during the week. The reported signing of an armistice depressed the price to 110 on Friday last. The low rate developed a more active demand, chiefly from speculative operators, to cover outstanding short contracts, which had the effect of strengthening the premium. On Monday, the advices of a sudden breaking off in the armistice negotiations stimulated the purchasing inquiry and led to a rise to 110⅞. The subsequent dealings were on a less confident basis and on Wednesday the range was from 110⅜@110⅜, the final quotations having been 110⅜@110⅛. On Wednesday, Government marketed $1,000,000 of gold at from 110 42@110 50. The bids reached an aggregate of $6,244,000. The aggregate of the November interest obligations on the public debt is $22,851,629, of which the New York office has already paid off $9,639,000 without rebate. There has been less activity in the Gold Loan market, and rates have been working more steadily.

Under the November programme, the Treasury Department will sell Gold, during the remainder of the month, as follows: Wednesday, November 16, $1,000,000; Wednesday, November 23, $1,000,000; Wednesday, November 30, $1,000,000. And purchase Five Twenties, as follows: Thursday, November 17, $1,000,000; Thursday, November 24, $1,000,000.

The export drain last week was $3,156,924 against $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,823 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 54¾ millions, against 29¼ millions same time in 1869; nearly 68 millions same time in 1868; 48⅞ millions same time in 1867; over 55⅛ millions same time in 1866; and 25¼ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 46⅛ millions on Thursday of last week, were 64 millions on Saturday, 22 millions on Monday of this week, and nearly 53⅛ millions on Tuesday. On Wednesday they were 30 millions.

The customs demand for Gold last week, averaged $449,539 a day; thus far, this week, it has averaged $280,397, a day, or equal to a weekly aggregate of $1,682,382. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $2,481,541; and since Jan. 1, 1870, $11,108,919, against $14,877,528 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $124,320,770 against $115,835,945, same time in 1869.

The exports of specie, from this port, last week, were $3,156,924 against $640,653 same week last year; and since Jan. 1870, $54,708,285, against $29,248,688 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $6,576,079; and since Jan. 1, 1870, $75,427,257 against $80,635,846 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 27th, was $7,005,000, against $7,111,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 27th, were $29,100,000, against $32,946,000 same time last year.

Foreign exchange has been in moderate request, opening weaker, but closing with more steadiness. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109¾@110. The offerings of produce bills have been fair.

Government securities have varied little in price, during the week. The offerings have been comparatively moderate and the demand has been rather slow, in most instances. The later dealings showed a steady, though tame, market. Government bought in a million of Five Twenties on Thursday at equal to the current rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118⅜@118⅝; U. S. Five-Twenties of 1862, ex-coupon 108⅛@108¼; U. S. Five-twenties of 1864 at 107⅜@107½; U. S. Five-Twenties of 1865, 107¼@107⅝; U. S. Five-twenties of 1865 consolidated, 109⅜@109¾; U. S. Five-Twenties of 1867, 109⅜@109¾; U. S. Five-twenties of 1868, 109⅞@110; U. S. Ten-forties at 106⅛@106⅜; U. S. Six per cent. currency bonds, 111⅜@111½.

State bonds have been in more demand, through the week, and have been quoted generally stronger.

Railway bonds have been in more general request for investment purposes at well supported prices. Central Pacific Sixes have been in active demand, closing firmly on Wednesday at 90⅞@91.

The October earnings of the Central Pacific Road were $804,890, against $579,642 in October, 1869—an increase of $225,158. From Jan. 1 to Oct. 31, the aggregate earnings were $6,658,000 against $4,664,800 same time in 1869—an increase thus far in 1870 of $1,993,200.

The Union Pacific Sixes closed on Wednesday at 82⅞@83. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in pretty fair demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been more active and decidedly firmer in price, closing strong and buoyant, in most instances.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 26.	Nov. 2.	Nov. 9.
Consols	92⅛	92¾	93⅛
U. S. 5-20's of 1862	89⅜	89¼	89⅜
U. S. 5-20s, 1865	88⅛	88⅛	88½
" 1867	90	—	90⅛
" 10-40s	87¼	87	87¾
Erie	18¾	18¼	19¼
Ill. Central	114	110⅛	112¾
At. and Gt. West	29⅛	28⅛	29

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95¾.

General business has been less active in the line of domestic produce, and values have been variable and weaker, as a rule. The Cotton movement has been unusually heavy in the line of receipts and shipments,—leaving also enlarged stocks at the ports at the close. The breadstuff business has been checked by the firmness in ocean freights. At the close, Flour, Wheat, and Corn were depressed in price. Oats were firmer, under a speculative demand.

Ocean freights ruled firm most of the week, on a light supply of shiproom; but closed with a downward tendency and with very little animation. The off-rings of sailing vessel room were on the increase. For Liverpool we quote flour at 2s. 6d. by sail, and 8s. by steamer per bbl.; grain at 8¼@8¾d. by sail, and 9⅛d. by steamer per bushel; cotton at ⅛@$\frac{1}{16}$d. by sail and ⅛d@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 50s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 489.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending November 8th, and since the beginning of the year:

	1869.	1870.
For the week	$4,901,610	$5,161,358
Previously reported	154,255,751	152,948,422
Since Jan. 1	$159,157,361	$158,129,780

The imports for the week ending Nov. 5, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,289,156	$1,159,035
Gen. merchandise	3,189,297	3,014,068
Total for the week	$4,428,453	$4,173,103
Previously reported	252,532,800	254,961,780
Since January 1	$256,961,253	$259,134,883

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80⅛; do., 7s, 91¼; South Carolina 6s, new Jan. and July, 72⅝; do., April and Oct., 71¾; North Carolina Fund Act, 1866, 39½; do., special Tax, 21; Connecticut 6s, War Loan, 101⅛; Louisiana 6s, 71½; N.Y. State 7s, Bounty loan reg., 106¼; Central of New Jersey new bonds, 102; Dubuque and Sioux City R. R. 1st mort., 95; Ohio and Miss. consol. bonds, 87⅜; Detroit, Monroe and Toledo bonds, 98½; Am. Dock and Imp. 7s, 98½; Toledo, Peoria and

Warsaw 1st mort., E. D., 86; Toledo, Wabash and Western consol. bonds, 88; St. Louis and Iron Mt., R. R., 47¼; do., 1st mort., 88⅜; New York and New Haven R. R., 154; Western Union Telegraph, 41¼; do., 7s, 93; Wells Fargo Exp., 86; Am. Mer. Union Exp., 45½; Adams Express, 68; U. S. Exp., 88¾.

Philadelphia.—Philadelphia and Reading 6s, 1843-'80, 97⅛; do., Debt bonds, 82½; Oil Creek and Allegheny River R. R., 46½; do., 7s, 77⅛; Pennsylvania and New York Canal 7s, 91¾; West Jersey 7s, 95½; do., 6s, 91¼; Warren and Franklin 7s, 85; do., 2d mort., 95; Pennsylvania R. R. Gen'l mort., reg., 94¾; Connecting R. R. bonds, 83; Wilmington and Reading 7s, 91; Lehigh Nav. 6s, conv. loan, 78¼; Delaware Division Canal, 45; Philadelphia City 6s, prior to 1862, 102⅛; Shamokin Coal, 4½; Locust Mt. Coal, 41½. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 102⅜@102½; State 5s, coupon, 103@104; do. 6s, W. L., 104¼@105; do. 1st series, 104@105½; do., 2d series, 105½@106¼; do., 3d series, 109@110; Reading, 51@51; do., 7s, 1893, 103@103½; do., mort. 6s, 1880, 97⅛@98; Camden and Amboy, 115¼@115⅜; do., mort. 6s, 1889, 94@94⅛; do., 1883, 93@93; do., 1889, 92½@93; Penn. R. R., 59@59⅛; do., 1st mort., 103¾@104; do., 2d mort., 102@102; Little Schuylkill R. R., 43@43¾; Morris Canal, 30@30; do. pref., 67½@70; do., 6s, 80@84; do., scrip 7s, 55@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7¼@8; do., pref., 16¼@16⅜; do. 6s, 1882, 74@74; Elmira and Williamsport pref., 38@40; do., 7s, 1873, 92¾@92¼; do., 5s, 58@60; Lehigh Coal and Navigation, 82@82½; do., 6s, 1884, 83@83⅛; do., R. R. Loan, 87@88; do., Gold Loan, 89@89⅛; North Pennsylvania, 43@45; do., 6s, 98@99; do., 7s, 90¾@91; do., Chattle 10s, 110@112; Philadelphia and Erie, 26¼@26⅛; do., 6s, 91@91½; Minehill, 51⅛@52; Catawissa, 12@16; do. pref., 38⅞@38¾; Lehigh Valley, 59@59⅛; do. 6s, 100⅛@—; do., 6s, reg., 98@99⅛; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 52@53; Thirteenth and Fifteenth, 22@23½; Spruce and Pine, 24@28; Green and Coates, 40@40; Chestnut and Walnut, 44@44½; Hestonville, 14¾@15; Union, 44⅛@46⅛.

Boston.—Missouri River, Fort Scott and Gulf R. R. 2d bonds, 99; Burlington and Missouri River R. R. 8s, 1889, 102¾; do. 1894, 102⅛; Old Colony and Newport 6s, 95⅝; Vermont Central 1st mort., 85; do. 2d mort., 35; Cedar Rapids and Missouri 7s, 1916, 88¼; Phila., Wil. and Balt. 6s, 1887, 94⅜; Stanstead, Shefford and Shambly 7s, 83½; Rutland R. R., 28½; do. pref., 79; do. 7s, new, 77½; Chicago, Burlington and Quincy, 195@200; do. rights, 11; Norwich and Worcester R. R., 100; Conn. and Pass. Rivers pref., 84; Cincinnati, Sandusky and Cleveland R. R., 18; Indianapolis and Cincinnati R. R., 7; Boston Water Power Co., 18; Cary Imp., 8½; Short Mt. Coal, 13; Vermont 6s, 1876, 99⅞; Maine 6s, 1889, 97½; Massachusetts 5s, 1894, gold, 85¼; do., 6s, currency, 100½; do. 6s, 1876, gold, 107¼; do., 1873, gold, 105; St. Louis County 7s, 1875, 97; do. 1885, 95½; Cincinnati 7s, 101; Worcester 6s, 1893, 99¼; Portland 6s, 1877, 96¼; Bath 6s, 1891, 99¾; Cook Co., Ills., 7s, 97¾; Boston 6s, 1880, currency, 101⅜; Hartford 6s, 1880, 96½; Covington, Ky., 7 30s, 1890, 100; Calumet Mining Co., 100; Heela, 100; Hancock 1⅜.

Baltimore.—Virginia 6s, 1866, 60; do. 1867, 56¼; do. 6s, old, reg., 49½; Maryland Defence Loan, 103; Richmond and Danville bonds, 74; Orange and Alexandria 4th mort., 74; Pittsburgh and Connellsville bonds, 92⅛; Northern Central 6s, gold, 1900, 92; Orange, Alex. and Manassas bonds, 76½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¼@93; Baltimore and Ohio, 128¾@130; do., 6s, 1875, 94½@96; do., 1880, 93½@94¾; do., 1885, 91½@92; Northern Central, 43@44; do., 6s, 1885, 93@93¾; do., 1900, 87@88; do. 6s, 1900, gold, 92@92¼; N. W. Va. 1st mort., 95@95; do. 2d mort., 95@—; do. 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 92@92¼; do. 2d mort., 72@72½; Central Ohio, 24@25; do., 1st mort., 83½@85½; Western Md. 6s, 1890, 78@77; do., guar., by Baltimore City, 89@94; do., 2d mort., guar., 89@—; do. 6s, pref., 60@62; do. 6s, guar., by Washington Co., 90@92; Richmond and Danville bonds, 73½@75; Orange and Alexandria 1st mort., 6s, 82@83; do., 2d mort., 6s, 75@76¼; do. 3d mort., 6s, 81@82½; do., 4th mort., 6s, 73⅛@74; Orange, Alex. and Manassas 7s, 76@77¾; Virginia and Tennessee 6s, 81@—; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 92@92½; do., 1884, 92@92½; do., 1886, 92½@94; do., 1890, 92¾@92⅞; do., 1893, 93@94; do., 1900, 92½@92¾; do., 5s, 1858-'70, 75@80; Memphis City 6s, 56½@58; Maryland Defence Loan, 1883, 103@103¼; City Passenger R. R., 19@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

☞ At a meeting of the directors of the National Railway Company, held at their office in Philadelphia on the 5th inst., it was unanimously resolved to invite proposals up to the 25th instant, to build several connecting roads, in whole or in sections, between Philadelphia and New York. The length of the connected lines is eighty-six miles, and the whole is to be laid with steel rails. The work is to be begun at once, and prosecuted vigorously.

☞ The Alexandria *Gazette* says it is understood that the route of the Alexandria and Fredericksburg railroad, for the construction of which bids have been made, when examined by Mr. Roberts, the president of the road, was not approved by him, and that probably an entirely new line, running considerably west of the present one, will be adopted, and that engineers will commence surveying the new route in a day or two.

☞ The firm of GIBSON, BEADLESTON & Co., Bankers and Brokers, have dissolved by the withdrawal of Mr. Beadleston, and the business will be continued under the firm name of GIBSON, CASANOVA & Co., the new members admitted being Mr. P. C. Casanova and Mr. Chas. Louis Fincke.

☞ The town of Stockton, Maine, has voted, 151 to 6, to subscribe ten per cent. of its valuation to aid in the construction of the Penobscot Bay and River railroad. Thirty thousand dollars had been previously subscribed by the citizens.

☞ The attention of Contractors is invited to the Advertisement of the National Railway Company, in another column.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Nov. 10, 1870.

☞ THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

The advantages of the exchange is shown thus:

$5,000 5-20s *cost to-day*	$5,437 50	*ann. int. in gold* $300
$5,000 C. P. R. R. Gld Bds	5,450 00	ann. int. in gold. 360
Gain, $1,000 in Bds., in cash	27 50	gain in ann. inc. $60

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange, and are based on a finished and equipped road, already placed on a stable and profitable basis.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

Illinois Central Railroad.

The statement of this Company for the month of October, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands sold	5,672.81 for	$54,931 37
Acres Int. Fund Lands sold		
Acres Free Lands sold	159.48 for	3,748 42
Total sales during month of October, 1870	5,832.29 for	$58,679 79
To which add Town Lot Sales		140 00
Total of all	5,832.29 for	$58,819 79
Cash collected in October, 1870		$212,525 85

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 400½ Miles.	Total. 1107½ Miles.
Freight	$469,133 00	$113,196 00	$582,329 00
Passengers	157,685 99	48,831 25	206,467 24
Mails	6,376 00	1,029 08	7,404 08
Other sources	84,000 00	1,970 92	85,970 92
Tot. Oct., '70	$707,143 99	$165,027 25	$862,171 24
Total actual earn'gs, Oct. 1869	$739,204 48	$175,201 65	$914,406 13

☞ The Philadelphia and Reading railroad company have leased the Philadelphia, Germantown and Norristown railroad for 999 years from December 1, 1870. The capital stock is to be increased 35 per cent.—or to $2,240,000—upon which dividends of 12 per cent. per annum are guaranteed. The first quarterly dividend of 3 per cent. will be payable March 1, 1870.

☞ The track on the Portland and Ogdensburg railroad was laid to Steep Falls, a distance of 24½ miles, on the 28th ult., and trains commenced running there on the 7th inst.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$1,184,051	$2,489,880
" cotton	490,047	1,360,288
" silk	1,284,716	2,060,820
" flax	675,568	1,023,876
Miscellaneous dry goods	544,129	612,811
Total entered for consump.	$4,178,511	$7,547,625

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$979,202	$722,886
" cotton	238,628	213,604
" silk	478,416	440,312
" flax	352,638	387,879
Miscellaneous dry goods	103,495	83,820
Total withdrawn from warehouse	$2,152,369	$1,797,501
Add entered for consump.	4,178,511	7,547,625
Tot. thrown on the market.	$6,330,880	$9,345,126

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$730,804	$776,340
" cotton	238,610	196,144
" silk	364,582	386,689
" flax	468,038	375,159
Miscellaneous dry goods	88,563	84,601
Total entered for wareh'g.	$1,880,597	$1,817,933
Total entered for consump.	4,178,511	7,547,625
Total entered at the port.	$6,059,108	$9,365,558

The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$15,020,797	$18,548,770
" cotton	11,922,662	13,594,776
" silk	17,481,140	19,653,251
" flax	8,448,031	8,939,260
Miscellaneous dry goods.	6,124,591	7,792,214
Tot. entered for consump.	$58,997,221	$68,523,271

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$10,789,649	$10,891,717
" cotton	3,709,015	4,688,118
" silk	4,291,363	4,770,188
" flax	4,212,889	4,972,754
Miscellaneous dry goods.	1,117,084	1,173,965
Total withdrawn from warehouse	$24,120,500	$25,996,742
Add entered for consump.	58,997,221	68,523,271
Total thrown on the market	$83,117,721	$94,520,013

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$11,051,578	$9,681,730
" cotton	4,252,760	4,355,241
" silk	5,019,674	4,795,097
" flax	4,766,811	4,066,911
Miscellaneous dry goods.	1,123,419	1,184,800
Total entered warehouse.	$26,214,282	$24,083,779
Add entered for consump.	58,997,221	68,523,271
Total entered at the port.	$85,211,453	$92,607,050

☞ Pittsylvania county, Va., has voted in favor of a county subscription of $180,000 to the Lynchburg and Danville railroad, and $150,000 to the Norfolk and Great Western railroad.

☞ The survey and location of the Albany, Sandlake and Stephentown railroad is progressing rapidly.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—SPECIAL CONTRACT—NEGLIGENCE.

The facts in the late case of the Indianapolis, Pittsburg and Cleveland R. R. Co., vs. Allen, (31 Ind., 143,) are fully and clearly stated in the following opinion by

GREGORY, J.—The main question in this case arises on the construction of a contract for freighting stock, made by the parties, under which the appellee shipped six car loads of fat hogs from Indianapolis to Buffalo.

The contract provides "that whereas said railroad companies transport live stock at only first class rates, as per their tariffs, excepting only in the cases where the owner assumes certain risks and incidents specified below, in consideration of obtaining the transportation at reduced rates; and whereas the said party of the second part, in the present case assumes, and takes upon himself said risks and incidents for said consideration: now, therefore, in consideration that said railroad will transport for the said party live stock at the reduced rate of —— dollars for single decks and —— dollars for double decks, per car load, from Indianapolis to Buffalo, and charges advanced, the said party of the second part does hereby agree to take and does hereby assume all and every the risks of injuries which the animals or either of them may receive in consequence of any of them being wild, unruly, vicious, weak, escaping, maiming and killing themselves or each other, or from delays, or in consequence of heat, suffocation, or the ill effects of being crowded upon the cars of said railroad companies, or on account of being injured by the burning of hay, straw or any other material used by the owner in feeding the stock or otherwise, and for any damage occasioned thereby; and also all risk of any loss or damage which may be sustained by reason of any delay, or from any other cause or thing in or incident to, or from, or in, the loading or unloading said stock. And it is further agreed that the said party of the second part is to load and unload said stock, at his own risk, the said railroad companies furnishing the necessary laborers to assist under the direction and control of the party of the second part, who will examine for himself all the means used in the loading and unloading, to see that they are of sufficient strength, of the right kind, and in good repair and order. And it is further agreed between the parties hereto that each and every of the persons riding free, to take care and charge of said stock, do so at their own risk of personal injury from whatever cause. And the said party of the second part, for the consideration aforesaid, hereby releases, and agrees to release and to hold harmless and keep indemnified, the said party of the first part, of and for all damages, actions, claims, and suits, on account of any and every injuries, loss and damages heretofore referred to, if any occurs or happens."

The injury complained of is thus charged in the complaint "that while said hogs were in the care, custody, and possession of appellants, and while on her cars, and upon her said railroad, by reason of the insecure and insufficient doors, shutters, slides, and windows of defendant's cars, and the fastenings thereto, and by reason of the want of care and diligence of defendant in safe keeping, securing, carrying, transporting, and shipping said hogs, six of them escaped from said defendant's cars, through the insufficiency of the fastenings of the doors, shutters, slides, and windows aforesaid, and defendant's negligence."

The second paragraph of the answer sets up the special contract, and that the hogs were loaded and transported in pursuance thereof, under the direction and control of the plaintiff, the company furnished the cars and necessary laborers. A demurrer was sustained to this paragraph of the answer.

A trial was had under the general denial; finding for the plaintiff; motion for a new trial overruled.

The evidence shows that the hogs were shipped under this contract; that they were loaded by an agent of the plaintiff, who accompanied them to Buffalo; that the six hogs probably escaped through a little window that was open at the end of the upper deck of one of the cars; that after the escape of one of the hogs, the agent of the plaintiff told the conductor to fix the window, but he did not do it, and the agent fixed it himself.

It is claimed that under the contract the appellant is not liable for this loss.

In Lee vs. Marsh, 43 Barb., 102, there was an express stipulation against liability for loss "that may happen from any other cause than the wilful negligence or fraud of said receiver or his agents." In the case at bar there is no such provision. It is true, that the language of the contract is broad enough to cover loss from any cause whatever; but in The Michigan Southern and Northern Indiana R. R. Co. vs. Heaton, at this term, after a careful examination of the subject, this Court came to the conclusion, that a contract as broad in its terms as the one under consideration, did not cover liability for loss occasioned by ordinary negligence. Indeed, it is held in that case, that a common carrier can not contract against liability for loss from his own ordinary negligence; that such a condition is void as against public policy.

The railroad company had the exclusive possession and management of the cars in their transit: the shipper was to load and unload, but this did not include the time embraced in operating the train in the course of transportation, during that time, in the very nature of things, the company controlled it. The evidence shows a case of want of ordinary care on the part of the agents of the railroad company. The Court committed no error in sustaining the demurrer to the second paragraph of the answer, or in overruling the appellant's motion for a new trial.

Judgment affirmed.

☞ A party of engineers belonging to the Kansas and Galveston railway are now running an experimental line through the Indian nation, on the south side of the Arkansas river, in the direction of Fort Smith. The line leaves the Texas railroad at a point twenty miles south of Fort Gibson, on Butler's creek, and crosses the Canadian six miles above its mouth. The route is believed to be entirely practicable—the San Bois mountains being the only obstacles, and they are not difficult to overcome.

☞ Robert Garrett, Esq., of Baltimore, has been elected President of the Virginia Valley Railroad Company.

The Public Debt Statement.

The following is a recapitulation of the public debt statement October 31, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$219,107,300 00
Six per cent. bonds	1,731,562,900 00
Total	$1,950,670,200 00
Accrued interest	48,817,662 74
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,070,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Total	$59,070,000 00
Interest	575,560 02
Debt on which interest has ceased since maturity	$3,398,117 85
Interest	$445,657 96
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,102,821 00
Fractional currency	39,289,793 89
Certificates of gold deposited	13,666,500 00
Total	$409,058,614 89
Total amount outstanding	$2,422,191,932 24
Total interest	49,538,880 72
Total debt, principal and interest, to date, including interest due and unpaid	$2,471,730,812 96
AMOUNT IN TREASURY.	
Coin	$103,131,073 48
Currency	26,815,383 93
Total	$129,946,457 41
Debt less amount in Treasury	$2,341,784,355 55
Debt less amount in Treasury October 1, 1870	2,346,913,652 28
Decrease of debt during the past month	$5,129,296 73
Decrease of debt since March 1st, 1869	$183,678,904 46

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$544,730 24
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	126,060 00
Sioux City and Pacific	1,628,320	32,566 40
Central Pacific	25,881,000	517,620 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	32,000 00
Western Pacific	1,970,000	39,400 00
Totals	$64,618,832	$1,292,376 64
Interest paid by United States		$8,815,845 49
Interest repaid by transportation of mails, etc.		2,412,683 12
Balance of interest paid by United States		6,402,662 37

☞ The contract for building the extension of the Portsmouth, Great Falls and Conway Railroad, from Union Village to West Ossipee, a distance of twenty-eight miles, has been awarded to Mr. George F. Hitchings of Portland. Work upon it is to be begun as soon as possible.

☞ The equity case, the Kennebec and Portland Railroad Company vs. the Portland and Kennebec Railroad Company, on trial in Augusta, Me., has been decided in favor of the defendants, dismissing the bill, and thus affirming the right of the new company to the road.

Pittsburgh and Connellsville Railroad.

The track from the western end of the Pittsburg and Connellsville Railroad has reached Indian Creek, a point eight miles east of Connellsville. The bridge abutments over the creek are completed and the workmen are now engaged placing the superstructures on them. There the track will be delayed a short time owing to the two sections immediately east of the creek not being ready for it yet. By the first of January next the track will have a clear course as far up as Brook Tunnel (thirty-one or thirty-two miles east of Connellsville,) where they have a temporary line surveyed over the tunnel to enable them to move on irrespective of the completion of the tunnel. This track is of very light work and only one mile and a half in length, being at a grade of one hundred and eighty-five feet to the mile. Mr. Hoblitzel, the contractor, has been granted one month longer time to try and push the work in the tunnel, when, if he has not advanced with it sufficiently to ensure its completion in the proper time, he has agreed to place a large force on the temporary line, and get it ready at once. He has three hundred feet of heading and six hundred feet of bottoming to take out yet, but by a proper use of his time he may yet complete it. E. D. Yutzy & Co., have section 87 ready for the track, and will finish 86 in two weeks. They have now taken sections 93, 94, 103 and 104 off the hands of the Canadian Company, who had more than they could manage to put a sufficient force on. Major Yutzy has all four of the sections well manned, and is pushing the work vigorously. Patrick Keatiny has finished section 108. The President and Chief Engineer passed over the line recently, and were much pleased with the progress of the work. They say the cars will run through by the 1st of March next without fail. They have six million dollars raised for the Western extension, and will let eighty miles of it early in the spring of '71. The branch roads along the line are progressing rapidly.—*Cumberland Times, Nov. 5.*

West Wisconsin Railway Co.

The present position of the West Wisconsin Railway Co. may be briefly stated.

The company has been running over their road the past month regular trains, daily, on ninety miles of the one hundred and ten (110) miles now completed. There is graded and ready for iron about twenty more which will be shortly completed. After 1st December next there will remain only thirty four miles to build to complete the whole road which is all under contract for grading and to be finished by June next, some work upon which has already been done. The iron for the balance of the road has lately been bought on favorable terms, so favorable as not to require any bond sales in the present stagnant market, nor until six months after the track is finished and opened, which opening will take place next summer. The net receipts on the ninety (90) miles in service are about equal to the interest on the bonds sold, and the debt of the company.

☞ The Hon. Hugh McCulloch, late Secretary of the Treasury, and Mr. John H. Puleston sailed in the Scotia on the 8th inst., for the purpose of establishing an American banking house in London, under the firm of Jay Cooke, McCulloch & Co.

☞ Two additional tracks are to be built along the line of the Boston and Albany Railroad, and the work will probably be begun in the spring.

☞ MOBILE AND MONTGOMERY RAILROAD COMPANY EIGHT PER CENT. FIRST MORTGAGE BONDS, PRINCIPAL AND INTEREST payable IN GOLD. INDORSED BY STATE OF ALABAMA.

We offer the above-named Bonds for sale, and, for the following reasons, confidently recommend them as a most desirable investment.

1. THEY ARE A FIRST MORTGAGE UPON A ROAD ALREADY COMPLETED, THOROUGHLY EQUIPPED AND IN SUCCESSFUL OPERATION. The object in placing this Mortgage upon the Road, and of selling these Bonds, is to build an extension of 15 miles from Tensas, the present terminus, into the City of Mobile, which connection is now made by boat. This extension will give entire through Rail connection to *Mobile* and *New Orleans*, thus saving the cost and trouble of steamboat service, and delay of breaking bulk both at Tensas and Mobile. The Road, including 15 miles extension, is 182 miles long.

2. THE MORTGAGE IS AT A LOWER RATE PER MILE THAN ANY SIMILAR BOND NOW OFFERING, being for little over $18,000 per mile—less than the Iron and Rolling Stock are actually worth. The cost of the Road is over $30,000 per mile.

3. The Road forms the only railroad connection between Montgomery, the capital of the State of Alabama, and Mobile, its chief commercial city, making it exactly the Hudson River Railroad of Alabama, besides being a link in the great through-coast line between New Orleans, Mobile, Montgomery, Savannah, Charleston, Richmond and New York, or the interior line between the same points, via Augusta, Charlotte and Danville.

4. The Net Earnings of the Road have regularly increased at the rate of about 20 per cent. per annum since the organization in 1867, *and are NOW much more than enough to pay the interest upon all the bonds authorized to be issued*, more than one-half of which are in the hands of the Company. These earnings will be largely increased upon the completion of the Mobile and New Orleans Road, which is to be opened for through travel in about four weeks, and probably more than double upon completion of proposed extension of 15 miles.

5. They are indorsed by the State of Alabama, whose high credit is well known, her 8 per cent. currency bonds now selling at par.

6. They bear 8 per cent. interest, both *principal and interest payable in Gold*, interest payable semi-annually in the City of New York in May and November.

7. OVER ONE MILLION OF THESE BONDS ARE ALREADY PLACED—a single well-known and careful investor (Judge Onderdonk, of Long Island,) after personal examination of the Road and its resources, taking $100,000 as a permanent investment, and Executors of Estates and Banking Institutions investing in amounts of from $20,000 to $50,000 each.

8. Only $450,000 are on the market. These are offered by the undersigned at the low price of 95 and accrued interest, in currency.

SQUTTER & CO.,
No. 53 WILLIAM-ST.
DREXEL, WINTHROP & CO.,
No. 18 WALL-ST.

Portsmouth, Great Falls and Conway R. R.

The Portsmouth, Great Falls and Conway Railroad has been leased to the Eastern Railroad Company, on such terms that the stockholders of the Portsmouth, Great Falls and Conway Railroad are to receive at all times the same dividends that are paid to the stockholders of the Eastern Railroad Company and the Eastern Railroad in New Hampshire; and, with the understanding, also, that the new stock to be issued to provide means for extending the Portsmouth, Great Falls and Conway Railroad should be offered at par to the stockholders of the Eastern Railroad Company and Eastern Railroad in New Hampshire. It has been voted to issue new stock of the Portsmouth, Great Falls and Conway Railroad, to be distributed at par to the stockholders of the Eastern Railroad Company, and the Eastern Railroad in New Hampshire, in the proportion of one share in the said stock to eight shares of the stock of the Eastern Railroad Company and of Eastern Railroad in New Hampshire, held by said stockholders respectively.

Nashua and Rochester Railroad.

The Directors of the Nashua and Rochester Railroad Corporation held a meeting in Boston on the 5th inst., and organized by choosing Hon. Thos. H. Kinnicut of Worcester President, and Hon. A. H. Dunlap of Nashua Clerk. T. W. Hammond, Esq., of Worcester, was chosen Treasurer, and Thos. H. Kinnicut of Worcester, J. D. Otterson of Nashua, Chas. H. Waters of Groton, C. W. Smith, E. B. Stoddard and C. S. Turner of Worcester, N. V. Whitehouse of Rochester and T. J. Melvin of Chester, were chosen a Financial and Executive Committee. It is the determination of the Directors to make a thorough survey of the road at once, with a view of putting the whole line under contract at the earliest practical moment. With the well-known business capacity of the Directors, together with the railroad experience of many of them, the public can rest assured that this important link in the great chain of railroads between the East and West will be supplied at no distant day.

☞ The Philadelphia *Ledger* says that the Lehigh Valley Railroad Company have just consumated an important arrangement with the Erie Railway Company by the laying of a third rail on both tracks of the latter road, which is of broad gauge, from Waverly, which is the present terminus of the Lehigh Valley road, north, to Elmira, a distance of some eighteen miles. The laying of the third rail is completed, and the Lehigh Co. will in future ticket passengers and deliver freight through to Elmira instead of Waverly as hitherto.

☞ The incorporators of the proposed Wolfborough Railroad held a meeting at Wolfborough, N. H., recently and made choice of the following board of directors: John M. Brackett, Joseph L. Avery, John L. Peavy, Joseph Varney, Charles W. Thurston, Joseph W. Goodwin, Alphonso H. Rust. At a subsequent meeting of the directors John M. Brackett was chosen President, John L. Peavy Secretary, and Joseph L. Avery Treasurer.

☞ The contract for constructing the Indiana North and South Railway has been let to Chamberlain, Matthews & Co., of Lalowa, Ohio. The same firm have taken the contract to build the New Albany and St. Louis Air Line Road.

Railroad from York to Gettysburg.

The building of a railroad from York to Gettysburg direct is beginning to be agitated with decided earnestness. It is said by the Gettysburg *Sentinel* that parties abroad will furnish a large proportion of the means—probably two-thirds—if the people of York and Gettysburg and along the route will subscribe the balance, that is, Gettysburg to take $25,000 of the stock, York from $50,000 to $75,000, and between the two points about the same as the latter, the estimated cost of the road being $450,000. A project of so much importance, says the *Sentinel*, cannot but command general attention, and it is not doubted that our people will give it the most prompt and liberal aid in their power.

Martinsburg and Potomac Railroad.

The board of supervisors of Berkeley, in response to the voice of a large public meeting, has formally acceded to the terms of the contract between the above company and the Cumberland Valley, or Pennsylvania Central. The contract, in detail, we have not yet seen, but the gist of the change is that Berkeley subscribes as a stockholder and the Pennsylvania contribution stands as a loan. Immediate steps are to be, or have been, taken for the construction of the road as far as Martinsburg. Its extension this way will depend on the action of the people of Frederick. Finished only to Martinsburg, the work will be incomplete. It must come to Winchester, and we hope without avoidable delay.—*Winchester (Va.) News.*

☞ There was no sale of the interest of the State of Tennessee in the fourteen delinquent railroads, offered by auction at the State Capital on the 3d inst., there being no bidders.

To Railroad Contractors.

PROPOSALS will be received at the office of the NATIONAL RAILWAY COMPANY, No. 109 South Third st., Philadelphia, until and including the 25TH DAY OF NOVEMBER, 1870, for the CONSTRUCTION of the NATIONAL RAILWAY, extending from the City of Philadelphia to Yardleyville, on the Delaware River; and the MILLSTONE AND TRENTON RAILROAD and certain other railroads connecting therewith, and forming with said connections a continuous line from the City of Philadelphia to the Hudson River, opposite the City of New York.

Plans and Specifications may be had and examined at the office of the NATIONAL RAILWAY COMPANY, and also at the office of J. B. CULVER, Engineer, No. 23 Montgomery st., Jersey City, on and after the 10th of November.

The Company reserves the right to reject any and all bids.

ROBERT R. CORSON, Secretary.
HENRY M. HAMILTON,
MATTHEW BAIRD,
JACOB RIEGEL,
A. S. LIVINGSTON,
CHARLES W. DUPUY, } Committee.

OFFICE OF GIBSON, BEADLESTON & CO.,
50 EXCHANGE-PLACE, NEW YORK, Nov. 7, 1870.

THE COPARTNERSHIP heretofore existing between the undersigned, under the firm name of GIBSON, BEADLESTON & CO., is this day dissolved by mutual consent. Either partner will sign in liquidation.

WM. AUGUSTUS GIBSON,
WM. H. BEADLESTON,
HENRY N. TITUS.

50 EXCHANGE-PLACE, NEW YORK, Nov. 7, 1870.

THE undersigned have this day entered into COPARTNERSHIP under the firm name of GIBSON, CASANOVA & CO., and will continue the business of the late firm of GIBSON, BEADLESTON & CO., as Bankers and Brokers.

WM. AUGUSTUS GIBSON.
* Member New York Stock Exchange and New York Gold Exchange.
P. C. CASANOVA,
HENRY N. TITUS,
* CHAS. LOUIS FINCKE.
* Member New York Gold Exchange.

FOR SALE—56 and 60 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to secure the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years bona fide residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc; etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

By the Governor:
ROBERT H. ATKINSON,
Executive Secretary.

To Contractors.

SEALED PROPOSALS will be received until the 15th of November next for the grading, masonry and bridging of the Duxbury and Cohasset Railroad from the South Shore Railroad, in Cohasset, Mass., about 18 miles, to Duxbury, Mass.

The work will be let entire or in sections, as may be desired.

The company reserves the right to reject all bids not satisfactory.

Plans, profiles and specifications may be seen at the office of the company in the depot at Cohasset, or at the office of the Old Colony and Newport Railway in Boston.

H. G. REED.

Cohasset, Mass., Oct. 27, 1870.

ENGINES, TOOLS, MACHINERY, &c., FOR SALE

AT

THE NOVELTY IRON WORKS,

foot of East 12th St., New York,

—Embracing ENGINES, PLANERS' LATHES, SMITHS' and BOILER MAKERS' TOOLS, MACHINERY and PATTERNS, &c., &c., of the most approved kinds. Also

6 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON PATENT TURBINE WATER-WHEELS, 66-inch diameter;
and 1 MARINE BEAM ENGINE, 46 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,
Receiver of the Novelty Iron Works.

Oct. 29, 1870.

RAILROAD IRON.

1,000 tons LLYWVI VALE.
1,000 " BAILEY BROS.
300 " EBEW VALE.

60 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
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49 Walnut St., Cin., O.

CHEAP PAINTING—1/2 COST LEAD

100 lbs. of the PACIFIC COMPANY'S Colored Paints (costing $12.50) will paint as much as 350 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

or 45 Maiden Lane, N. Y.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

Mathematical & Engineering Instrument Manufacturers,

AT THEIR OLD LOCATION,

43 NORTH SEVENTH STREET,

PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 43 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

THOMAS D. PATTESON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 6 Tryon Row, New York.

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—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

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W. T. HILDRUP, Treasurer.

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THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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(Successor to WM. KUMBEL & SON,)

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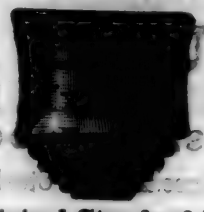
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MANUFACTURERS OF

RAILWAY CAR SPRINGS



The Original Standard Volute Buffer Spring.

Patented.—All others are Infringements.



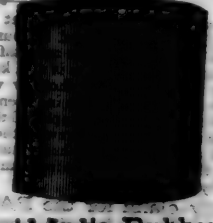
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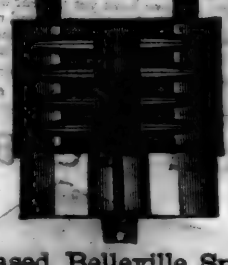
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All Springs made by us are WARRANTED.

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REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

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MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or Bar steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable chairs or cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known, but within the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT accepts that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

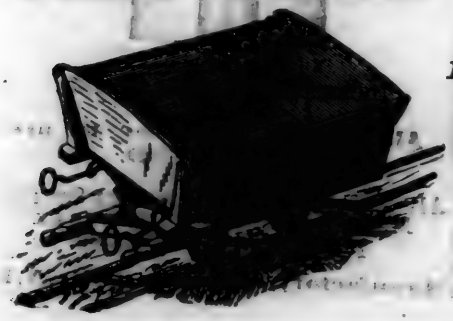
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 19, ALASKA, Capt. GRAY, connecting with the COLORADO, Capt. PARRIS.

Departure of 20th every month will touch at San Jose Guatemala.

Steamer GREAT REPUBLIC, will leave San Francisco Dec. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, Nov. 18. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, Nov. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18K Gold Cases, $36. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 44 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 47.] SATURDAY, NOVEMBER 19, 1870. [WHOLE No. 1,805 VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 19, 1870.

Atchison, Topeka and Santa Fe Railroad.

The earnings of this road for the month of August were $20,829 53; for September, $25,595 98; and for October, $26,783 35—total, $73,572 87. The company has a Congressional land grant of 6400 acres per mile, against which it has located between Topeka and the Arkansas River 790,000 acres. Of this, 385,000 acres within ten miles of the track, come into possession of the company as they build. The remaining 405,000 acres lie within ten and twenty miles of the track, and come into possession of the company upon completion of the road. The road was opened to Emporia for business, sixty-two miles, August 1, and the earnings since that time would enable it to pay 7 per cent. interest on $26,000 a mile, while its mortgage is limited to $15,000 a mile. The road is to be extended this fall from Emporia southwest, which, it is anticipated, will secure a large business in the transportation of cattle from Texas and the Indian Territory. Hon. Ginery Twitchell, of Boston, is President of the company.

From the Boston Journal, Nov. 9.

Boston, Hartford and Erie Railroad.

PROCEEDINGS IN BANKRUPTCY POSTPONED.

The Boston, Hartford and Erie question was again before the United States District Court this morning, Judge Shepley presiding, on a motion to dismiss for want of jurisdiction in bankruptcy.

Immediately upon the opening of the Court, Mr. W. G. Russell, for the petitioners in bankruptcy, said that an arrangement had been made for a withdrawal of the motion until after a contract had been made in which all parties were agreed, that the unfinished portion of the road should be completed rather than allow it to go to waste. Under this arrangement it was intended to apply for its confirmation in the State Courts where Receivers had been appointed, and also to the United States Court. The matter of the injunction was arranged so that the Court would not be troubled with it.

Judge Shepley said that, providing he should entertain jurisdiction, he had no doubt of the authority to allow the contract to be made to prevent the property of the road from running to waste.

After consultation by the counsel, Mr. Russell said that all parties had agreed to a postponement until the 29th of November, on account of a contract made with Mr. Munron under the sanction of the several State Courts in which receivers had been appointed.

The contract provides that the road from Putnam to Willimantic, now unfinished, shall be completed on the 1st of May, 1871, instead of the 1st of January, 1871, as specified in the contract made with Mr. Brooks, one of the Receivers; that it shall be finished for $300,000, instead of $400,000 in that contract, or $460,000 in a previous contract; that the sum shall be payable in Receivers' certificates running three years at six per cent. secured by the 26 miles of road between Putnam and Willimantic, and the income of the road in Connecticut as in former agreements; the certificates to be cashed by Mr. Munson at 80 per cent., and the bondholders to be allowed to take them at *pro rata*.

The Court assented to the agreement of counsel, and the case was postponed until November 29.

(It is understood that the creditors assented to this contract on account of the relief Mr. Munson would get in not being forced to build the road this fall.)

☞ The earnings of the Chicago, Cincinnati and Louisville railroad for October, 1870, were $12,986 89.

Atlantic, Mississippi and Ohio Railroad.

Pursuant to the published notice, and in conformity with the act of the General Assembly authorizing the formation of the Atlantic, Mississippi and Ohio Railroad Company, the stockholders of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky Railroad Companies convened at Lynchburg, Va., on Thursday, the 10th inst. The several companies held meetings separately, and appointed committees of conference to report some plan for carrying out the consolidation scheme, and to determine the relative value of the stock of their respective companies. Friday the committees made the following report, which was adopted:

The committees have agreed that the value of the stocks of these several roads shall be considered, for the purpose of the organization of the Atlantic, Ohio and Mississippi Railroad Company, the same, and that the stockholders of these several companies who subscribe to the stock of the Atlantic, Ohio and Mississippi Railroad Company shall each be entitled to the same number of shares in said company that they now hold in these several companies. Subscriptions are now being made to the new company in stock of the old companies, share for share.

The organization was finally completed on Saturday, and the following officers elected: Wm. Mahone, President; directors, Thomas J. Corprew, R. C. Taylor, John A. Johnston, Ro. B. Bolling, Ro. D. McIlwaine, John F Slaughter, C. W. Statham, Wm. Watts, James A. Walker and Abram Fulkerson.

☞ The city council of Portland has recently passed an order authorizing the city treasurer to hire $7,500 on twenty years, to be applied to the payment in gold on bonds and coupons issued November 1, 1850, in aid of the Atlantic and St. Lawrence Railroad, due November 1, 1870, the railroad company having declined to pay the gold, after demand for the same.

☞ The sum of $678,000 in U. S. Certificates of Indebtedness, recently paid to the State of Massachusetts, has been received by the State Treasurer of Maine, and will be used in the construction of the European and North American railway, Massachusetts having assigned this old debt to that company to aid in the great enterprise.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$185,283 68	$208,349 94
" freight	245,775 32	279,505 68
" express	12,488 48	14,334 38
" mail	9,400 00	9,583 34
" rents	295 00	1,872 00
" use of engines and cars	3,735 62	3,158 83
	$456,978 10	$516,804 17
Expenses, viz:		
Running road	$75,474 28	$80,972 99
Maintenance of track	74,638 84	128,620 53
" bridges, etc.	11,740 78	15,919 20
Repairs of engines and cars	59,061 80	51,789 59
General expenses	64,535 59	70,021 17
Change of line at Vincennes	....	2,781 41
	$285,451 29	$350,104 89
Net earnings	$171,526 81	$166,699 28
Interest and taxes	106,633 72	116,652 48
Balance	$64,893 09	$50,046 80

The receipts from all sources during the year were $516,826 46; and the expenditures, $513,641 79—balance, increase in assets, $3,184 84.

The expenditures embrace—

Transportation expenses, as above	$350,104 89
Interest and discount	103,553 13
Internal revenue tax	5,317 49
State and other taxes	7,781 86
Redemption of 28 bonds for Sinking Fund	24,900 00
Lands purchased for wood, gravel, etc.	3,099 84
Increase in wood and supplies	554 81
Construction and equipment	18,329 77
Total, as above	$513,641 79

The assets and liabilities of the company at the close of the last and preceding years, were as follows:

Assets:	1869.	1870.
Cash on hand	$40,946 22	$28,795 00
Evansville, Henderson and Nashville R. R. bonds	....	6,800 00
Due from agents	16,750 42	10,024 65
Open accounts	9,767 42	12,780 54
	$67,464 06	$58,400 19
Liabilities:		
Due other lines	$10,793 55	$19,559 10
Other liabilities	38,018 84	17,004 58
	$48,812 39	$36,563 68
Excess of assets	$18,651 67	$21,836 51

The capital account of the company has been increased as follows:

For fencing	$3,252 45
" telegraph line, Rockville Division	661 88
" tools and machinery	2,859 26
" freight cars	11,556 18
Total increase of capital for the year	$18,329 77

The total cost of the road and equipment to date is as follows, to wit:

Construction of road	$2,417,057 92
Equipment	372,969 99
Total	$2,790,027 91

This cost is represented by—

Common stock	$1,044,052 93
Preferred stock	100,000 00
First mortgage bonds	1,185,000 00
Earnings expended	460,974 98
Total	$2,790,027 91

The total length of main track is 182 miles, which has not been increased during the year.

We have laid down during the year in new sidings and extension of old ones, 2,900 feet of new side track.

The length of side track now laid down is 12 miles.

The total of main line and side tracks is 144 miles.

We have constructed at our shops three new compromise box, nine coal, and five platform cars. Total, seventeen cars.

With the exception of one push and four hand cars, this is all the new equipment added during the year.

In addition to ordinary repairs, we have rebuilt one passenger, one box, and one platform car, and four push and seven hand cars.

The cost of renewal of track for the year has been large beyond precedent.

We have paid for 56,500 cross ties at a cost of $20,356 11, and placed 50,000 of them in the track.

We have laid down 102 tons of re rolled rails, and had manufactured under inspection, imported and laid down 500 tons of what is termed "*best best*" English iron rails, making together seven miles of re-rolled and new rails.

These rails, with the splice bars and bolts used, have cost, exclusive of placing them in the track, the sum of $47,002 31.

We have also punched in the track, and put splice bars on eleven miles of old rails, making a considerable improvement in that portion of the track.

Twelve hundred car loads of gravel ballast have been put on those portions of the track most needing it.

The train service for the year is as follows:

	Miles.
Passenger trains have run	159,898
Freight trains have run	123,190
Construction trains have run	32,750
Total mileage	306,838

Showing a gain over the year previous on passenger trains of 20,938, and freight trains of 2,557 miles, and on construction trains of 1,600 miles. Total gains for the year in train mileage, 25,095 miles.

The number of freight cars hauled for the year is 20,531 loaded, and 8,757 empty. Whole number, loaded and empty, 29,288 cars, showing an excess of freight cars hauled over those of the previous year, of 3,045 loaded, and 373 empty. The whole number of miles traveled on the road during the year by freight cars is 1,674,224 miles, showing a gain in freight car mileage over the previous year of 162,685 miles.

Our freight traffic is divided between local and through freight as follows:

Local freights, 90,401 tons, giving a revenue of	$186,066 95
Through freights, 68,606 tons, giving a revenue of	93,438 73
Total tonnage 159,007 tons. Total revenue	$279,505 68

It is observable that our through freights amount to 33⅓ per cent., and our local freights

The number of passengers carried during the to 66⅔ per cent. of our whole revenue of freights and that the through freight tonnage is 43½ per cent. of our whole tonnage.

year was 167,499, being 19,956 passengers in excess of the year previous.

The gross earnings of the road for the year are $516,804 17, being $59,826 07 in excess of the gross earnings of the year previous.

The working expenses, including repairs and renewals of equipment and track, are $350,104 89, being $64,653 60 in excess of the year previous.

This excess is chiefly accounted for in the unprecedented expenses already specified in renewal of track.

The proportion of expense to gross earnings has been greatly affected by the low rates on through freight to the east.

The same freight rates for the past year, which we received for the year 1867, would have added $75,000 to our gross earnings, without at all increasing our expenses.

Whilst we do not hope to regain such rates on such business we have cause to hope for a material increase upon the rates of the past year, and that our local and through North and South freight traffic will early bear such altered proportions to our through East and West traffic as to materially increase our average freight rates.

In previous annual reports it has been repeatedly stated that the current renewals of track were by no means in proportion to its wear and destruction. It is now estimated that at least from eleven to twelve miles of new rail will be required, to keep the track in safe condition, for the coming year.

In equipment it is believed that two or three locomotives will be required, and at least fifty coal and lumber cars, and fifty box cars should be placed upon the road during the coming year.

It will very early be necessary to place a second work or repair train on the road, but our finances do not warrant it at present.

The redemption of our mortgage bonds by the sinking fund has been made as stipulated with the bondholders, and up to date fifty-seven bonds of $1,000 each, have been redeemed.

The Board has entered into arrangements with the city of Vincennes, and the other railroads passing through that city, for a Union passenger depot at that important junction.

This has required a change of our track for one and one-half miles, in and adjacent to Vincennes, without at all lengthening our line. The total cost of this change will probably not ultimately exceed $5,000.

A very commodious brick eating house, with passenger rooms, and all necessary offices, is being erected by private individuals, under written agreement with the railroad companies, which will insure the comfort and convenience of all travelers and train employees at that point.

Since our last annual meeting, the Indianapolis and Vincennes railroad has been opened. Its chief effect upon this road so far, is to take from us the traffic of several towns, and neighborhoods on and near the lower end of its line, which was formerly tributary to this line.

The St. Louis, Vandalia and Terre Haute railroad has also been opened, and has taken from us considerable traffic, formerly brought across the Wabash to our road. It is to be observed that these diversions of business have not prevented a considerable increase in our traffic.

The Evansville, Henderson and Nashville railroad is confidently expected to open before the first day of January next, and is relied upon for giving us a very material increase in traffic.

The Evansville, Terre Haute and Chicago railroad, and the Chicago, Danville and Vincennes railroad, composing the new direct line from Terre Haute to Chicago, though somewhat delayed in their progress, by the effect on the bond market, of the Franco-Prussian war, are both in a fair way for early completion.

The former road is nearly all graded, almost all the ties are delivered, thirty-two miles of rails are in process of delivery, track laying has commenced, and the track will be laid more than half the distance this fall, and it is expected to be completed to Danville, Ills., early next summer.

The managers of the Chicago and Danville portion of the line, assure us that they will complete their road to Danville, at latest by the fourth of July next.

The short section of the lately projected Louisville, New Albany and St. Louis railroad, lying between our road at Princeton, Ind., and the Wabash river at Mt. Carmel, Ills., a distance of ten miles, will be open, and run in connection with this road by the first of January. The road between Princeton and New Albany will not be opened, judging from the character of the work

upon it, for at least two years. This short section will accommodate Mt. Carmel, and a very good country adjacent in Illinois, and bring us some accessions to our traffic.

We have much to hope from the rapidly growing manufacturing interests of Terre Haute, and the coal mining interests now being developed on our line, twenty miles south of that city, about Shelburn and Curryville.

The rapidity of the growth of both Evansville and Terre Haute, our chief terminal cities, as well as the general healthy development of local interests along the line, are very encouraging.

GENERAL BALANCE SHEET, AUGUST 31, 1870.

Construction of road		$2,417,057 92
Equipment		372,969 99
Real estate		9,988 54
District fair ground stock		1,000 00
Fuel on hand	$8,777 90	
Supplies in shops	19,799 26	
		28,577 16
Cash	28,795 00	
Evansville, Henderson and Nashville Railroad bonds	6,800 00	
Due from agents	10 024 65	
Open accounts	12,780 54	
		58,400 19
		$2,887,993 80
Capital stock paid in		$1,001,421 13
Fractional scrip		8,181 38
Unclaimed stock dividends		84,450 42
Preferred stock		100,000 00
Seven per cent. bonds, main line	$1,090,000 00	
Less redeemed by sinking fund	55,000 00	
		1,035,000 00
Rockville extension bonds		150,000 00
Due other lines	$19,559 10	
Other liabilities	17,004 58	
		36,563 68
Income Account:		
Earnings expended in construction	$460,974 98	
Balance of account	61,402 21	
		522,377 19
		$2,887,993 80

President and Superintendent.—JNO. INGLE, Jr.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, Evansville; L. S. French, Patoka; J. W. Maddox, Vincinnes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, J. H. Turner, W. R. McKeen, Terre Haute; G. K. Steele, J. J. Daniels, Rockville.

Secretary and Treasurer.—J. E. MARTIN.

Assistant Sup't.—L. PEARSON.

Railroads in California.

California is making rapid progress, all things considered, in the construction of a home railroad system, connecting with and supplementing the transcontinental road. Three or four principal lines are now being built, which will form the commercial spinal cord of the Pacific coast, its northern end reaching the pine forests, coal beds, and wheat fields of Puget Sound, and the southern end running through the semi-tropical portion of California—the land of the olive, citron, orange and lemon—to the Colorado river and the door of our sister Republic of Mexico. The southern portion of the road will form the Pacific end of the main Southern Pacific transcontinental line. Eighty miles of it—from San Francisco to Gilroy—are already in operation, while 156 miles—from this city to Junction station, via the Central Pacific Road—have long been in use. Nearly 100 miles of the northern end of the great railroad chain are now completed, and form the California and Oregon branch of the Central Pacific Road. The telegraph to-day informs us that J. H. Strowbridge, who acted as Working Superintendent of the Central Pacific Road, has been placed on the California and Oregon Road. He has taken with him a large force of Chinese laborers, who are to be added to the Mongolian army that is already at work on the line. The determination is to reach Tehama—123 miles from Sacramento—before the rain sets in. With Strowbridge leading, and the Central Pacific Company backing, there can be little doubt that this intention will be accomplished. The California and Oregon Road runs through the entire length of the Sacramento Valley, which is the great granary of the State, and the climate of which being much more humid than that of the South, is our most reliable seat of wheat production. The surveyors of this road have reached a point in Shasta Valley nearly 200 miles north of Sacramento, and not far from the Oregon boundary, toward which State both the survey and the grades are rapidly pushing. Progress is also being made for a local road in Oregon, which will be met by and connect with the California and Oregon line in progress northward. This system of railroads will have a total length of 1,300 miles, of which at least 375 miles all told will be completed by the close of November.

We are gratified to be in a position to state—and here is a most important fact for San Francisco—that the parties who are pushing the California and Oregon Road southward are also actively preparing for immediate work on the Southern Pacific. The lately advertised consolidation of the San Jose, Gilroy and Southern Pacific Roads was the initiatory step in the work of progress on the latter road. There is much room for congratulation that such a great internal railroad system is not only mapped out, but is actually making the most satisfactory progress at both its southern and its northern ends. The building and completion of this railroad system must bring both employment, money and population to our State, while it will vastly enlarge the circle of land that may be profitably cultivated. All of these local roads will, of course, be feeders of, and will in time be fed by the main Central Pacific line. The profits of the transcontinental road, on its Pacific side at least, have already surpassed the expectations of its most sanguine friends, but when the Pacific coast is supplied, as it is rapidly being, with much-needed local railroads, and when its invariable western attendants—population and wealth—follow, the profits of the line across the continent will be as greatly increased as our prosperity will be stimulated and strengthened.—*San Francisco Bulletin.*

New Railroad Project in Ohio.

The enterprise of building a northwest road, of which we spoke some weeks since, has at last assumed a somewhat definite shape, and the surveyors are now out on the line. The road as contemplated, will leave the Ohio river at a point near Ironton, pass through the iron and coal regions of Southern Ohio on to Hillsboro, through Vienna, to Wilmington, crossing the Little Miami Railroad at Clinton Valley; thence to Dayton, where there will be connections to Chicago and Toledo. The road, if built, will be an important one, as the southern end will no doubt soon connect with the Chesapeake and Ohio Railroad, when a complete line of road will be opened from Chicago to Norfolk. This enterprise should meet from our citizens every encouragement in their power. The route is a practicable one, and would develop the interests of this county to a great extent, besides opening up the rich mineral fields of Southeastern Ohio. Coal would be cheapened and manufactures encouraged. Let the road be built by all means, and whatever is necessary to be done let our citizens actively encourage. We understand that $4,000 per mile will grade the road, and that the Chesapeake and Ohio Company will finish it. We shall know more definitely the shape matters will take when the engineers report.—*Wilmington (Ohio) Journal.*

St. Paul and Chicago Railroad.

An important section of the railroad lines of Minnesota and Wisconsin has been finished by the opening of the St. Paul and Chicago Railroad to Red Wing. The road will be eventually extended to Winona, and by way of the St. Paul and Milwaukee Road its passengers and traffic will come to this city. From St. Paul to a point on the river opposite Hastings the road runs nearly on an air-line, the whole distance being 19.1 miles. At Hastings an iron bridge, six hundred feet long, is to be constructed, upon which work is already begun, the cost of which is estimated at $200,000. It is to be built with three piers and an improved draw. The distance from Hastings to Red Wing is twenty-one miles, and the last work of laying the rails and getting them in readiness for trains, was last week completed. Along the whole line of the road work will be continued through the winter. There will be finished this year fourteen miles from Minnesota City to the north bank of White River. It is sixty three miles from Winona to Red Wing. The completion of the whole line will shorten the time between Minneapolis and this city very materially.—*Milwaukee, Wisconsin, Nov. 9.*

Albany, Sand Lake and Stephentown R.R.

The Troy *Whig*, of Nov. 12th, says there have been several surveys of the new railroad which is to connect with the New York Central and Hudson River railroads at East Albany and run thence through Sandlake to the Hoosak tunnel, the last of which has just been completed, and it is thought the route thus laid out will be the one adopted. It has been found that the best grade can be obtained by passing north from Albany to within a mile of Troy, whence the road is to be turned eastwardly through Sandlake. It is claimed that this road will cut off forty six miles of the distance between that vicinity and the tunnel, as traveled on existing roads. The residents along the proposed route are highly pleased with the prospect of having a railroad outlet for their produce, and we are told have subscribed for considerable of the stock.

☞ The directors of the Ware River (Mass.) Railroad have located the section of the road from Ware to Baldwinsville by way of the Burnshirt valley, according to the terms of the charter. The route through East Templeton was found to have long grades of more than sixty feet to the mile, and would be more expensive to build and to operate, though promising more business than the easier route which passes a little west of the village of Templeton.

☞ A corps of engineers, under the charge of N. P. Hobart, have commenced to make a survey for a route for the proposed extension of the Wilmington and Reading Railroad from Birdsboro' to Wilmington. The route will probably be located.

☞ At Thurlow Station a branch railroad is is now being built to connect the Philadelphia, Wilmington and Baltimore Railroad with Front street, in the new borough of South Chester, and to extend eastward to the city line.

☞ The Portland and Kennebec Railroad Company advertise that they are ready to pay the bonds given by the cities and towns on the road, twenty years ago, to help build the road.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for ten months from January 1st, were:

	1869.	1870.
Ashes, bbls.	7,809	6,521
Breadstuffs—		
Wheat flour, bbls.	2,645,951	3,234,637
Cornmeal, bbls.	178,422	163,506
Wheat, bush.	17,868,847	18,340,024
Rye, bush.	270,447	467,016
Oats, bush.	5,698,118	7,824,760
Barley, bush.	727,772	2,799,043
Peas, bush.	46,465	181,952
Corn, bush.	9,269,897	7,525,174
Cotton, bales.	506,715	615,174
Naval Stores—		
Crude turp., bbls.	12,897	6,329
Spirits turp., bbls.	55,961	59,542
Rosin, bbls.	477,414	451,507
Tar, bbls.	67,247	45,945
Pitch, bbls.	6,209	2,292
Provisions—		
Pork, bbls.	72,842	94,560
Beef, pkgs.	52,947	70,476
Cutmeats, pkgs.	70,634	80,156
Butter, pkgs.	526,936	407,614
Cheese, pkgs.	1,125,150	1,227,867
Lard, tcs. and bbls.	62,112	62,200
Do., kegs	12,815	22,172
Whiskey, bbls.	142,648	164,788

The Exports from New York to foreign ports of certain leading articles of domestic produce for ten months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls.	3,505	2,440
Do., Pearls, bbls.	79	58
Beeswax, lbs.	156,624	240,164
Breadstuffs—		
Wheat flour, bbls.	1,258,243	1,594,184
Rye flour, bbls.	4,150	3,422
Cornmeal, bbls.	116,340	68,396
Wheat, bush.	15,736,279	14,774,508
Rye, bush.	130,948	92,431
Oats, bush.	46,414	17,890
Barley, bush.	.....	.....
Peas, bush.	83,084	142,916
Corn, bush.	1,588,792	352,458
Candles, bxs.	42,754	34,211
Coal, tons.	39,850	32,756
Cotton, bales.	235,423	348,055
Hay, bales.	27,174	33,824
Hops, bales.	67,798	19,776
Naval Stores—		
Crude turp., bbls.	496	403
Spirits turp., bbls.	16,991	14,903
Rosin, bbls.	892,120	361,561
Tar, bbls.	30,324	14,259
Pitch, bbls.	4,306	3,220
Oils—whale, galls.	15,718	104,403
Do., sperm, galls.	575,085	453,416
Do., lard, galls.	28,434	19,306
Do., linseed, galls.	11,968	6,650
Provisions—		
Pork, bbls.	61,136	72,805
Beef, bbls.	28,128	20,231
Do., tcs.	46,494	39,267
Cutmeats, lbs.	43,239,628	24,337,530
Butter, lbs.	940,586	1,164,926
Cheese, lbs.	52,263,935	54,249,286
Lard, lbs.	26,866,302	23,788,676
Rice, tcs.	249	1,174
Do., bbls.	3,421	21,863
Tallow, lbs.	18,339,818	15,429,124
Tobacco, crude, pkgs.	103,963	78,432
Do., manf., lbs.	5,099,051	5,389,447
Whalebone, lbs.	203,731	317,278
Petroleum, galls.	56,294,109	76,309,781

☞ A transfer track is being laid at the railroad depot in La Crosse, for the transfer of freights and cars across the river, between the Southern Minnesota and the Milwaukee and St. Paul Railways. It is to be so constructed as not to be affected by high or low water.

Buffalo and Lake Huron Railway.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1870.

The directors, in their report for the half-year ending 31st December 1869, were enabled to announce that the agreement with the Grand Trunk has been confirmed by the Canadian Legislature, and having received the royal assent, had become law.

The interval since that date has been mainly occupied by your board in carrying out the multifarious and laborious readjustments, conversions of stocks, and other arrangements rendered necessary by the act, and in furtherance of the resolutions passed at the last general meeting of the proprietors. Thus, the Buffalo and Lake Huron ordinary stock—viz., 60,000 shares of 20*l* 10s. each, representing nominally 1,230,000*l*., has been called in for the purpose of cancellation and conversion into half Grand Trunk fourth preference, and half Grand Trunk ordinary stock.

The late Buffalo and Lake Huron preference shares have, in like manner, been called in for cancellation and conversion into the company's newly created shares, 52,513, of 10*l*. each, which will henceforth constitute the sole share capital of the Buffalo and Lake Huron, and be dependent for dividends on the sums receivable from the Grand Trunk after payment of the bond interest, management, and other expenses.

Under the act the annual sums payable by the Grand Trunk to the Buffalo and Lake Huron are as follows:

For the year ending 30th June 1869	£42,500
" " 1870	45,000
" " 1871	50,000
" " 1872	55,000
" " 1873	60,000
" " 1874	65,000
" " 1875	66,000
" " 1876	67,000
" " 1877	68,000
" " 1878	69,000
" " 1879 and thereafter	70,000

The first two amounts as above have been promptly settled by the Grand Trunk, and are in course of rapid distribution in the terms of the act. When this is effected, all due interest on the entire bond debt up to date will have been discharged.

Pending the final adjustment and completion of these operations, the position of the company financially must be regarded as transitional, but the ultimate result may be approximately indicated as follows:

The Bond Debt.

Bonds due 1872	=	£125,000
" 1873	=	175,000
" 1874	=	248,500
" 1875	=	96,192
" 1876	=	123,866
		£763,558

all bearing interest at 5½ per cent. per annum, which will absorb 41,995*l*. per annum, whilst the surplus of rents receivable from the Grand Trunk it is expected will be sufficient to pay the following augmenting dividends on 525,135*l*. of share capital.

For the year ending—	
30th June 1871,	1½ p. ct. per ann. on the par price.
" 1872,	2½ " " "
" 1873,	3½ " " "
" 1874,	4½ " " "

with a further small annual addition, until for the year ending 30th June 1879 and thenceforward the dividend should be, at least 5 per cent.

It is with satisfaction that the board are able to announce the termination of the differences and litigation between the town of Brantford and the company. This was facilitated by the visit of the secretary, Mr. Short, to Canada, in the spring of the year, which was followed by an offer from the Corporation to compromise their claim by a sale of their interest in the bonds of the railway held by them. The opportunity thus presented to terminate a state of things inimical to the interests of all concerned the directors considered it their duty to embrace, and they accordingly purchased the bonds (82,300*l*.) and overdue coupons held by the town, on terms equitable to both parties, and by which, a considerable pecuniary saving to the company is effected. To carry out this purchase, a loan of 60,000*l*. has been contracted, against which bonds and unissued shares of the company have been hypothecated.

St. Louis and the Southeast.

It is about a year since the St. Louis and Iron Mountain Railroad was completed to Belmont, opposite the northern terminus of the Mobile and Ohio Railroad. The extension to that place was made expressly for the purpose of giving St. Louis direct rail connection east of the Mississippi to the South and Southeast. In order that the connection might be as perfect as possible and that cars might run through from St. Louis to New Orleans, Mobile, Nashville, Chattanooga, Atlanta, Augusta, Savannah, Charleston, and the other chief towns of the South, the gauge of the Iron Mountain road was changed from the 4 feet 8½ inch gauge common in the North, to the 5 feet gauge, which prevails south of the Ohio. Thus the Iron Mountain road deliberately relinquished connections with the North and East in order to secure closer relations with the South. It is true that no immediate sacrifice was required, for at that time loaded cars were not transferred across the Mississippi at St. Louis; but the prospective completion of the bridge at that point promised a connection which could hardly fail to be of the greatest advantage. But by this change of gauge the Iron Mountain road was committed to the interests of the South and St. Louis. It is the only road which must take freight exclusively to St. Louis and none through it.

When the extension to Belmont was completed we described the importance of the connections which could be made by a ferry tranferring cars between Columbus and Belmont. The Iron Mountain Company at once made preparations for such a transfer, purchased a boat, and constructed the grade down the river bank. Yet the running of the through trains has been delayed until the present time. This delay has been caused by high water in the Mississippi and other causes which have hindered the construction of the inclined plane on the Kentucky side. Charges have been made that the Mobile and Ohio Company was purposely delaying its completion, but that company in its annual report has expressly denied them.

But at last the arrangements for the transfer have been completed, and the first through passenger train from St. Louis to the South Atlantic coast left St. Louis on the morning of the 20th inst., with a party of excursionists. The train, consisting of one day, one sleeping and one baggage car, left St. Louis in the morning, ran through without delay and with only short halts to Nashville in less than twenty-four hours and arrived at Atlanta, six hundred and sixty-eight miles from St. Louis, on the morning of the second day, in but thirty-three hours running time. Thence the train was run to Macon and Savannah, from Savannah to Augusta, from Augusta to Charleston, back from Charleston to Augusta, thence by the direct route to Atlanta, to Chattanooga by the route followed in the outward journey, thence by the Memphis and Charleston Railroad to Memphis, whence the run was made homeward by way of Grand Junction, we believe, and not by the Memphis and Louisville line.

It is announced that a freight express line will dispatch loaded cars between St. Louis and any of the points mentioned without breaking bulk,

and also that passenger cars will be run through between St. Louis and Chattanooga in about twenty-four hours.

The importance of these connections to St. Louis is not easily over estimated. They give it access at once to the whole South and Southeast by direct and unbroken routes such as no other city except Louisville can boast. And the importance of the connection is the greater because its relations with these sections are naturally intimate. It is or can readily be made a great receiving depot of all the agricultural products needed in the South—corn, forage, flour, provisions and mules—and it should also be able to supply the South with many important manufactured articles, such as agricultural implements and machinery. In this trade it will have Louisville now and Cincinnati hereafter (when it has a Southern Railroad) to compete with, but it ought certainly to obtain a large share of it, and in products peculiarly western to hold the first place.—*Chicago R.R. Gazette*, Oct. 29.

Receipts and Expenditures of the U. S.

The following is a statement of the total net receipts and expenditures of the government of the United States from its organization, March 4, 1789, to June 30, 1870. The detailed statement of the receipts and expenditures, from which this table is taken, is now being prepared at the Treasury Deparment to accompany the annual report of the Secretary:

RECEIPTS.

Customs	$2,774,990,382 66
Internal revenue	1,488,722,307 70
Direct tax	26,659,317 05
Public lands	189,824,825 40
Miscellaneous	198,878,498 58
Dividends	9,720,136 29
Premiums	159,118,950 34
Interest	485,224 45
Total net receipts	$4,847,394,642 47
Add gross amounts received from loans & Treasury notes	6,825,772,517 91
Total	$11,673,167,160 38

EXPENDITURES.

Army	$3,926,888,822 61
Navy	816,220,310 16
Indians	122,616,573 33
Pensions	221,153,156 32
Miscellaneous	858,154,928 33
Premiums	48,096,739 68
Interest	1,046,827,786 17
Total net ordinary expendit'res	$7,034,958,326 55
Add gross expenditure for redemption of loans and Treasury notes	4,357,930,869 86
Total	$11,492,889,196 41
Apparent balance with the Treasurer June 30, 1870	180,277,963 97
From this apparent balance must be deducted the following unavailable items in the hands of depositories credited:	
Treasurer	$2,673,847 46
Deposited with the States	28,101,644 91
	30,775,492 37
Leaving the actual net available balance in the Treasury June 30, 1870	$149,502,471 60

☞ The directors of the Albemarle and Chesapeake Canal are: Marshall Parks, M. Courtright, A. C. Powell, H. A. Richmond, Washington Reed, Henry Ghiselin and S. K. Jackson. President, Marshall Parks. Treasurer, B. F. Tebault.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Nov. 15th, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,182.—Lock for Railroad Switches, Alonzo W. Cram, St. Louis, Mo.

109,188.—Dumping Car, Peter K. Dederick, Albany, N. Y.

109,195.—Steam Boiler, Daniel Flynn, Fall River, Mass.

109,210.—Railway Rail Joint, Noah Hill, Leavenworth City, Kansas.

109,233.—Device for delivering Mail Bag to Cars, James B. McLain, Newark, Ohio, assignor to Henry W. Wyeth, same place.

109,237.—Mode of preventing the heating of Axles or Journals, Eliza D. Murfey, New York, N. Y.

109,239.—Material for Bearings, and Journals, Eliza D. Murfey, New York, N. Y., assignor to "The Manhattan Packing Manufacturing Co.," same place.

109,310.—Railway Car Wheels, John N. Farrar, Pepperell, Mass.

109,312.—Railway Car Spring, Herman Gardiner, New York, N. Y.

109,319.—Journal Bearings, David A. Hopkins, Jersey City, N. J.

109,320.—Railway Car Wheel, Lewis B. Hunt, New York, N. Y.

109,326.—Opening and Shutting Device for Railroad Car Window, John F. Lash, Toronto, Canada.

109,346.—Wood and Coal Dumper for Railways, Richard B. Robbins, Adrian, Mich.

109,347.—Railway Car Bumper and Draw Head, Alex. Ross and John Arthur, Freeport, Ills.

109,358.—Spring for Railway Car Truck, William M. Taylor, Newburg, Ohio.

American Iron Industry.

The report of the Secretary of the American Iron and Steel Association shows a wonderful growth of the Iron industry of the country. Several of the Western States, which a few years ago were dependent upon other sources for their Pig Iron, are now practically self-sustaining. The total product of Anthracite Pig Iron in the United States has grown from 519,211 tons in 1860 to 971,150 tons in 1869. The product of bituminous coal furnaces has increased with equal rapidity. It amounted to 553,341 tons in 1869, which was an increase of 68 per cent. over the product of 1868, of 74 per cent. over that of 1867, of 105 per cent. over that of 1866. In 1854 the product in this class was 54,485 tons, since which the annual average increase has been 54½ per cent. The production of Charcoal Iron in 1869 was 392,150 tons, viz: 88,000 in the New England States, 184,000 in the Middle States, 206,500 in the Western States, and 13,650 in the Southern States. In the Southern States a number of old charcoal furnaces that were out of blast when the war ended have recently been repaired and lighted. Three of these are in Alabama, which State is making a great effort to develop her mineral resources. The total product of Pig Iron of all kinds in the United States in 1869 was 1,916,641 tons, having been more than doubled in a period of four years. The production of railroad Iron in 1869 reached 593,586 tons of 2,000 lbs. each, against 189,818 tons in 1861. Of the product of rails for 1869, 9,650 tons were Bessemer Steel. During 1869, we imported 345,000 tons, making, with the 593,586 tons manufactured here, a total consumption of 938,586 tons. Taking into consideration the growth of our railroad system, the requirements of the country for the coming five years will doubtless average over a million tons per annum. The product of rolling mills other than rails for 1869 was 642,420 tons, comprising 292,500 tons of bar and rod, 36,320 tons sheet, 68,000 tons plate, and 17,200 tons hoop Iron, 146,400 tons spikes and nails, and 72,000 tons axles, &c. Of the same kind of manufactures we imported 120,795 tons; making a total consumption of rolled Iron other than rails, in 1869, of 763,215 tons. Notwithstanding the substantial progress which the American Iron industry is making, we thus continue to draw heavy supplies from Great Britain, the shipments thence to the United States in 1869 of all kinds reaching 596,554 tons. Of this quantity, 300,446 consisted of rails. Great Britain increased her exports of railroad Iron to all parts last year to 53.5 per cent., Russia being the next best customer after the United States.

Lancaster Railroad.

Last winter the Legislature of Massachusetts chartered the "Lancaster Railroad Corporation," with authority to build a new railroad from some point on the Worcester and Nashua Railroad, in Lancaster, through the towns of Bolton, Stow, Acton and Hudson to the Sterling and Lancaster branch of the Fitchburg Railroad. The Sterling and Lancaster branch is chartered, but not built; the present plan is to build the proposed road immediately, making a new route from the city of Boston, leaving the Nashua road in Lancaster, and entering on the Fitchburg road at West Concord, thus obviating the present necessity of going around by Groton Junction. Mr. C. C. F. Bent, formerly engineer of the Lake Superior and St. Paul Railroad, has been appointed engineer of the Lancaster road, and is engaged in locating the line. The directors now expect to break ground in earnest next spring. The president of the Lancaster road is George A. Parker, Esq., of Lancaster, who is himself one of the first engineers of the country.

Iron Trade of Lake Superior.

The following is a comparative table showing the shipments of ore from the ports of Marquette and Escanaba, for the season up the 10th day of November:

IRON ORE.

	Gross tons.	Net tons.
From Escanaba	373,076	417,844
From Marquette	366,671	410,671
Total ore	739,747	828,515

PIG IRON.

From Escanaba (to Nov. 1,)	6,353	7,115
From Marquette "	22,914	25,664
Total pig iron	29,267	32,779
Total ore and pig iron	769,001	861,294

☞ An adjourned meeting of the stockholders of the James River and Kanawha Canal Company was held in Richmond on the 10th inst. The President and Board were authorized to negotiate a loan of $500,000 on the bonds of the company to pay for the repairs of the canal. Major Carrington was re-elected President.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,350,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 7½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	6,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,900	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl.'70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	423,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Ohi. & Indiana Cen..100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'p. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000	.....	.....
Dayton and Michigan*.....100	2,390,648	.....	.....
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley..... 100	1,320,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	July'70 4½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.) 100	492,500	J. & J.	July '70 4
East Pennsylvania 50	664,500	.....	July '70 3
East Tenn. and Georgia....100	1,290,067	.....	.....
East Tenn. and Virginia....100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	800,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,265	J. & J.	Jan. '70 2
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 10	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,880	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n. 68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,153,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,800	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,480,388	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,101	Feb. 1870	83 & 7s
" " pref.....100	9,744,.6.	Feb. 1870	87 & 8s
M. Hill & Schuylk. Haven 50	3,775,c00	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,10.	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jul.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,066,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,000,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue 100	797,400	.....	.....
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J	Aug. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 2½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	5,500,000	J. & D.	Dec.'70 2½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 4
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Aug '70 4
Peoria and Hannibal.....	800,000	.....	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,900	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,850	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,200	J. & J.	July '70 5
Phil., Germ'n'n & Nor'n 50	1,535,850	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,958,300	J. & J.	July'70 4
Philadelphia City.....	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby.. 50	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry .. 25	247,297	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	13,686,000	J.A J&O	Apl. '70 1½
Pittsfield and N. Adams..100	450,000	J. @ J	July '70 3
Portland and Kennebec....100	682,200	J. & J.	Jan. '70 2
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,466,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand.,Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line..... 100	656,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 —
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	596,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 —
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	11,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'7 03½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	534,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	3,358,674	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	4,707,698	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 3½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 4
Pennsylvania 50	4,800,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 3
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D.'69 3.4
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... 50	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	F.M.A.N	Aug.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan.'70 3
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 3
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express....100	6,000,000	F.M.A.N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,885	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,309	485,048	566,270	556 080	532,607	511,854	609,788	579,642	535,366	410,000	5,670,852
1870	413,104	394,176	458,333	633,758	768,720	729,274	784,099	806,040	833,413	804,800	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,946	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,670	307,803	252,015	2,770,484
1865	280,503	275,288	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	308,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,838	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	322,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	196,679	243,178	224,980	307,874	376,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	188,385	257,280	209,090	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,518	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,362	466,830	585,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	606,147	574,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	907,476	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,087	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,706	13,355,467
1870	706,025	765,762	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	196,959	263,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	201,500	218,609	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,583	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,258	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,942
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,258	759,215	645,768	861,356	870,584	882,171	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	118,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,718
1868	92,433	81,589	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	418,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	418,970	418,6 4	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,1 0	397,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,808
1868	362,021	338,335	378,735	452,429	399,3 0	365.117	308,502	437,600	521,326	543,886	436,399	437,503	4,951,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,1 2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,064
1864	252,435	278,848	348,802	338,276	271,553	265,780	268,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	266,796	337,168	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	396,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,890	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,104
1870	337,992	329,128	380,430	412,030	406,283	368,187	326,891	378,880	467,990	511,447	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,286	401,900	389,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	369,228	321,208	383,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,087,464	556,917	468 880	6,517,946
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	[illegible]	7,250,669
1870	396,171	382,823	377,000	442,132	730,700	755,737	636,434	661,020	808,318	908,313	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	228,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	318,914	271,527	290,916	304,468	349,285	344,700	360,348	372,618	412,553	284 319	3,793,006
1866	267,541	246,109	326,286	277,424	288,180	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,851	265,905	252,149	204,620	217,082	194,456	287,557	307,122	288,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,286	249,987	211,219	300,971	318,957	356,187	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	284,285	388,725	414,707	448,994	463,873	406,557	454,826	4,088,887
1863	335,685	361,834	396,771	429,929	505,517	464,800	451,884	574,486	714,302	615,902	746,955	526,009	6,324,083
1864	436,742	552,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	928,283	416,341	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10 033 026
1866	738,061	725,987	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10.657,124
1867	500,488	534,561	708,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,760	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735,082
1869	479,286	525,490	755,438	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,609	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,942	174,158	168,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,866	157,398	154,138	144,164	186,889	202,238	205,750	189,351	160,056	2,008,256
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,458	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	106,716	117,625	116,242	107,524	122,000	124,124	127,096	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,780	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	298,344	283,833	484,209	450,203	429,898	323,270	399,439	4,018,208
1869	284,198	240,395	242,706	311,633	312,530	348,891	310,809	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,138	293,645	295,298	318,609	340,892	348,632	322,756	466,431	508,042	451,293	.....	.....	.....
Union Pacific:													
[illegible]	.....	.....	.....	.....	797,948	706,602	628,560	617,585	768,467	857,832	687,388	716,529	5 709,189
1870	538,539	490,146	599,021	706,602	902,598	746,450	643,058	664,061	728,621	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	4,540,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	113¾
.. .. coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108¾
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,613,350	6	May & Nov.	1882	107¾
(5-20s).....coupon		6	" "	1882	107¾
Loan of March 3, 1864 (5-20s)...registered	3,128,100	6	" "	1884	106¾
(5-20s).....coupon		6	" "	1884	107
Loan of June 30, 1864 (5-20s)...registered	106,066,900	6	" "	1884	106¾
(5-20s).....coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s)...registered	187,651,700	6	" "	1885	106¾
.. .. .. (5-20s).....coupon		6	" "	1885	107
.. .. 2d series (5-20s)...registered	273,952,800	6	Jan. & July.	1886	109
(5-20s).....coupon		6	" "	1886	109¾
.. .. 3d series (5-20s)...registered	341,103,500	6	" "	1887	109¾
(5-20s).....coupon		6	" "	1887	109¾
.. .. 4th series (5-20s)...registered	39,668,250	6	" "	1888	109
(5-20s).....coupon		6	" "	1888	109¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¼
.. .. (10-40s).....coupon		5	" "	1904	106¼
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111¾
Certificates of Mar. 2, 1867, and July 25, 1868..	45,170,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	232,072	var	.....	Due.	....
Treasury Notes (7-30s).....	579,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,030,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,289,794	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	102
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63¼
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101¼
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¾
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71¾
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72¾
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¼
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¾
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97¾
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	6	" "	1890	96¼
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525 008	6	" "	'89-'99	96¼
.. — .. .. 1838-'39.....	46.232	5	" "	1890	79
.. Defense Loan of 1864-'68	2,040,100	6	" "	1883	103¾
.. —South Relief Loan of 1867.....	130,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107¼
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107¼
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'78	106¾
.. —	720,000	6	" "	'74-'76	....
.. —	1,430,000	6	" "	1876	105¼
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95¼
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¼
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96¼
.. —Two Million Loan	1,728,000	6	" "	'78-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91¼
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91¼
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99¾
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99¾
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103¼
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105¼
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	49
.. — .. (new).....	3,959,045	6	" "	'92-'98	25¾
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39¼
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	103
.. — .. (")....	2,400,000	6	" "	1886	102¼
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¼
.. —	7,909,600	6	" "	1877	105¾
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	105
Rhode Island—War Loan of 1861.....	80,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¼
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71¾
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	72¼
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61¼
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	59¾
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	66
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$916,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	19—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	24½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Bufalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Bufalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sks fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	93
Consol. Mortgage for $5,000,000	4,866,100	6	May & Nov.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgin:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	95½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,259,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1893	75
Consol. S. F. Mort. ($5,000,000)	876000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92¾
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¾
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81¾
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	" "	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,361,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93¾
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80½
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106¾
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	200,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	....
Michigan Southern & North. Ind.:						120
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						....
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1898	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89½
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	Ma[illegible] & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	91½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (B. & O. R. R. Co.)	146,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	88
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'78	96
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	104
2d M. stg. }	2,283,840	6	" "	London.	1875	98½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,620,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	82½
Philadelphia and Trenton:						103
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	98½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Plainsville and Sacramento:						....
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	160,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1893	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	88½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1864	92
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	360,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	96
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,382,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	82½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'96-'99	....
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	72½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	73½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	78
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	55,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	95½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
New Preferred mortgage	660,000	6	" "	"	1890	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	6	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1878	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	187C	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	631,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,980	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	95
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74½
Improvement Loan	1,601,670	6	May & Nov.		1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pa.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,165,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,926	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	*				425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	500,000				246,018	150,000			—	(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,100	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,796,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,606	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,060,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	64,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,500	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	130½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	416,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	26.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,581	270,251	—	100	....
Dec. 31, 1869	69.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bondholders.	—No returns.)	—	42,000	7	100	75
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	(Leased	to Fall Brook Coal Co.)		—	—	7	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal Co.)		—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	162
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,760	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	4
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,467	2,196,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	140
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,028	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,616	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	149
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	to Erie.)		—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	6	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by Grand Trunk of Ca.)		96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated by Erie.)		—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 110 miles recently completed.)			.....	.....	—	100	....
Dec. 31, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased	& oper. by Camd & Amboy.)		42,447	—	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,449	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,621	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	*	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by West Jersey.)		—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	8	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	446,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by Illinois Central.)		—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	16,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper. by Chic. and N.W.)		475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,763,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,916	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	150 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	28,620,000	.....	.....	890.0	2,869,227	.....	.....	5,670,822	2,677,269	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie & N.Centrl.)		30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	3,288,692	.....	.....	.....	—	(No returns published.)			—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,828,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,604,970	10	100	118
Apr. 30, 1870	07 0	226 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,857,163	961,621	16,590,210	4,648 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	....
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by Chic. and N.W.)		557,950	10 00	—	100	119½
May 31, 1870	803.1	—	166.8	—	259	154	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3 478,419	9	100	79½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,141 797	16,000,000	8,787 643	76,975	2 038,767	590.0	3,227,404	44,017,275	130,683,871	5,995,286	2,413,475	8½	100	112½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974.405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by Kentucky Central.)		—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	.....	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.6	.....	.....	.....	105,752	28,328	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,465	—	100	17½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,946	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	———	(Leased	to Atl. &	Gt. Western.)	.....	.....	8	100	.....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	.....	.....	8	50	18½
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,091	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,389	.....	588.0	3,655,909	35,605,620	41,064,196	3,529.411	262,462	—	100	106
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....	Ohio.	2,034,200	———	———	———	1,786,200	248,000	———	———	———	(Leased	& operate	d by Little	Miami.)	———	6½	100	———
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	———	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	160½
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.	New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,420	27,338	—	100	.....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..	N.Hampshire.	1,108,859	———	———	———	350,000	———	———	———	———	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.6	—	13	11	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	———	18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	136
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,278,300	———	215,000	.....	1,278,300	1,000,000	.....	———	———	(Leased	to Phila.	& Trent.)	.....	.....	—	50	.....
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	———	———	———	200,000	80,000	.....	———	14.6	(Leased	by Northe	rn N. H.)	38,458	15,931	—	100	.....
Dec. 31, 1869	34.0	—	19.0	—	28	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	———	34.0	337,200	.....	.....	791,053	75,115	—	50	.....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	———	74.0	226,576	.....	.....	523,993	148,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	84,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	.....
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....	Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	———	———	(N	ot yet in o	peration.)	.....	.....	———	100	.....
Apr. 30, 1869	———	———	———	117.5	———	———	———	———	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	———	———	3,000,000	2,000,000	———	———	———	(U	nder cons	truction.)	———	———	———	100	———
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	———	141.4	.....	.....	.....	1,061,856	421,277	—	100	.....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	.....	72,188	60,571	118,420	17,479	—	100	.....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....	Ohio.	870,000	———	———	———	309,276	715,000	———	———	———	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	.....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....	Delaware.	1,826,018	———	———	———	891,206	892,750	———	———	———	(Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	.....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,348,000	2,190,000	———	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	109½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	———	184.0	.....	.....	.....	830,241	365,392	—	100	.....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	.....
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipisseogee....	New Hamp.	480,000	———	———	———	480,000	———	———	———	———	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	———
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	———	(Leased	& oper. by	Ill. Centr.)	.....	.....	—	100	.....
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	———	79.0	.....	.....	.....	188,832	.....	—	100	.....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. York.	407,000	———	———	———	280,000	———	———	———	———	(I	n progres	s.)	———	———	———	100	———
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	1,700,000	———	———	———	700,000	1,000,000	———	———	———	(Leased	to Boston,	Hart.&Fis	hkill.)	———	———	100	———
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	264,800	———	2,500	.....	89,800	175,000	2,000	———	———	(Leased	to Pennsy	lvania.)	.....	.....	—	50	.....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,288	529,914	8	100	121½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	———	———	———	280,000	570,000	.....	———	———	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	.....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,004	———	———	———	392,550	———	———	———	———	(Leased	to Phila.	& Readin	g.)	.....	6	50	.....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....	Pennsylvania.	1,472,599	———	———	———	1,309,200	495,900	.....	———	———	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶..	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	.....
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶..	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	.....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....	Tenn.	———	———	———	———	———	———	———	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	———	100	.....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	———	———	———	500,000	———	———	———	———	(Leased	to Northern Central.)			25,000	25,000	5	100	.....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	———	———	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	22½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....	Pennsylvania.	2,634,232	1,045,893	545,000	.....	990,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	129,726	56,190	—	100	.....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..	Maine.	2,094,883	148,659	.....	.....	———	3,000,000	———	———	———	58,493	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	108.0	32.0	15.2	....	14	15	9	115	European and N. American ¶..	N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	.....
Jun. 30, 1869	33.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.	N.Bruns.	1,743,037	*	.....	.....	803,750	1,853,907	18,001	.....	———	(No	t in comp	lete opera	tion.)	.....	.....	———	100	.....
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordeville...	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36.564	522,377	132.0	306,838	.....	.....	516,804	166,699	—	100	.....
Dec. 31, 1868	68.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	———	———	———	———	———	———	———	———	64.0	———	———	———	———	———	———	100	———
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	330,089	———	21,759	208	160,000	238,450	17,000	———	5.8	10,881	395,465	.....	29,687	6,815	—	100	.....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	———	———	———	90,000	———	———	60	———	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	.....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	———	———	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....	New Jersey.	375,000	———	———	———	150,000	100,000	100,000	———	———	(Oper. b	y Belvide	re Delaw	are.)	.....	———	———	100	.....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....	Michigan.	2,269,094	*	173,376	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	282,707	—	100	.....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	———	154.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	2,300,000	———	———	———	800,000	1,500,000	———	———	———	(Not	in complet	e operatio	n.)	———	———	———	100	———
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural.	N.J.	200,866	30,061	99,266	.....	230,845	———	97,266	———	23.0	12,800	.....	.....	69,807	2,038	3	100	.....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.	Texas.	———	———	———	———	———	575,000	———	———	52.0	[Operat	ed by Rec	eiver.]	.....	.....	———	100	.....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....	Georgia.	4,166,000	*	1,283,369	595,509	4,166,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*.....	Indiana.	———	———	———	———	———	———	———	———	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	———	100	.....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....	Michigan.	3,000,000	———	———	———	1,000,000	1,000,000	———	———	———	[Owned	and oper.	by Mich.Ce	n.since A	pl.1870.]	———	100	.....
Jun. 30, 1869	864.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	.....	.....	———	———	———	———	1,830.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	.....
July 31, 1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶.....	Canada.	26,027,287	*	1,908,348	877,019	18,202,128	8,656,415	783,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	.....
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...	S. Carolina.	3,081,213	*	80,496	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	.....
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....	Missouri.	12,947,073	*	.....	.....	8,000,000	6,938,000	1,009,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	107
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	———	———	———	1,182,550	700,000	———	23,069	———	(Leased	to Pennsy	lvania.)	———	———	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....	Connecticut.	3,407,285	———	———	———	3,300,000	927,000	———	———	74.8	613,585	140,926	18,568,582	1,861,682	548,219	14	100	.....
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Cont. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	.....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....	W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,565	600,000	100,000	.....	82.0	20,800	.....	.....	60,495	3,008	—	100	.....
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,568	*	151,843	310,624	2 000,000	291,000	123,768	153,267	119.8	.....	.....	.....	943,808	166,231	—	100	.....
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	———	125 0	.....	.....	.....	1,040,000	601,933	—	100	.....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....	Texas.	———	———	———	———	———	———	———	———	50.0	[Is bein	g continue	d to Whar	ton Color	do Riv.]	———	100	.....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*	.....	.....	10,020,000	4,309,220	.....	.....	150.0	1,978,880	106,898,815	114,943,123	6,484,967	2,713,490	8	100	.....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt....	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	.....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	———	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136
Dec. 31, 1869	———	———	———	72.0	50	31	13	800	Indianapolis and St. Louis.....	Indiana.	(Road in	progress	. is now o	perating	St. Louis	, Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.	Indiana.	18,720,057	*	.....	.....	5,685,497	7,358,931	675,628	———	289.0	1,205,686	.....	.....	1,774,867	Loss.	—	100	7
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..	Indiana.	———	———	———	———	———	———	———	———	75.0	———	———	———	———	———	———	100	———
Dec. 31, 1869	———	———	———	225.0	———	———	———	———	Iowa & Missouri State Line..	Iowa & Mo.	———	———	———	———	———	———	———	———	———	[Project	ed.]	———	———	———	———	100	———
Jnn. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132.411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,307	11,855	—	100	.....
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	.....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..	Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	.....
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....	Penn.	1,765,248	*	35,000	.....	603,077	1,000,000	688,228	.....	225.0	———	———	———	1,140,099	403,486	—	100	.....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	857,179	1,632,928	———	(Leased	and oper. b	y Chicago	& Alton.)	———	7	100	90
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....	Illinois.	2,000,000	———	———	———	1,500,000	500,000	———	———	———	(Leased	and oper.b	y Mich'gan	Central.)	———	8	100	.....
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	———	———	———	300,000	800,000	———	———	———	———	———	———	———	———	———	100	———
Oct. 31, 1869	4.6	—	5.8	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	898,324	———	———	———	180,250	800,000	———	———	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	.....
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....	Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	559,070	—	100	.....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....	Kentucky.	.....	.....	.....	.....	.....	1,209,000	(St k sw	amped.)	112.0	.....	[Operated	by bondh	olders.]	———	———	———	100	.....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...	Tennessee.	———	———	———	———	———	———	———	———	16.0	[No	returns.]	———	———	———	———	———	———
Dec. 31, 1869	31.0	—	1.3	34.0	2	1	1	20	Knoxville and Kentucky ¶....	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]	———	———	———	———	———	———

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	0.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	406.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	92½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,691	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1. 1	869 to Pb	g Cin. & S	t. Lat¶	80,000p.a.	196.5	954,319	22,208,215	35,730,006	and Read.)	301,290	242,940	8	50	87½
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	—	100	....
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,185	Loss.	—	50	....
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	67½
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	767	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,015	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	.....	.....	.....	10,000	.....	(Leased	to Summit	Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds ¶	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	128.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	130½
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,891,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	81.6	—	2.9	—	12	—	—	—	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	566,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	130.6	—	8.3	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	468,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	—	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,804,177	10	100	121
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	212,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	ossess.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	829,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Girard*.....Alabama.	1.294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	88.5	.....	.....	.....	131,376	27,270	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	23.0	24,188	617,707	856,855	79,971	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	92
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashua and Lowell.....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Chattanooga ¶..Tennessee.	3,383,414	.....	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,738	3,464.050	.....	.....	.....	(Operat	ed by Louis	ville & N	ashville.)	.....	—	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,787	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,020	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,488,906	1,581,880	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York City.]	.....	.....	.....	—	.....	.....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,200	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	318,183,904	589,362,876	22,071,583	9,244,621	8	100	92½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	46.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000.000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	135
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	360,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	154½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cours	e of con	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	139,580	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,005	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	124	Sterling Mountain.....New York.	502,468	*	.....	.....	300,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	448,700	1,000,000	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	(In progress to be completed June 187 0.)					50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)															
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	396,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,996	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,966	522.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	53½
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)							
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)							
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	51½
Apr. 30, 1870	1,033	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	swamped					(Leased to Pennsylvania.)							
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	24½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]						50	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	3	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	7	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)					6	100	103
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,216	1,949,430	543,331	8	var	....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	65½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)						100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,878	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Dec. 31, 1869	18.3	—	3.8	—					Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	—					Warwick Valley .....New York.	199,161	.....	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased by Del. Lc.&W'rn.)			454,768	154,618	—	100	87½
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & George't.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec 31 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	(In hands of receiver.)						7.0								
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					5	100	....
Sept. 30, 1868	—	—	.....	93.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,591	63,761	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic.....Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)							[In progress.]						50	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[Now forming a division of the Milwaukee and St. Paul								(Leased to Pennsylvania.)							
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]						50	81
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,800,000	2,000,000	.....	.....	.....	288,365			652,184	256,308	10	50	120
Dec. 31, 1869	20.0	—	—	51.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated during construction by M.& St.Pa'l.)						100	....
Dec. 31, 1869	20.8	—	.....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	23.0	(Leased to Boston, Con.and Montreal.)						100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	(no returns.)							100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	5,000,000	.....	.....	.....	5,000,000	.....	.....	.....	.....	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	15	16	14	262	Wilmington and Weldon ¶...N. Carolina.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	1,856	(Leased to Northern Central.)					100	....
Dec. 31, 1869	15.4	—	.....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0							100	....
Dec. 31, 1868	38.1	—	.....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			550,935	80,873	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....					14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	1,488,277	169,623	15,250	166,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
										393,535	.....	.....	.....	317,050	.....	76,845	.....		(Leased to Northern Central.)						100	....
									CANALS, &c.																		
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	—	—	—	—	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	641,532	112,080	1,983,563	2,089,400	—	—	184.5	—	—	—	493,210	342,827	6	50	80
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	—	—	—	8,229,594	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	.....	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	121½
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	.....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	.....
Feb. 29, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	44½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	2,200,000	1,130,447	74,087	63,236	102.0	(5 p. c. on preferred stock.)			481,246	184,848	—	100	24½
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	—	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,002,748	2,632.310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894.000	—	—	.....	2,907,850	3,000,000	20.000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000.000	—	—	.....	1.100.000	708.000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
														800,000	600,000	.....	.....					124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	430,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	95½
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17·272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	876,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	275	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	29½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,083	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130.000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14⅝
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,530	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.9	100	100	68½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	71½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	..	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	16,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	53
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	168,608	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	9.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	225
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.83	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City)N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	oper. by	Troy &	Lansb.	100	100	....
Oct. 31,'69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham. N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,463	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,000	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Apr.30 '69	4.00	44	—	Worcester .....Mass.	89,578	75,800	72,000	26,000	not	now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Interest Paid.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1.	500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1886	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1876	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1875	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1882	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.& O	1886	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.& D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1870	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1.	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.& O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1.	000,000	7	J.& J.	1876	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.& O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& D	1878	99
Worcester: 1st Mortgage	72,000	6	A.& O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	600,000	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	77
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	86
Chicago and Alton, pref....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	89½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	5,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	78½
Erie, preferred	8,536,910	7	7	48½
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref....	5,253,836	...	...	118
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref....	3,500,000	7	7	75
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	79
St. Louis, Alton and T. H., pref....	2,040,000	7	7	55
Sandusky and Cincinnati, pref....	445,566	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,176,000	10	10	67½
Schuylkill Navigation, pref....	2,388,997	6	6	34
Union, preferred....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	34 — @ 36 —
Pig, American, No. 1.....	— — @ 31 —
Pig, American, No. 2.....	— — @ 30 —
Pig, American, Forge.....	27 — @ 29 —
Bar, Refined, English and American.....	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold).	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined.....	80 — @ 85 —
Bar, Common.....	75 — @ 80 —
Scroll.....	97 50 @130 —
Ovals and Half-round.....	100 — @125 —
Band.....	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch.....	85 — @120 —
Hoop.....	105 — @150 —
Nail Rod .....per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s.....(gold)	— 11 @ — 11½
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English.....(gold).....per ton.	57 — @ 59 —
Rails, American, at Works in Penna..c'y.	70 — @ 71 —
Anvils, (Eagle).....per lb currency.	— 8 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 16
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— — @ — 12
American, Cast, Tool, do.	— — @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb	4 37½@ 4 50
Clinch.....	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper.....	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— — @ — 35½
Straits.....(gold).	— 31 @ — 31½
English .....(gold).	— 31 @ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 87½	9 75 @ 10 25
I. C. Coke.....	7 25 @ 8 —	8 50 @ 9 50
Coke Terne.....	5 65 @ 6 75	6 75 @ 7 75
Charcoal Terne.....	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)..per gall.	— @11½— 12½
Crude, 40 @ 47 gravity (in shipping order)	— 16½@ — —
Refined, prime L. S. to W. (110 @115 test)	— 23 @ — —
Refined, Standard White (in ship'g order).	— 24 @ — —
Refined, prime White (in shipping order).	— 25 @ — —
Refined, S. W. (in jobbing lots).....	— — @ — —
Refined, S. W. (in tin)	— 27½@ — 28½
Naptha, Refined, (65 @ 73 gravity).....	— 9 @ — —
Residuum.....per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 6 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Canton Co.....	70	....	....	....	....	....
Central Pacific 6s.....	90½	90½	90½	90½	90½	90½
Central of N. Jersey...	109½	....	109½	108½	....	....
Chicago & Alton.....	117½	....	117	117	116½	115
" pref....	....	....	....	119	....	118½
" 1 M....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Inc. bds....	....	....	....	....	....	....
Chicago, Burl. & Q....	151	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	80½	79½	80½	80	....	....
" pref.....	89½	90½	90	89½	90½	89½
" 1st M.....	94	....	....	....	....	....
" S. F.....	97	....	....	....	....	....
" Consol.	88½	88½	....	88	....	....
Chic., Rock Isl. & Pac..	113½	113½	113½	113½	113½	113½
Chi., R. I. & Pa. 7s, 1896....	97½	....	....	....	98½	98½
Clev., Col., C. and Ind.....	80½	....	80½	80½	80½	80½
Clev. and Pittsburg.....	....	107	106½	106½	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	78	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	18½	18½	19	18½	19	19½
" 1 M.....	82½	....	82½	82	82	82
" 2 M.....	....	....	64	....	....	64½
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal.....	122	121½	....	121	121	122
Del. Lack. & Western..110	110½	110	110	110½	110	
" 1 M. 7s.....	....	....	....	99½	....	
" 2 M. 7s.....	....	....	....	....	....	
Dubuque & Sioux City.....	....	....	99	....	....	
Erie Railway.....	23½	....	23½	22½	22½	22½
" pref.....	....	48½	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	81	....	81	....	80½	
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.110½	....	110	....	....	109½	
" pref.119	....	....	119	....	118	
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central 136½	....	....	135½	136	....	
" bonds.....	....	....	....	....	....	....
Lake Shore & Mich. S'th. 94½	94½	94	93½	93½	93½	
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	20	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	121	....	....	121	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
" conv. 8s, '69.....	....	....	....	....	....	....
M. S and N. I. 1 M. S. F. 97½	....	....	....	....	97	
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co...	7½	7½	7	6½	....	7½
" pref.....	10½	....	10½	10½	10½	10½
" Tr. 10s ctfs.....	....	....	....	....	....	....
Milw. and St. Paul.....	61½	61	60	60	60½	59½
" pref.....	80½	80½	80½	80½	80½	80½
" 1st mort.....	....	....	....	....	....	93½
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
Missouri 6s.....	91½	92	92	92	92	91½
" H. & St. J. 8s.....	....	....	....	....	....	....
Morris and Essex	92	92	92	....	92	
" 1st mort....100	100	100	....	....	....	
" 2d mort.....	....	....	....	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.100	....	....	....	....	....	....
" 7s, conv. '76.....	....	....	....	....	....	....
" 6s, S.F. 1883 89½	....	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 93	92½	92½	92½	92½	92½	
" certificates. 88	87½	87½	87	87½	87½	
N. York and Harlem.....	135	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s 47	48	48½	....	48½	49	
" new	....	....	26	26	....	
Ohio and Miss..... 33	33	33	32½	....	32½	
" pref.....	75	....	....	....	....	75
" 1st M.....	99½	....	....	....	....	....
Pacific Mail S. S. Co....	42½	....	43	42½	42½	
Panama	73½	....	....	73	....	
Phila. and Reading.....102½	102½	101½	101½	101½	....	
Pitts., Ft. W. & Chi. gtd.....	94½	94	94	94½	....	
" 1 M.....	....	....	....	104	....	
" 2 M.....	....	....	96	96	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	....	5½	5	....	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	55	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref... 81	....	....	....	....	....	
" Income bds.....	71	....	....	....	....	....
Tennessee 6s..... 61	61	61½	61	61½	61½	
" new.....	60	60	59½	59½	....	
Tol., Wab. & Western.. 53½	53	52½	52	52½	52½	
" pref.....	....	....	....	....	....	....
" 1 M..... 92½	92½	....	....	92½	92½	
" 2 M..... 84	....	....	84	84½	84½	
" Equipment.....	....	....	....	....	....	....
Union Pacific..... 23½	23½	23½	23½	24	24½	
" 1st mort... 82½	82½	....	....	82½	82½	
" L. Gt. 7s.....	....	....	....	....	73	
" Inc. 10s.... 73½	....	....	....	....	....	
Virginia 6s, ex-coupon.....	....	66	....	....	66	
" new.....	....	....	....	65	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..106¼	....	....	....	106¾	106¼	
U. S. 5s, 10-40s, reg	....	....	106¼	....	....	
U. S. 6s, 1881, reg	....	....	113¾	....	....	
U. S. 6s, 1881, coup...113¾	113¾	113¾	113¾	113¾	113¾	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	107	107½	....	
U. S. 6s, 5-20s, c. 1862	....	108¾	108¼	108	107¾	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.107¾	....	107¼	107	107¼	107	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	106¼	
U. S. 6s, 5-20s, c. 1865.107¼	107¼	....	107	106¾	107	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.109¼	109¼	109¼	....	109¾	109¾	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.109¾	109¾	109¾	109¾	109¼	109¼	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..109¾	110	110	....	....	....	
U. S. 6s, Pac.R.R.issue	....	....	111¾	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	....	....	....	....	....	....
.. preferred .. 38¼	38¼	....	....	....	38¼	
Camden and Amboy...115	115	115	115	115¼	115¾	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	93	....	....	....	....	....
.. mort. 6s, '89	94	94¼	94	....	94¾	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	92¼	....	....	....	....	....
Lehigh Navigation	32¼	32	32¼	32¼	32¾	32¼
.. 6s, 1884	....	....	....	83¼	83¾	....
.. Gold L	89¼	89¼	89¼	89¼	89¾	89¼
.. R. R. L	87¾	....	....	....	....	88
Lehigh Valley R. R	59	59¼	59¼	59¼	59¾	59¼
.. 6s new coup	....	....	....	....	98¾	98¼
.. 6s new reg	....	....	....	....	99¼	99¼
Little Schuylkill R.R	43¼	....	43¼	43¾	43¾	43¾
.. 7s	....	....	....	....	....	....
Minehill	51¾	....	51¼	....	51¾	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	91¼	....	91	....	91	91¼
.. 10s, 1887	....	....	111	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	58¾	59¾	59¼	59¾	59¾	59¼
.. 1st M	....	....	....	103¾	104	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	104¼	....	104	....
.. 6s, 2d series	....	105¾	....	....	106	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L	....	104¼	....	....	105	....
Philadelphia City, 6s	....	100	....	101¾	....	....
.. new	102	102¼	102¾	102¼	102¼	102¼
Philad., Germ. & Nor...100	....	....	100	....	100	
Phila. & Reading	50¾	51¼	51¼	51	50¾	50¾
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	....	26¼	....	26¼	26¾	....
.. 6s	....	....	91¼	....	....	....
.. 7s	....	....	....	83¼	88¼	88¼
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	16¼	....	16¾	....	17
.. 6s, 1882	74	74¼	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	14¼	15¼	....	....	
Chestnut & Wal	44	....	....	....	....	44¼
Green & Coates	....	....	....	....	....	....
2d and 3d streets	52¼	....	52¼	....	53	53
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	22¼

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875	....	....	92¼	....	92¾	....
.. 1886	....	....	....	....	....	....
.. 1890	92¼	92¼	92¼	92¼	92¼	92¼
.. 1884	92¼	....	92	....	92	....
Balt and Ohio	....	....	....	....	130¼	130¼
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	94¼	....	....	....	....	....
.. .. 1885	92¼	....	....	....	....	....
Marietta & Cin. 1st M	92¼	....	92	....	91¾	
.. 2d M	....	....	....	....	72¾	72¾
Northern Central	42¾	43¼	....	....	43¼	43
.. bonds, 1885	93¼	....	93¼	....	....	
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	20	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany	151¼	152	151¼	....	152	
Boston and Lowell	....	....	....	....	140	
Boston and Maine	....	....	....	....	....	
Boston and Providence	....	148¼	....	149	....	
Boston, Hartford & Erie 3¾	3¾	3¾	....	4¼	4	
.. 7s, new	22¾	23	22	22	....	24¼
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	136¾	....	....	136	
Eastern	....	....	....	121	121¼	
Fitchburg	....	....	....	135	136	
Manchester & Lawr'ce.131¼	....	....	....	....	130¾	
Michigan Central	....	121	121	120¾	121	
Northern, N. H	....	109¾x	....	....	....	
Ogdens. & Lake Champ	....	90¾	....	90¼	90¼	
.. pref	107	....	....	....	....	....
Old Colony & Newport	....	97¾	....	....	....	
Ph., Wil. & Baltimore	....	55¾	....	55¼	....	
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	23¼	23¼	23¼	23¾	24¼	24¼
" 6s	80¾	....	....	....	80¼	....
" Land Grant 7s	....	....	72¾	72¼	72¼	
" Income 10s	71	....	....	....	....	....
Vermont & Canada	106¾	....	....	....	103x	
Vermont & Mass	68¾	....	67¾	67¼	....	65¾
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	98¼	98¾
Metropolitan	68¾	....	68¾	....	....	68¾
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	20¼	20¼	21	

London Stock Exchange.

	—Closing Prices.— Oct. 28.	Nov. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	67 — 70	67 — 70
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	67 — 70	67 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	28¼— 29¼	29 — 30
Detroit and Milwaukee 1st mort. 7s	70 — 74	67 — 71
Do. 2d mort. 8 p. c	70 — 74	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109¾—110¼	112 —113
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	92 — 94	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 92¼	92 — 92¼
Do. $50 shares	48 — 52	48 — 52
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, November 19, 1870.

Stock Exchange and Money Market.

Money, which ruled quite easy most of the week, closed up with renewed activity, in view of the exciting war reports and rumors, and rates on call loans were advanced about 1 per cent., or 5@7 per cent. per annum. The discount market has shown but little animation. The offerings of prime commercial paper have been quite limited for the season, and have met with a prompt sale at from 7@8½ per cent. per annum. The last weekly exhibit of the city banks was deemed a very favorable one, due largely to the even working of the domestic exchanges, which enabled the banks to add $1,851,221 to their deposit line, and $2,224,848 to their specie hoard, while losing only $167,232 of their legal tender reserve. The loan and discount averages were enlarged $2,882,460. The circulation has varied little in volume. The Treasury Office reported its cash (coin and currency) balances up to $68,709,752 against $68,807,137 the preceding Saturday. The receipts from Customs, for the week, were $2,808,929; the coin interest disbursements, $3,141,790, and the specie exports only $410,135. Government marketed a million of gold on Wednesday of the current week, eliciting bids to the amount of $2,990,000. The Treasury Department reported its coin reserve at the close of the past week at $97,500,000, including $15,000,000 on deposit on private account, and represented by outstanding coin certificates. On the 1st inst., the aggregate of the Coin balance was $103,181,073. The currency balance is now $24,000,000, against $26,815,384 on Nov. 1.

The specie reserve of the city banks according to the latest return is $17,124,489, against $26,755,693 same time last year. The city bank deposits are now $196,620,937, against $188,754,806 week ending Nov. 12 1869. The legal tender reserve amounts to $53,822,019, against $51,095,661 same time last year. The circulation now stands at $32,379,568, against $24,212,867 same time last year. The loans are now $266,176,866, against $251,180,557 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $80,508,571 a day, against a daily average of $91,203,229 the preceding week. The current weeks' exchanges average about 91⅞ millions a day. The city banks, last week, reported a gain of $2,224,848 of specie, and $1,851,221 of deposits, with a loss of $167,232 of legal tender notes. They increased their loans $2,882,460; and their circulation, $45,057.

The city bank exchanges on Wednesday were $94,148,590.

The coin reserves of the Treasury Department on Monday were $97,500,000, including about $15,000,000 on deposit on private account; currency balances, $24,000,000.

National Bank notes to the amount of $205,180 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $335,740,988, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,379,124 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $302,361,864. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,431,400; and for the public deposits, $15,884,500—making a total of $361,315,900. The Treasury Department last week redeemed and destroyed $555,877 of worn and mutilated fractional currency, and issued $740,973 of new.

The abstract of the reports of the national banks of the United States, which has been completed at the office of the Comptroller of the Currency, shows that they possess $18,459,170 in specie and legal tenders; $77,198,121 in fractional currency, and $2,077,705 in three per cent. certificates. The amount of individual deposits reported is $501,259,757.

The U. S. Sub-Treasury receipts, week ending with Nov. 12, were $4,620,024 in coin, (including $2,807,000 from customs duties,) and $4,225,670 in currency; payments, $4,642,280 in coin, (including $3,141,790 of coin interest,) and $3,890,801 in currency; balance at the close of the week, in-

cluded $60,449,617, of coin, against $60,471,872 the preceding Saturday, and $8,260,135 of currency, against $7,925,265 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $352,533 in coin, (including $324,000 from customs,) and $1,112,961 in currency; payments $475,912 of coin (including $416,000 of coin interest), and $423,982, of currency. On Tuesday, receipts, $498,621 in coin (including $416,536 from customs), and $326,835 in currency; payments, $195,701 in coin (including $165,000 of coin interest) and $235,312 of currency. The balance at the close of business on Tuesday included $9,040,635 of currency, and $60,629,158 of coin against a balance a week previous of $8,268,668 currency, and $60,390,216 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were $51,530,870, including $11,724,402 from customs; aggregate payments, $47,417,035, including $2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October $4,934,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,004,044 of coin certificates, received for customs.

The Sub-Treasury cash balance on Thursday morning included $60,972,617 of coin, and $9,689,818 of currency.

Government revenues yielded less satisfactorily during the week. The excises during the week yielded about 2¼ millions; customs at the port of New York, $2,245,044, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $5,594,424 in currency. The income of the Government, from excises, since July 1, 1870, has been $68,545,510.

The Gold speculation has been more active and the price has been advanced to 112⅞, influenced mainly by the more exciting war reports and rumors from Europe. The latest quotations on Wednesday was 112⅜. The customs export call was light. On Wednesday, Government marketed $1,000,000 of gold at from 112 05@112 21. The bids reached an aggregate of $2,990,000. The aggregate of the November interest obligations on the public debt is $23,851,629, of which the New York office has already paid off about 11½ millions. There has been rather more activity in the Gold Loan market, and rates have been against the borrowing interest.

Under the November programme, the Treasury Department will sell Gold, during the remainder of the month, as follows: Wednesday, November 23, $1,000,000; Wednesday, November 30, $1,000,000. And purchase Five Twenties, as follows: Thursday, November 24, $1,000,000.

The export drain last week was $410,134 against $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 55⅛ millions, against 29⅞ millions same time in 1869; nearly 68¼ millions same time in 1868; 44⅛ millions same time in 1867; over 56⅝ millions same time in 1866; and 25⅛ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 85¾ millions on Thursday of last week, were 96⅛ millions on Saturday, 79⅜ millions on Monday of this week, and 119 millions on Tuesday. On Wednesday they were 72½ millions.

The customs revenue of the port on Wednesday reached $471,000.

The customs demand for Gold last week, averaged $388,450 a day; thus far, this week, it has averaged $360,000, a day, or equal to a weekly aggregate of $2,160,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $95,609; and since Jan. 1, 1870, $11,204,523, against $14,839,067 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $126,629,705 against $117,788,423, same time in 1869.

The exports of specie, from this port, last week, were $410,134 against $123,221 same week last year; and since Jan. 1870, $55,276,538, against $30,069,340 same time in 1869. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $3,141,790; and since Jan. 1, 1870, $78,569,047 against $82,431,495 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 3d, was $7,361,000, against $7,304,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 3d, were $30,298,212, against $33,697,992 same time last year.

Foreign exchange has been in more demand and quoted firmer for prime bankers' bills. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109¾@110. The offerings of produce bills have been more liberal. The week's exports of domestic produce have been to the currency value of $5,808,002, and sihce January 1, 1870, $163,937,782, against $173,048,188 same time in 1869.

Government securities have been somewhat variable in price, with a very moderate inquiry noted. At the close, the market was tame, but steady. Government bought in a million of Five Twenties on Thursday at about the current rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113⅛; U. S. Five-Twenties of 1862, ex-coupon 107⅞@108; U. S. Five twenties of 1864 at 107@107⅛; U. S. Five-Twenties of 1865, 107@107⅛; U. S. Five-twenties of 1865 consolidated, 107¼@107⅜; U. S. Five Twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109⅝@109¾; U. S. Ten-forties at 106⅜@106½; U. S. Six per cent. currency bonds, 111⅛@111⅜.

State bonds have been in good demand, through the week, and have been quoted generally firmer, though closing heavily.

Railway bonds have been in fair request for investment purposes at well supported prices. Central Pacific Sixes have been selling quite freely at 90¾@91. The Union Pacific Sixes closed on Wednesday at 82½@82¾.

The First Mortgage six per cent. bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest. This Loan, which was on the market early in the current year, sold more rapidly than the Company had need of money; and, accordingly, through the summer and fall months no effort was made to place the bonds. In view of the prevailing ease in Money, and the increasing investment call for substantial Railway Mortgages, the Company has again authorized its financial agents, Messrs. Fisk & Hatch, to offer a further portion of the Loan at the original price of 90 per cent. and accrued interest. The bonds are a Gold Loan, principal and interest being made payable expressly in United States coin. They have all the attributes of a first-class security and will undoubtedly meet with renewed favor from investment buyers, now that the Loan is again brought on the market.

Railway and miscellaneous share property has been less active and irregular in price, closing weak and feverish.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 2.	Nov. 9.	Nov. 16.
Consols	92¾	93⅜	92
U. S. 5-20's of 1862	89¼	89⅜	87¼
U. S. 5-20s, 1865	88½	88½	86¾
" 1867	—	90½	88¾
" 10-40s	87	87¾	85¾
Erie	18¼	19¼	18
Ill. Central	110½	112¾	109¾
At. and Gt. West	28½	29	31⅛

General business has been fairly active in the line of Cotton and Breadstuffs, the former closing weak, while Wheat and Flour closed buoyantly, Provisions show but little change, Petroleum favored sellers. Middling upland cotton closed tamely on Wednesday at 16⅛ cts. per lb. The stock of cotton now here is given at about 48,500 bales. The receipts at the port this week, have averaged about 7,000 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 674,547 bales, gainst 612,800 bales same time in 1869–'70; exports same time 285,500 bales, against 258,500 bales same time in 1869–'70; stock on hand at latest dates, 314,400 bales, against 236,405 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 13,497 pkgs., against 18,483 pkgs., same time in 1869. From Boston, 5,074 pkgs. in 1870, against 6,762 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality continue in fair request and steadier in price; we quote the range at from 8@16c. per lb.; week's receipts, 6,633. Milch cows quiet at $40@$100 each, receipts, 113. Veal calves have been in less demand at from 5@12c. per lb.; receipts, 2,297. Sheep in limited request at from 4@6½c.; lambs at 5@8¼c. per lb.; receipts, 43,180. Swine have been in demand at 7½@7⅞c. per lb.. all live weight; receipts, 22,345.

Foreign Goods have been in less demand and less buoyant in price. The dry goods entries at this port, last week, were $2,132,213, making with the general merchandise imports a total of $4,906,600 against $6,310,229 the preceding week.

Ocean freights have been fairly active, closing buoyantly. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 8½@8¾d. by sail, and 9⅛@10d. by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and ½d.@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 488.

The following will show the exports (exclusive of specie) from New York to foreign ports or

the week ending November 15th, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,890,927	$5,808,002
Previously reported..	169,157,261	158,129,780
Since Jan. 1.....	$173,048,188	$163,937,782

The imports for the week ending Nov. 12, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,164,943	$2,132,128
Gen. merchandise..... ..	2,988,017	2,774,472
Total for the week.....	$4,152,960	$4,906,600
Previously reported....	256,961,253	259,134,883
Since January 1.....	$261,114,213	$264,041,483

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehana R. R. 2d mort., 92½; Toledo, Wabash and Western consol. bonds, 88; Quincy and Toledo 1st mort., 81¼; Mil. and St. Paul 1st mort., Iowa Div., 88; Jefferson R. R. 1st mort., 90⅝; North Missouri 1st mort., 87; Central R. R. of New Jersey new bonds, 101¾; Ohio and Miss. consol. bonds, 88; Hannibal and St. Joseph 8s, con., 106¼; Cedar Falls and Minnesota 1st mort., 83¾; Chicago and North Western Interest bonds, 91½; Galena and Chicago 1st mort., 100; St. Louis and Iron Mt. 1st mort., 88¾; Norwich and Worcester R. R., 103⅞; New York and New Haven R. R., 154½; do. 6s, 97½; Toledo, Peoria and Warsaw 1st mort., E. D., 86; Long Island R. R., 67½; North Carolina 6s, special Tax, 20; South Carolina 6s, new Jan. and July, 72⅛; do. April and Oct., 69¾; New York State 7s, Bounty Loan, reg, 107; Alabama 8s, 102; Virginia 6s, old, 66; do. reg., 50¼; do. 1867, 56; Louisiana 6s, old, 71¾; do. new, 68; do. 6s, Levee bonds, 72⅛; Arkansas 6s, issued to L. R. and F. S. R. R., 66; do. 6s, State Funded Debt bonds, 63½; Brooklyn 6s, W. L., 95; Western Union Telegraph, 42⅝; Adams Express Co., 67⅜; U. S. Exp., 35; Wells Fargo Exp., 84; Am. Mer. Union Exp., 46⅞; Central gold, 0.14; Grass Valley gold, 0.28.

Philadelphia.—West Jersey 7s, 95½; do. 6s, 91; Pennsylvania and New York Canal 7s, 92¼; Philadelphia and Reading R. R. Debt bonds, 82½; do. 6s, 1844-'80, 97⅛; Westchester R. R. 7s, 97; Delaware Division Canal bonds, 85; Belvidere Delaware 3d mort., 85½; Pennsylvania R. R. Gen'l mort., reg., 95; Oil Creek and Allegheny River R. R., 45⅞; do., 7s, 78½; Philadelphia and Trenton R. R., 115⅛; Phila., Wilmington and Baltimore R. R, 55¼; Germantown Passenger R. R., 29½; Philadelphia City 6s, prior to 1862, 103; Pennsylvania State 5s, 103; Niagara oil, 1. The latest quotations are: City 6s, 101@101¼; do. free of tax, 102⅜@102½; State 5s, coupon, 103@104; do. 6s, W. L., 104½@105; do. 1st series, 104@105; do., 2d series, 105⅛@106; do., 3d series, —@108½; Reading, 50⅞@51; do., 7s, 1893, 103@103½; do., mort. 6s, 1880, 97⅛@98; Camden and Amboy, 115@115½; do., mort. 6s, 1889, 94¼@94½; do., 1883, 93@93; do., 1889, 92¾@93½; Penn. R. R., 59¼@59⅝; do., 1st mort., 103¼@105; do., 2d mort., 98¾@99½; do. Gen'l mort. coupon, 96⅛@—; do. reg., 94⅛@95½; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do. pref., 67@70; do., 6s, 80@84; do. scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7¼@8; do., pref., 16½@17; do. 6s, 1882, 74@75; Elmira and Williamsport pref., 37@40; do., 7s, 1873, 92@92¼; do., 5s, 58@60; Lehigh Coal and Navigation, 32¼@32½; do., 6s, 1884, 83½@84; do., R. R. Loan, 87¾@88¼; do., Gold Loan, 89@89½; North Pennsylvania, 43@45; do., 6s, 97@99; do., 7s, 91@91½; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@26¾; do., 6s, 91@91½; Minehill, 51⅜@51½; Catawissa, 12@14; do. pref., 37@37½; Lehigh Valley, 59⅞@60; do. 6s, 98@99; do., 6s, reg., 99@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 53@53½; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 24@25½; Green and Coates, 40@45; Chestnut and Walnut, 44@44½; Hestonville, 15@16; Union, 43@46½.

Boston.—Old Colony and Newport 7s, 1877, 103; do., 6s, 95¾; Eastern R. R. 6s, 1885, 94; Vermont Central 1st mort., 85; do. 2d mort., 35; Maryland and Delaware 6s, 1885, 66; Burlington and Missouri River R. R. 7s, 1879, 101⅞; do., 8s, in Nebraska, 95⅞; Vermont Central and Vermont and Canada 8s, 1889, 103¼; Burlington and Cedar Rapids R. R. 7s, 1919, 85; Kansas and Cameron R. R. 10s, 109; Phila., Wil. and Balt. 6s, 1887, 94¾; Cedar Rapids and Missouri 7s, 1894, 89⅞; Keokuk and St. Paul R. R. 8s, 99¼; Cincinnati, Sandusky and Cleveland R. R., 17½; do., pref., 34¾; Rutland R. R., 29½; do. pref., 79; Indianapolis, Cincinnati and Lafayette R. R., 7; do., 1st mort., 7s, 52; Summit Branch, 36; Norwich and Worcester R.R., 106; Eastern (N.H.) R. R., 117¾; Union Horse R. R., 100; Taunton Branch, 100; Cary Imp., 8¼; Essex Co., 133½; Boston Water Power Co., 18⅜; Rhode Island 6s, 99; Maine 6s, 1889, 97½; New Hampshire 6s, 1873, 99¾; Massachusetts 6s, 1876, gold, 105½; Boston 6s, 1876, currency, 100⅜; do., 1878@1882, gold, 95½; Rockland 6s, 1891, 88¾; do., 1887, 90½; Portland 6s, 1887, 95; Bangor 6s, 1874, 95; Hartford 6s, 1898, 95¾; do., 1876, 96; St. Louis 6s, 1887, 85¾; St. Louis County 7s, 1885, 95½; Roxbury 5s, 1880, 94¼; Worcester 6s. 1885, 99¼; Calumet Mining Co., 105; Hanover, 30c.; Hecla, 103.

Baltimore.—Maryland Defense Loan, 103⅛; Virginia 6s, old, reg., 50; do., 1867, 57; Orange, Alex. and Manassas 7s, 78; Richmond and Danville bonds, 74½; Orange and Alexandria 2d mort. 6s, 76⅝; do., 3d mort. 8s, 82; do., 4th mort. 8s, 72¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@92⅝; Baltimore and Ohio, 130¼@131; do., 6s, 1875, 94@96; do., 1880, 93@94½; do., 1885, 91½@92; Northern Central, 40⅛@41½; do., 6s, 1885, 93@94; do., 1900, 87¼@88; do. 6s, 1900, gold, 92½@—; N. W. Va. 1st mort., 95@95; do. 2d mort., 95@—; do. 3d mort., 1885, 88@92; Marietta and Cincinnati 7s, 1892, 92⅜@92½; do. 2d mort., 71½@72¼; Central Ohio, 24¼@25; do., 1st mort., 83½@85¼; Western Md. 6s, 1890, —@77; do., guar., by Baltimore City, 90@94; do., 2d mort., guar., 89@—; do. 6s, pref., 60@62; do. 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 74¼@75; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76¾@78; do, 3d mort., 8s, 80@82½; do., 4th mort., 8s, 73⅜@73¾; Orange, Alex. and Manassas 7s, 77@78; Virginia and Tennessee 8s, 81@83; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 92@92¼; do., 1884, 91¾@92; do., 1886, 92⅛@94; do., 1890, 92⅛@92⅝; do., 1893, 93@94; do., 1900, 92@92¼; do., 5s, 1838-'70, 75@80; Memphis City 6s, 56½@57; Maryland Defense Loan, 1883, 103@103¼; City Passenger R. R., 19@20; George's Creek Coal, 60@65; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Nov. 17, 1870.

☞ THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, which can now be had at 91—that is $910 for a bond of $1,000.

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange, and are based on a finished and equipped road, already placed on a stable and profitable basis.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

Cast Steel Works of Fried. Krupp,
ESSEN RHENISH-PRUSSIA.

American Office, 13 *Gold Street*,
New York, Nov. 7, 1870.

We take this opportunity to announce to our friends, that our business suffers no interruption from the war in Europe. We are receiving goods from Essen, regularly as usual, at ante-war prices.

During the War, our goods will come out in Neutral Steamers from Neutral Ports, so that our customers need not entertain any fears about delay in delivery of Orders.

We make this statement in order to remove a misapprehension, which appears to exist in the minds of some of our customers, caused mainly by the fact of the German Steamers having stopped running regular trips, in consequence of the blockade.

THOMAS PROSSER & SON,
Sole Representatives in America of Fried. Krupp.

☞ The following gentlemen have been elected directors of the Pacific Mail Steamship Company for the ensuing year: Allan McLane, Francis Skiddy, Howard Potter, William Dennistoun, James M. Brown, Jonathan Thorne, Abiel A. Low, William H. Webb, and Sidney Mason.

☞ Wm. R. Arthur, formerly General Superintendent of the Illinois Central Railroad, has been appointed General Superintendent of the North Missouri Railroad, vice S. K. Knight, resigned.

☞ Addison Day, of New York, has been appointed General Superintendent of the St. Louis and Iron Mountain Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—SPECIAL CONTRACTS—COMMON CARRIERS LIABLE IN ALL CASES FOR ORDINARY CARE.

The following is the opinion of Judge Gregory in the case of The Michigan Southern and Northern Indiana R. R. Co. *vs.* Heaton, (31 Ind., 397,) so far as the question of "Special Contract" is concerned:

GREGORY, J.—It was with great reluctance that the courts of several of our American States at last yielded their assent to the proposition that the strict and severe responsibility which the common law imposes upon a common carrier could be limited by special contract. The Camden and Amboy R. R. Co. *vs.* Baldauf, 16 Penn. St. 67; N. J. Steam Nav. Co. *vs.* Merchants Bank, 6 How. U. S. 344; Atwood *vs.* Reliance Transp. Co. 9 Watts, 87. And this regret will be more deeply felt as the business of transporting goods passes more and more into the hands of extensive corporations, controlling vast capital, and, by combination with each other, virtually destroying competition. The shipper will not be in a position to contract with them on equal terms—he must submit to oppressive conditions, if they choose to impose them, or fail to procure the carriage of his merchandise to market. But if the general question is not now open, and has been so fully settled by judicial decision that the rule *stare decisis* is absolutely controlling, and a remedy is called for by the great public interests of commerce, it must be sought in legislation. We have, however, not now to do with that question necessarily, and we do not propose to ourselves its decision at present.

The language in the contract in the case before us is capable of a very broad construction. It would do no violence to its words, to say that it was intended to exempt the carrier from liability for loss by fire or accident, though such fire or accident were the result of the grossest carelessness on the part of the carrier, but the appellant concedes that such a construction cannot be sustained, for the reason that gross carelessness, under the circumstances, would be fraud, and a contract whereby a party stipulates for immunity for his own fraud is against public policy and will not therefore be tolerated. But why would gross carelessness be fraud? It is the absence of the slightest care. Why should it be fraud, if the parties have contracted for exemption from all care, and have adjusted the compensation accordingly? Shall the carrier be compelled to exercise some degree of care, though he is to receive no compensation for it, and the property has been put into his warehouse upon an express agreement that he need not trouble himself about it at all? Must he do more than he has contracted to do, and more than he is paid for doing, to avoid the imputation of fraud? Nay, is fraud ever predicated of a transaction were a contract fairly entered into has been fully and scrupulously performed according to the very intention of both parties to it, and according to its letter? It seems to us that the reason why a carrier may not, because of public policy, stipulate for his own gross carelessness, is a different one, and does not necessarily involve the idea of fraud. The law has a tender care for great public interests, pecuniary as well as moral, and in many cases will hold contracts void because they are plainly in contravention of the public welfare in mere business aspect. Trade and commerce are objects of this fostering care. Hence a contract never to carry on a particular business, however ample the consideration, is illegal and void. It injuriously affects the public, by depriving it of men's services in departments in which they may be most useful; it discourages industry and enterprise, diminishes the products of ingenuity and skill, prevents competition, enhances prices, and exposes the community to all the evils of monopoly. Alger *vs.* Thacher 19 Pick. 51. But there is no element of fraud in it. And there are other classes of contracts, not needful now to be enumerated, also held illegal and void as being against public policy, merely because their performance would tend to affect injuriously important interests of society. Contracts in general restraint of marriage, and marriage brokerage contracts may be mentioned as examples. Now the shipper puts his goods in the custody of the carrier, and thereby excludes himself from all opportunity to care for their safety until the transit is terminated. If the carrier do not guard them against spoliation, damage, or destruction, the goods are subject to multiplied hazards; the perils of transportation become a most serious check to the great interests of commerce; and interchanges of commodities between distant sections are rendered precarious and uncertain. Transportation generally, without any care by the carrier for the safety of the goods, would be a tax upon the industry of the country impossible to be estimated. If adopted and maintained as a rule, in a country of such large extent and diversified production as ours, it would ruinously diminish the home value of such of the fruits of industry as must be sent to distant markets, and greatly enhance it to the ultimate consumer, thus operating to the serious detriment of both. But the consequences to the community need not be further dwelt upon. It may be enough to say, that none of the great corporations engaged in the carriage of goods to market would perhaps be willing to publish to shippers, that it is a fact that they give no care whatever to avoid the loss, by fire or accident, of goods confided to them for shipment. It would injuriously effect the business of any one of them, if believed by shippers. Traffic would seek other channels, if others claimed to bestow reasonable care for the safety of their cargoes; nor would low tariffs be deemed enough to induce the exposure of goods to so many probabilities of destruction. It is not quite true, then, that the contract between the shipper and the carrier concerns only themselves, as has sometimes been assumed; it does affect also great public interests most seriously and vitally, and therein rests a reason entirely satisfactory to us, for the conclusion, that the parties are not at liberty to make such a contract as they please.

There is still another reason, why, in such a contract, a general exemption of the carrier from the consequences of gross negligence should be held void. Some care on the part of the carrier is absolutely essential to the performance of the contract in any reasonable sense. Property cannot take of itself; the carrier, during the transit, has exclusive custody and control of it, and he only has the right to give that attention to it without which the chances of its loss and destruction are so imminent that it is not fair to assume that it would have been shipped at all. A condition that no care, or anything less than reasonable care, shall be bestowed upon it, is therefore repugnant to the general intention of the contract and should be rejected.

Indeed it was once supposed to be a proposition not liable to be controverted, that a common carrier was, in his relations to society somewhat different from a private party—that he exercised a sort of public employment, was bound to carry all goods offered for reasonable compensation and that the law imposed upon him his duties and responsibilies as incident to the character voluntarily assumed. We have seen that the American Courts, following those of England, have in many quarters evinced a reluctant tendency wholly to disregard this ancient doctrine. The same disposition in England compelled the timely interposition of parliament to check it. Here there has been a fortunate hesitancy and doubt evincing a purpose to refuse to sanction such stipulated exemptions from the carriers' common law liability as would impair the reasonable efficiency of the contract for shipment and thus defeat its purpose. To dispense with the duty of exercising at least ordinary care for the safety of the goods, would, it is plain, have this effect; and this court upon the fullest consideration of the subject, finds itself free from all doubt that a condition so repugnant to the general and chief purpose plainly intended by the contract is void, and must be disregarded. The doctrine is elementary and of universal application. The contract for shipment necessarily implies that the carrier shall use some measure of diligence to deliver the goods at the place of their destination. Slight care—the least measure of diligence—is not reasonably sufficient to preserve valuable merchandise from the depredations of thieves, or from destruction by the elements. The plain purpose of the contract of shipment is to secure the safe transportation and delivery of the goods, and it surely is equally plain that a provision in it that the carrier need not make a reasonable effort to accomplish that purpose—such an effort as men of ordinary prudence would make if engaged in transporting their own goods—is destructive of this purpose and intent. And it has accordingly been held, that such a provision, however broad in its terms, has only the effect of reducing the liability for negligence of a common carrier to that of a private carrier for hire, who is bound to the use of ordinary care. So the rule was declared by the Supreme Court of the United States, in the N. J. Steam Nav. Co. *vs.* Merchants Bank 6 How. 344, the leading American case sustaining such special contracts. It was only the "extraordinary duties annexed to the employment" which it was there held might be dispensed with by special contract. The language of the agreement was of the most comprehensive character, expressly declaring that the goods should "be at all times at the exclusive risk" of the shipper, and the carrier "will not in any event be responsible for the loss of any goods." And yet the court held this language: "The owner by entering into the contract virtually agrees that in respect to the particular transaction the carrier is not to be regarded as in the exercise of his public

employment, but as a private person who incurs no responsibility beyond that of an ordinary bailee for hire, and answerable only for misconduct or negligence." And again, "we think it would be going further than the intent of the parties, upon any fair and reasonable construction of the agreement, were we to regard it as stipulating for wilful misconduct, gross negligence, or want of ordinary care," &c. And such was stated to be the result of the English cases. The effect of the case is, that general language, however comprehensive, and however plainly it may declare a purpose to exempt the carrier from every possible risk incident to the shipment, shall nevertheless not be understood to include losses resulting from want of his reasonable care. We know not upon what principle such a construction of the contract in that case could be maintained, save that which we have stated above. See also Lyon *vs.* Wells 5 East. 28. In Wyld *vs.* Pickford, 8 M. & W. 442, the contract pleaded provided against the carriers' liability unless the goods were insured according to their value, and paid for at the time of delivery, which had not been done. The question arose upon a demurrer to the plea, and the court, upon a review of the cases, held that the carrier was liable for ordinary negligence, notwithstanding the contract. The court, per Parke, B., said "But still he undertakes to carry from one place to another, and for some reward in respect to the carriage, and is therefore bound to use ordinary care in the custody of the goods. See also Hinton *vs.* Dibbin 2 Q. B. 646, Story on Bailm, § 571; Thomas *vs.* Boston and Prov. R. R. 10 Metc. 472; Penn. R. R. Co. *vs.* McCloskey 23 Penn. St. 526, Powell *vs.* Pa. R. R. 32 id. 414, Welsh *vs.* P. F. W. & C. R. R. Co. 10 Ohio St. 65. Citations might be multiplied; but we choose to rest our decision of the case before us quite as much on principle as upon the decided cases. The latter are not uniform, and are incapable of reconciliation. It will be seen from the cases cited, that whether the negligence of the carrier be gross or ordinary, does not in such a case, effect the question of liability.

The Illinois Central Railroad in Iowa.

The Illinois Central Railroad Company recently took possession of the Iowa Falls and Sioux City Railroad from Fort Dodge to Sioux City. This completes a line from Dubuque to Sioux City, directly across the State of Iowa, at a distance of about 70 miles from its northern boundary. This line, which is leased and operated by the Illinois Central Company, was constructed and is owned by two separate companies, who receive a percentage of the earnings as a rental. The Dubuque and Sioux City Railroad Company owns that part of the line between Dubuque and Iowa Falls, 143¼ miles, and the Iowa Falls and Sioux City Railroad Company the 183 miles between Iowa Falls and Sioux City. The entire line has been called by the managers the "Iowa Division" of the Illinois Central, but it is best known to the public as the Dubuque and Sioux City road, and this probably will continue to be its popular name. This is the fourth great railroad stretching across Iowa from east to west, all having direct connections with Chicago. It is noticeable that the distance to the Missouri river from Chicago is nearly the same by all four of these routes, the variations not being more than 25 miles, and the distances varying from 490 to 514¼ miles. So far this is the most northerly of the routes, but the Milwaukee and St. Paul Company is constructing a line nearly parallel with and about 40 miles north from it. On the south the nearest line is that of the Chicago and Northwestern, distant generally from 30 to 40 miles. Thus it has a broad belt of country on each side of it whose traffic it will naturally obtain. There will soon be three lines crossing it from north to south, but these can draw very little from its business, as they will form routes to the south rather than to the east. It has itself one feeder from the north, the Cedar Falls and Minnesota Railroad, which extends from Cedar Falls, 98 miles west of Dubuque, in a northwesterly direction to Mona, on the Minnesota line, a distance of 74 miles. Thus the entire length of line in Iowa operated by the Illinois Central is 400¼ miles. These lines pass through an extremely fertile country, of which a very small percentage is waste land. As far as to Fort Dodge it is pretty well settled, but beyond, most of the land is yet to be occupied, and east of Fort Dodge even, there is room for double the present population in the country, to say nothing of the towns. The country in the western half of the road is one of the most attractive to settlers in America, the land being fertile and cheap, and provided with excellent routes of transportation. —*Chicago Jour. of Com.*

Commerce of the Pacific.

A tolerably well authenticated rumor comes to to us from San Francisco to the effect that a grand consolidation is about to be formed between the Pacific Railroad and its eastern connections on the one hand, and the China and Australian steamship lines on the other—to the end of controlling and developing the commerce of the Pacific Ocean.

For this purpose a new company is to be formed, embracing the stockholders of both the railroad and steamship lines, and placed under the official management of several well-known English and American capitalists who are concerned in railroad and navigation enterprise on that side of the continent. The existing steamship lines will be continued under this new combination, with increased facilities, more frequent trips and additional termini on the other side of the Pacific. The overland lines will co-operate, and freight can then be billed through at probably reduced charges, from any shipping point upon the Atlantic seaboard to the Sandwich Islands, or to any port in Eastern Asia and Australia, or *vice versa*.

It strikes us that this is a good movement, and if the plan is carried out in a liberal spirit of accommodation to the commercial public, it will not only serve to develop the resources of the Pacific coast, but vastly benefit all who are interested in the Oriental trade. A large portion of that trade is bound to change its direction, and hereafter come to us eastward instead of westward around the semi-circumference of the globe.

If our trans-continental railroads and Pacific steamship lines can make arrangements to "pull together," they will easily secure the bulk of this valuable carrying trade, besides greatly simplifying and economizing the through business. All that is wanted to insure success to this enterprise is more capital and greater facilities; and both of these conditions will probably be obtained in the new combination which has been projected.

Our trans-continental railroad system has opened up a vast field of commercial enterprise on the Pacific seaboard, which is susceptible of indefinite expansion. But if these gentlemen, who have associated themselves together for the purpose of controlling this enterprise, expect to build up a monopoly of the Pacific and overland traffic, they will find themselves laboring under a great mistake.

Both the northern and southern routes to the Pacific will soon be opened, and their respective termini will necessarily divide this trade with San Francisco. This will lead to the organization of new steamship lines, having for their objective points the same Oriental ports that are visited by the ships of the existing American Mail Company. New combinations for the accommodation of through traffic will then be formed; competition will be lively, and the public will be benefited and business stimulated in proportion.—*Boston Com. Bulletin.*

Massachusetts Central Railroad.

A call is now made upon merchants and capi alists of Boston for the remainder of stock subscriptions necessary to the beginning of this important enterprise under the provisions of its charter. Some four-fifths of the stock have already been taken by the towns along the route of the proposed line, several of them having voted appropriations for that purpose to the extent of five per cent. on their entire valuation.

The Massachusetts Central, as well known, is intended to accommodate the trade and travel of that large and populous section of the State lying between the Boston and Albany Railroad on the south, and the Fitchburg Railroad and its western connections on the north. This section comprises nearly the whole central and western portions of Massachusetts, or a territory some two hundred miles long and thirty miles broad, including parts of the counties of Worcester, Franklin, Hampshire, Hampden and Berkshire. It abounds in excellent water powers and other natural resources, and is thickly studded with flourishing towns and villages—such as Lancaster, Sterling Barre, Ware, Gardner, Amherst, Hadley, Williamsburg and Northampton—some of them of considerable manufacturing and commercial importance.

The present company was organized to complete a road through, by this central route, from Boston to the western border of the State; and, perhaps, ultimately to the valley of the Hudson.

As things are now situated, the towns embraced in this large belt of territory are practically destitute of railroad communication with Eastern Massachusetts and the capital and commercial centre of the State. To be sure, some o them, located on the cross-roads leading to New York and Long Island Sound—such as the Fitchburg, Worcester and Norwich, the Amherst Palmer and New London, the Canal and Connecticut River, the Pittsfield, North Adams and Housatonic—are able to reach the eastern seaboard by a circuitous route, intersecting our western lines at various points. But this mode of communication involves great delay, from want of connection of trains, and necessitates the breakage of bulk for freight. Although the distance by rail from all parts of this central and western Massachusetts region is from thirty-five to fifty miles shorter to Boston than to New York, yet the difference in freight charges and time of delivery is so much in favor of the latter city that the merchants of the interior towns now buy nine-tenths of their goods there, and never come or send orders here except on extraordinary occasions—*Boston Com. Bulletin, Nov.* 12.

☞ The certificate of incorporation of the Piqua, St. Mary's and Celina Railroad Company was filed at Columbus, Ohio, on the 10th inst. The proposed road runs through Miami, Shelby, Auglaize and Mercer counties. The corporators are J. F. McKinney, Henry Flesh, William Scott, John G. Young, Charles C. Chute. Capital stock, $400,000.

☞ A branch road has just been completed from Greene to Oxford, Chenango county, by the Delaware, Lackawana and Western Railroad Company.

☞ The first division of the St. Louis and Southeastern railroad, extending from St. Louis to Mt. Vernon, Ills., was opened on the 10th inst.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of October, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	364,800	12,840,000	5,561,500	197,700
1870..	347,000	13,387,100	4,481,200	1,950,400
Dec..	17,800	*347,100	1,080,300	*1,752,700

* Increase.

The barley received in 1870 is all new crop but 82,000 bushels. By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a increase of 51,260 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of October in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	339,100	364,800	347,000
Wheat, bushels..	9,913,700	12,840,000	13,187,100
Corn, bushels...	15,959,200	5,561,500	4,481,200
Barley, bushels.	2 346,100	197,700	1,950,400
Oats, bushels...	9,189,100	2,670,300	5,117.300
Rye, bushels....	500,700	234,300	485,000
Malt, bushels...	360,000	206,900	640,000
Feed, lbs.....	.....	8,526,100	10,511,300

Portland and Ogdensburg Railroad.

The town of Conway, N. H., has voted, almost unanimously, to take five per cent. of its valuation, amounting to $21,500, in the capital stock of the Portland and Ogdensburg Railroad Company. Some two years ago the same aid was voted to the Portland, White Mountain and Ogdensburg Railroad, and that corporation having, by Legislative action and the concurrent action of its directors and corporators, become merged in the Portland and Ogdensburg Railroad corporation, it was found necessary that the town vote again on the question of taking stock in the new corporation. The directors of the road are now looking over the two routes from Fryeburg through Conway, one passing through North Conway and the other through Conway Corner, and intersecting at Bartlett, preparatory to fixing upon an immediate location, when the road to Bartlett line will probably be put under contract for construction for next summer travel to the Mountains.

☞ The Camden (Ark.) *Journal* says that the cars are now running on the Mississippi, Ouachita and Red River Railroad to within a few hundred yards of Bayou Bartholomew, 16 miles from the Mississippi; and that at the present rate of track laying the road will be completed to Camden by the 1st of August next.

☞ The Georgia Legislature granted State aid to the Macon and Knoxville Railroad to the amount of $15,000 per mile, and it is thought work will be commenced immediately. The enterprise is intended as a continuation of the Cincinnati Great Southern Railroad, and is a very important work.

☞ It is reported that the contract for building the Lowell and Framingham Railroad has been awarded to Levi Phelps of Springfield, and that the work will begin in about ten days.

☞ Sturbridge, Mass., has voted to invest $48,600 in the Palmer and Southbridge Railroad.

Texas Central Railroad.

The Texas Central Railroad is going towards the northern boundary of that state with industrious zeal. In a few months Houston, the rich cotton lands of Brazos and the Trinity, Dallas, the great centre of the wheat region, and many of the best grazing sections will be connected, near Sherman with the Indian Territory, at a point which is fixed upon as the terminus of a road which is to extend from that point to Neosho, in southwestern Missouri, where it will join the South Pacific Railroad from St. Louis. A stage and mail line will begin running from Neosho to Red River this month, and the gap of 260 miles will be filled by a railroad at no distant day.—*Arkansas Gazette*, Nov. 8.

Boston, Hartford and Erie Railroad.

We print in another column the arrangement assented to by all parties to suits against the Boston, Hartford and Erie Railroad, only adding that under the original arrangement the contractor was to put on night gangs of extra men and thus complete the work by the 1st of January, and, of course the expense was proportionately increased.

So much time has been lost in the discussions of the lawyers that no particular good would be effected in hastening the work on account of the lateness of the season. The work, however, will be pushed forward with as much rapidity as the day laborers can exercise, and the whole finished by 1st of May next.

☞ Work on the Connecticut River Railroad extension from South Vernon to Bellows Falls has been begun about half a mile above South Vernon Station, and will be pushed forward rapidly. The extension is to be built under the charter of the Brattleborough and West River Railroad, and will cross the river at Whithead's, three miles above South Vernon.

☞ The new railroad from Fonda to Gloversville, (N. Y.,) is nearly completed, and will probably be open for the use of the traveling public in a short time.

☞ Messrs. Irwin & Kavenay, the new contractors on the Queen Annei's (Md.) Railroad, are pushing the work with commendable energy.

To Railroad Contractors.

PROPOSALS will be received at the office of the NATIONAL RAILWAY COMPANY, No. 109 South Third st., Philadelphia, until and including the 25TH DAY OF NOVEMBER, 1870, for the CONSTRUCTION of the NATIONAL RAILWAY, extending from the City of Philadelphia to Yardleyville, on the Delaware River; and the MILLSTONE AND TRENTON RAILROAD and certain other railroads connecting therewith, and forming with said connections a continuous line from the City of Philadelphia to the Hudson River, opposite the City of New York.

Plans and Specifications may be had and examined at the office of the NATIONAL RAILWAY COMPANY, and also at the office of J. B. CULVER, Engineer, No. 23 Montgomery st., Jersey City, on and after the 10th of November.

The Company reserves the right to reject any and all bids.

ROBERT R. CORSON, Secretary.
HENRY M. HAMILTON,
MATTHEW BAIRD,
JACOB RIEGEL
A. S. LIVINGSTON,
CHARLES W. DUPUY, } Committee.

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HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK

By the Governor:
ROBERT H. ATKINSON,
Executive Secretary.

Notice to Contractors.

The Directors of the Great Western Railway of Canada invite tenders for the construction of the second division of their CANADA AIR LINE. Plans and specifications for the division from Aylmer to Simcoe will be on exhibition at the office of the Chief Engineer, George Loew Reid, Esq., Hamilton, from the 8th to the 25th November.

All tenders must be in the hands of the undersigned by ten o'clock on the morning of the 25th instant, sealed and marked "Tenders for the construction of Second Division Canada Air Line."

JOSEPH PRICE, Treasurer, &c.

Chief Offices, Hamilton, Ont., Nov. 7, 1870.

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6 HIGH-PRESSURE ENGINES, partly finished;

2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;

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Send for Catalogue.

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Oct. 29, 1870.

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50 LBS. ERIE PATTERN. Now in yard and for sale by

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THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 18 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

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W. T. HILDRUP, Treasurer.

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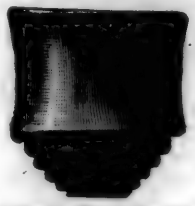
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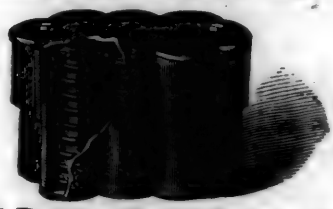
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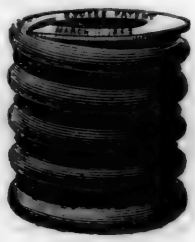
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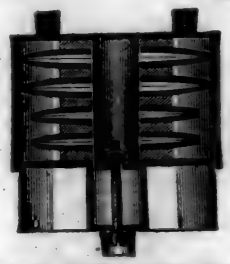
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

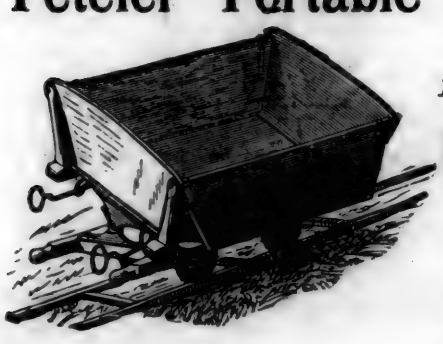
That it can be applied in repairing and relaying with the least trouble and delay.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, November 26, 1870.

Memphis and Little Rock Railroad.

Mr. W. B. Greenlaw has taken the contract for completing the Memphis and Little Rock Railroad, and has appointed Mr. S. B. Beaumont General Manager, with full power and instructions to finish the road by the 10th of February next. Mr. Greenlaw has been a contractor for many years, and has carried out some of the largest undertakings in that section of the country. He states that he wishes nothing from the citizens of Memphis, and only wants their generous sympathy in this undertaking. At the present time the road is completed from Hopefield to Brinkley, and from Little Rock to Devalls Bluff. There remains only thirteen miles to build between Brinkley and the Bluff, together with the bridge over White river, opposite the Bluff. The bridge, which will be of iron, with a "draw" to allow steamers to pass up and down the river, is in course of erection in Louisville, and is nearly completed. It is stated that Mr. Brinkley has issued to Mr. Greenlaw one million dollars of stock.

☞ Messrs. C. C. & E. G. Smith, of Dunleith, Ills., have taken the contract to build the railroad bridge over the Mississippi river at La Cross On the east shore it will begin just above the elevator, and touching several islands, reach the depot on the other side. The bridge is estimated to cost about $200,000, and the expense will be defrayed equally by the Milwaukee and St. Paul and the Southern Minnesota roads.

East Tennessee, Virginia and Georgia R. R.

The East Tennessee, Virginia and Georgia Railroad is formed by the consolidation of the East Tennessee and Virginia Railroad, extending from Bristol (State Line) to Knoxville, Tenn., 130 miles, and the East Tennessee and Georgia Railroad from Knoxville, Tenn., to Dalton, Ga., 112 miles—making, with the Branch from Cleveland, Tenn., to Dalton, Ga., (28 miles,) a total length of 270 miles. The consolidation of these companies was effected by a unanimous vote of the shareholders on the 29th of November, 1869; but as the fiscal year of the company terminated on the 30th of June, it was thought advisable to condense and give the consolidated earnings of the two properties, commencing on the 1st day of July, 1869, and ending on the 30th day of June, 1870. Adopting that system of reporting, the gross earnings of the past compared with those of the preceding year were as follows:

	1869.	1870.
From passengers....	$421,526 86	$508,108 36
" freight.....	548,972 34	696,452 99
" express.....	28,434 78	26,484 51
" mail	29,190 63	33,535 51
" other sources..	30,607 29	14,282 43
	$1,053,731 90	$1,278,863 80

The total expenses for the year ending June 30, 1870, were as follows:

Repairs of road....	$299,914 08	
Motive power	187,959 45	
Maintenance of cars.....	104,824 85	
Transportation.....	149,396 31	
Wood account.....	49,964 21	
Salaries	20,171 63	
U. S. internal revenue....	12,496 13	
Great Southern mail route	11,191 19	
Law expenses.....	11,025 55	
Va. and Tenn. Air Line...	8,778 24	
Agents' expense account.	5,923 00	
Reven'e & postage stamps	339 00	
Taxes	108 44	
London bridge....	754 77	
Depot buildings.....	717 42	
		863,064 27
Leaving a balance of....		$415,799 53

From the above expenditures should be deducted the following, viz:

New iron rails, spikes and chairs.....	$69,200 00
New cars built and increased in value	36,450 00
Permanent masonry, and filling Swan Pond trestle.....	11,803 35
Wood on hand....	29,428 80
Total.....	$146,882 15

Deducting this amount from the total expenditures, will leave for ordinary expenses the sum of $716,182 12—making the earnings over and above operating expenses, $562,681 68. In 1868–'69, the expenses were $689,494 81, and the net earnings, $364,237 09. The Vice President of the company, Joseph Jacques, Esq., in his report dated September 7, 1870, says:

It is with feelings of the deepest sorrow that we announce to you the death of Thomas H. Callaway. He had for a long time been identified with your road, and was at the time of his death President of your company; which office he had filled for several years, with entire satisfaction to the stockholders and with much credit to himself. His great financial ability, untiring energy and sound judgment, were special traits in his character that eminently qualified him to govern and protect the interest of your company. A mere allusion is sufficient on my part to call your attention to his valuable services. Suitable proceedings in regard to his death have already been passed by the Board of Directors; and as a further tribute of respect to his memory, the additional action taken by the stockholders, expressive of the feelings of this convention, are appropriate to the sad and melancholy occasion. I regard his loss as a great public calamity, and no one feels it more than myself.

Gentlemen, this being the time fixed at your last annual convention, we have met to-day for the purpose of electing a Board of Directors, to serve for the ensuing year; and furthermore, that you may learn through the reports of the different officers of your company, the operations of your road for the year ending June 30th, 1870; and, also, to ascertain, as far as practicable, the condition of your company.

I refer you to the report of James G. Mitchell, Secretary and Treasurer, which will give you a full statement of the financial condition of your road, excepting the debt that was due the State of Tennessee, which was not adjusted in time to appear on the books of your company, for the year ending June 30th 1870.

The Government claim still stands unsettled, as it did at the time of your last annual meeting. But we still hope that the Government, through

Congress, or through its officials outside of Congress, will do us justice in the end, and this is all we look for or have any right to expect.

The Legislature of our State very wisely, as we think, passed a law allowing all railroads that had received State aid, to pay back to the State any portion of their indebtedness in the bonds of the State, at par. This system, if carried out by all the railroads in the State, would soon relieve our State of so much of its indebtedness that the debt of Tennessee would compare favorably with almost any State of the Union.

Before the consolidation of the East Tennessee and Virginia and the East Tennessee and Georgia Railroad Companies, the debt due to the State from the East Tennessee and Virginia R. R. Co. was $2,449,038 55, and from the East Tennessee and Georgia Railroad Company, $1,467,277 50, making the entire debt due from the consolidated East Tennessee, Virginia and Georgia Railroad company $3,916,316 05. Your officers determined to avail themselves of the law, for the benefit of your company, and pay the debt as the law had marked out we had a right to do; and we hope, when we can make a full report of all the facts, that it will meet the approval of every stockholder in the road.

The report of the Secretary and Treasurer shows the State debt just as it was, for the reason that the transaction could not be got upon the books for the year ending June 30th, 1870, but will all appear on the books for the year ending June 30th, 1871. As evidence of the fact that the State debt is paid in full, please find herewith the receipted account of the Comptroller of the State of Tennessee, dated August 11th, 1870:

COMPTROLLER'S OFFICE,
NASHVILLE, August 11, 1870.

STATEMENT.

Debt of E. T. & Va. R. R. Co., as per statement	$2,563,870 70
Debt of E. T. & Ga. R. R. Co., as per statement	1,553,890 40
Total amount due State July 1, '70.	$4,117,761 10

CREDITS.

I hereby acknowledge to have received from the East Tennessee and Virginia and East Tennessee and Georgia Railroad Companies, the following number of bonds and coupons of the State of Tennessee, in liquidation of said debt due to the State July 1, 1870, viz:

3835 State Bonds, of $1,000 each	$3,835,000 00	
9425 past due coupons, $30 each	282,750 00	
Currency paid 4th National Bank, N. Y.	11 10	
		$4,117,761 10

(Signed,) ED. R. PENNEBAKER,
[*Seal of State of Tenn.*] *Comptroller, &c.*

The above amounts represent the entire indebtedness of the railroads above mentioned, and have been credited with such amounts in my office.

(Signed,) ED. R. PENNEBAKER,
Comptroller, &c.

The entire debt due to the State, although very large, has all been paid in full, principal and interest, amounting to $4,117,761 10, and it cost your company fifty-five cents on the dollar. If your company had possessed the means for the payment of this debt, we could have saved, as you will see, nearly one-half the entire debt; but as we did not have the means, we had to borrow money so as to enable us to make the transaction. Under the law, your company had the right to issue a first mortgage bond, which takes the place of the lien of the State, and makes that bond a prior lien over every other bond we have issued. We have issued a first mortgage bond, bearing seven per cent. interest in currency, interest payable semi-annually in the city of New York, and the bonds payable in thirty years, from June 1st, 1870, in New York. The bonds are endorsed by the Comptroller of Tennessee, showing that the debt that was due the State has been paid in full, and that these bonds stand in the same priority as the State lien did upon the Railroad. With these bonds we expect and believe that we can save for your company, in principal, from one million to one and a quarter million of dollars in this transaction. Besides, it is believed that the amount in interest that will be saved from year to year, will, if properly applied as a sinking fund, be sufficient to pay the entire debt before it falls due. With this view of our indebtedness, we do dot hesitate to say that our bonds will be sought after as an investment, believing it as good a bond as can be made in this country. With honesty and proper management, the credit of our East Tennessee, Virginia and Georgia Railroad Company will yet stand high, where it ought to stand, and rank as one of the great Southern thoroughfares. We have full confidence in our road, and time will sustain our position. Long before our connection with your road, we believed the day would come when this would be a great line; and since our connection with the road our faith in its final success has b en increased. If we are suffered to pursue the usual avocations of life, undisturbed from outside influences, and the commerce of our country left free to seek the channels of trade and interchange of products that God in his wisdom intended they should, we can see no reason why our road should not prosper, passing as it does through the very heart of East Tennessee, this favored section of ours, having bestowed upon her in such unstinted measure the elements of wealth and prosperity, which her people have only to put forth the hand and grasp. East Tennessee, with her rich lands, susceptible of bringing forth products so varied and bountiful; with her water power, which, when brought properly into use, may make her the manufacturing district for surrounding States; with her mountains of iron and inexhaustible beds of coal; together with her zinc, copper and other valuable minerals, all pointing her out as a section requiring only the hand of industry to make her the garden spot of our Southern country.

Since your last anual meeting the Selma, Rome and Dalton Railroad made their connection with our road at Dalton, which occurred about the first of June. This will give to East Tennessee an outlet for her products that she never had before, and will give to your road a large amount of freight and passenger business, which otherwise we could not get. The Alabama and Chattanooga Railroad is being pushed forward with great energy, and we are assured by her officers that they will run through from Chattanooga to Meridian, Miss., as early as January next. With these two new connections, we hope that our business will be largely increased, both in passengers and freight. We believe it all important to the line that a double-daily train should be run, and hope that our connecting roads will see it in the same way. We want a double-daily train; then, with these two new connections, with the other connections that we have, it will very soon be shown to the traveling public that we have the shortest line from New Orleans to New York, and should be several hours quicker than by any other route. Let us offer to the traveling public the same accommodations that are now by other lines, and see what the results will be. Let us try to avail ourselves of the natural advantages that this route has over all others. We want harmony and good feeling throughout the whole line, and none of us should look to private or selfish interests, but we should work together for the good of all.

It is well known throughout East Tennessee that the crops of 1869 were unusually light, on account of a protracted drought. But notwithstanding this fact, the earnings of your road for the year just closed will compare favorably with the combined earnings of the East Tennessee and Virginia and East Tennessee and Georgia Railroads for the two preceding years. The total receipts of both roads for the year ending June 30th, 1868—$1,050,555 55—and for the year ending June 30th, 1869—$1,053,731 90—show the receipts for the year ending June 30th, 1869, $3,176 35 more than the receipts of the preceding year.

By comparing the above figures, it will be seen that the earnings for the year ending 30th June, 1870, exceed the earnings for the year ending 30th June, 1868, $228,208 25, and the increase over the year ending 30th June, 1869, $225,131 90, being an increase of more than twenty-one per cent. upon the entire receipts of both roads, for the year ending June 30th, 1869.

This increase in the business of your company will no doubt be gratifying to every stockholder, and when considered in connection with the fact that your debt will be reduced one million to one and a fourth million of dollars, will, we hope, fully meet the expectations of all interested.

It has been the intention and desire of the officers of your road to foster and encourage the agricultural, manufacturing and mineral interests of East Tennessee, and to develop the resources of the country in every particular. It has been our honest aim to do this, as well as to look after the interest of your company. We have been prompted to this course by a sense of justice, as well as by a knowledge of the fact that in the building up of East Tennessee the interest of your road is promoted. We have tried to do justice to all parties along the entire line of road, making no discrimination in favor of any section or locality. We fully appreciate the fact that the interests of East Tennessee and the interests of your company are inseparably connected.

We regret that the Knoxville and Kentucky Railroad has not been pushed forward, so as to allow East Tennessee to go direct to the Ohio River, to establish more intimate commercial relations with Kentucky and Ohio.

The Knoxville and Charleston Railroad has only been completed from Knoxville to Maryville a distance of sixteen miles. The completion of the Knoxville and Kentucky and the Knoxville and Charleston Railroads, thus connecting Cincinnati and Louisville with Charleston, South Carolina, by a direct line of road passing through East Tennessee, would be of great benefit to our section of the State and especially to the city of Knoxville.

The Cincinnati, Cumberland Gap and Charleston Railroad, which is completed from Morristown to Wolf Creek, a distance of about forty miles, will be, when finished, an important feeder to your road. The same also can be said with regard to the East Tennessee and Western North Carolina Railroad, which connects with your road at Johnson's Depot. Unfortunately, however, work on all the roads above mentioned has been suspended for want of funds. The completion of these roads would have a very beneficial influence on East Tennessee, and on this account we much regret that we are not in a condition to assist them. We hope that at some day not far distant, the Legislature of our State will agree upon some plan to aid the roads referred to. The large interest that the State has in all the roads mentioned, is too much capital to lay idle. In their present unfinished condition the country can derive but little benefit from them, and it will be impossible for them to pay.

Permit me to call your attention to the exhibit of Mr. J. R. Ogden, General Freight Agent, showing the amount of different articles shipped from each station on the line. The shipments of cotton over your road during last year, appeared to be light, but you will see that we forwarded from Dalton, 37,600 bales, and from Chattanooga, 36,187 bales; total shipments of cotton over the road, for the year ending June 30th, 1870, 73,787 bales; showing an increase of about 15,000 bales on the preceding year. It is believed that our new connections, Selma, Rome and Dalton, and Alabama and Chattanooga Railroads, will give us a further increase in this article of freight.

By reference to the reports of the two roads separately for the year ending June 30th, 1869, it will be found that the expenses of operating the East Tennessee and Georgia Railroad amounted

to 61.4 per cent., and the East Tennessee and Virginia Railroad, 63.7 per cent. of the gross earnings, making the aveage expenses of operating the two roads separately about 62½ per cent. of gaoss earnings. By reference to the report of Maj. R. C. Jackson, Superintendent, for the year ending June 30th, 1870, it will be found that the expenses of operating the consolidated road amount to about 56 per cent., of the gross earnings; showing a difference in expenses of about 6½ per cent. on gross earnings in favor of the consolidated road. This difference of 6½ per cent. on the gross earnings of your road, for the year just closed, ($1,278,863 80,) amounts to $83,126 09. This exhibit will no doubt be gratifying to every stockholder, showing, as it does, the beneficial results of consolidation and one management. The difference mentioned above, between operating the roads separately and under one management, amounts to over four per cent. on the entire stock of your company.

To meet the increased demands of business, we ordered two new first-class passenger coaches; and they have been received since the close of your fiscal year. And in order to be prepared to do all the work that may be offered, we have ordered two new locomotive engines, to be delivered about the 1st November next.

I fully endorse the suggestion of your Superintendent, as to the policy of laying down new iron, as fast as the means of the company will admit. With forty or fifty miles of new rails, to put your track in first rate condition, you can hardly estimate the difference that would be made in the expenses of operating your road.

I refer you to the statement of O. H. P. Rogan, General Book Keeper, showing the earnings of your road for the year ending 30th June, 1870, and the ordinary expenses of operating the road. This statement shows the net profits, $562,681 68; and also shows what disposition has been made of the remainder of the earnings, in the way of extraordinary expenses, interest accounts, amount due from the United States Government, which has not been collected, &c.

CAPT. J. JAQUES, *Vice President*,—DEAR SIR:

The gross earnings of the East Tennessee, Virginia and Georgia Railroad, for the year ending June 30th, 1870, as appears on the General Books of the company, is.....	$1,278,863	80
Ordinary expenses for same time ..	716,182	12
Net earnings, not including extraordinary expenses.....	562,681	68
Amount expended for wood, (not consumed,) new cars, new iron, &c., as per statement of expenses.	146,882	15
Interest and exchange paid.....	166,094	89
Interest due July 1, 1870.....	151,816	68
Mail and other transportation for the United States, included in earnings	49,561	90
Balance of earnings, included in amount sent to New York, to pay for materials, iron, &c.....	48,326	06
	$562,681	68

O. H. P. ROGAN, *Gen. Book Keeper.*

I wish to call your attention to a note of explanation made by the Treasurer, and attached to the condensed balance sheet, fully explaining the items standing to the credit of profit and loss account, and showing how this account has been created, and how the amounts mentioned therein have been disposed of. This will show that while you have not been getting dividends on your stock, the surplus earnings of your road have been used in paying off the debts of your company.

The company have 39 locomotives, 19 in good order, 16 in running order, and 4 that need expensive repairs. The Superintendent recommends that two first-class freight engines be purchased for early delivery.

The car equipment consists of 12 first-class and 9 second-class passenger coaches, 7 mail and baggage, 1 pay, 1 wrecking, 312 box, 54 coal, 83 platform, 10 stock, 7 cab and 62 hand cars.

CONDENSED BALANCE SHEET JUNE 30, 1870.

Capital stock.....	$1,937,175	00
Stock scrip.....	4,399	00
Stock bonds	8,150	00
Guaranteed stock.....	24,900	00
State of Tennessee, loan account...	3,915,656	05
Endorsed bonds.....	293,000	00
Company bonds	770,400	00
Income bonds.....	6,000	00
Company bonds, past due.....	34,000	00
Bill payable.....	96,427	28
United States Government.....	54,922	54
Pay rolls	35,183	80
United States 5 per ct. tax retained.	1,936	23
Due to other railroads.....	44,561	54
Due to agents.....	94	62
Due to individuals	2,279	98
Profit and loss	2,552,957	77
	$9,777,043	81
Cost of road.....	$9,164,694	75
Bonds of State of Tennessee.....	56,000	00
Coupons of State of Tennessee.....	270	00
State of Tennessee transp. account..	6	72
Telegraph stock.....	750	00
Express company stock.....	5,000	00
Bank of Tennessee notes.....	800	00
Post Office Department.....	24,849	02
Joseph Milligan, cashier	3,104	15
Endorsed bonds.....	1,000	00
Southern express company.....	2,250	00
Holston salt and plaster company...	1,972	00
Judgments	7,195	81
Stockholders.....	1,998	98
Sinking fund	13,308	98
Steamer "Alert".....	7,015	75
Due from agents	77,561	26
Due from railroads.....	46,358	31
Due from individuals.....	87,955	15
Bills receivable.....	8,649	65
Funds in New York.....	210,998	34
Currency.....	55,304	94
	$9,777,043	81

President.—R. T. WILSON.

Vice President.—JOSEPH JAQUES.

Directors.—Joseph R. Anderson, William Galbraith, C. M. McGhee, P. Dickinson, Robert Snead, Thomas G. Barrett, Joseph H. Jaques, John White, R. T. Wilson, R. C. Jackson, G. M. Branner, S. D. Reynolds, Joseph Callaway, E. W. Cole, Joseph H. Earnest.

Superintendent.—R. C. JACKSON.

Secretary and Treas.—JAMES G. MITCHELL.

Auditor.—O. H. P. ROGAN.

Railroad Cars for South America.

Persons passing through Twenty-seventh street, near the New Haven Railroad depot, cannot fail to notice several peculiar-looking horse-cars, now in front of the manufactory of John Stephenson & Co. They differ from those generally in use in this city, by being provided with broad winding stairways from each platform to the roof, where seats are ranged in equal number to those in the body of the car; the entire car load seated thus being forty-four persons. Upon the sides of each car is the inscription, "Tramway de la Bocay Barracas." They are intended for an English company, and are to be used in the city of Buenos Ayres. With the exception of being slightly narrower and possessing the roof accommodation mentioned, these cars are the same as those used in this city, and will cost, when delivered at their destination, eleven hundred dollars each. Thirty is the number of the present shipment, fifty having preceded them.

The same firm lately shipped an omnibus to the Canary Islands, and are filling like distant orders. The roof cars now in use in London were made by John Stephenson & Co., but differ from the present make in only being provided with a single ladder, which is moved as occasion requires to the rear platform of the car. The present perfect roof arrangements would almost prove the advisability of introducing these cars in this city.

Locomotive Engines.

HISTORICAL REMINISCENCES—HOW THE ENGINES ARE MADE—HOW TESTED—NUMBER, VARIETY, AND POWER FROM ONE ESTABLISHMENT.

Eighteen hundred men make a locomotive engine in one day—boiler, cylinders, frame, driving-wheels, truck, stack, cab, pilot and tender complete—the speed of forty miles an hour and the power of a thousand tons created in a day.

On the 25th of April, 1831, a miniature locomotive engine, drawing two cars with seats for four persons, was set in motion on a track laid in the rooms of "Peale's Museum," in the City of Philadelphia. Great numbers of people, not only from the city but from distant parts, visited the Museum to witness the performances of this wonderful machine. Previous to that date only three attempts had been made in the construction of locomotives by American mechanics. Two engines, the "Phœnix" and the "West Point," had been built at the West Point Foundry, in 1830, for the South Carolina Railroad, and a third, the "De Witt Clinton," for the Mohawk and Hudson Railroad, was completed in the Spring of 1831. Two locomotive engines had been imported from England, one in 1828, for the Carbondale and Honesdale Railroad in Pennsylvania, and another for the Mohawk and Hudson Road, in 1830. The little engine amusing the visitors at Peale's Museum was the invention and work of Mr. Matthias W. Baldwin, then a skillful and enerprising mechanic of Philadelphia.

In the following year Mr. Baldwin received an order from the Germantown Railroad Company for the construction of a locomotive engine to run on their road. This was, at the time, a very formidable undertakiug. Only one mechanic in America had yet succeeded in erecting a locomotive that would draw more than its own weight on a horizontal track. Several unsuccessful attempts had been made, resulting in loss and discouragement to the experimenters. However, Mr. Baldwin had confidence in his ability to surmount all difficulties, and he agreed to build the engine. Without tools, patterns, or models, he entered upon the work with only his genius to guide him, and on the 23d of November, six months after receiving the order, he placed the "Ironsides" on the road. Its success and the sensation which it produced are now matters of history. It is enough to say that it established a repntation for its builder that secured for him more work than the capacity of his shop could accommodate. Before the close of 1834 he had completed five engines. New shops were erected and in 1835 fourteen locomotives were built: in 1836, forty; and in the next year, forty-five. The business was, therefore, fully established and grew from year to year, experiencing with other departments of manufacture and trade periodical revulsions, but yet moving forward until the "Baldwin Locomotive Works" assumed and maintained the enviable distinction of being the most extensive locomotive establishment in the world, and from the capacity of one small engine in six months, the works, within a third of a century, attained the capacity of one engine a day, or over three hundred of the most powerful and complete railroad locomotives in a year.

One of the secrets of the great success of the works lay in the genius of their founder. Mr. Baldwin was gifted with a mind fertile in practical inventions to a degree rarely found in any country. During the earlier years of his experience as a locomotive builder, almost every engine

produced was in some particular an improvement over any of its predecessors, many new devices or changes in combination giving increased strength, durability and general efficiency to his machines. The first great improvement in his engines was the invention of the "ground joint," which superseded the old canvas and red lead joints then in use. The device of the half crank axle, by which an inside connected engine with outside cylinders was made possible; the flexible parallel-beam truck for the two forward pairs of drivers on the old pattern of freight locomotive with four pairs of drivers, and the arrangement, in connection with it, of coupling all the wheels in such a manner as still to permit a free and flexible action on curves and undulations on the track—these are some of the major improvements in locomotive building which were introduced by Mr. Baldwin. The device last named has since been superseded, but at that time it was an important step in the direction of the present flexible machines. Among the minor inventions may be named the forming of the pump-chamber within the guide-bar, and the use of the iron wheel center with wood filling between rim and tire. This latter device was patented by Mr. Baldwin in 1835. The copper ferule-band, on the outside of the fire-box end of locomotive tubes, was also patented by Mr. Baldwin in the same year. All the Baldwin patents taken out before the burning of the Patent Office building at Washington, in 1836, were suffered to expire, as no effort was made to renew the records. Some of these, as the two last named, were afterward patented by other inventors. Many of the most valuable improvements made by this thoroughly liberal mechanic were not reserved to his own use by patents, but were given to the public; more reliance being placed in superiority of skill and workmanship than in letters patent to maintain the leadership in American production. The Baldwin Locomotive Works are located on North Broad-st., Philadelphia, and occupy the greater part of three blocks, from Pennsylvania-ave. to Spring Garden-st., and an area of 240,000 square feet. On the centre of the Broad-st. front stands the old shop, three stories in height, erected by Baldwin in 1834. Here are the offices, store-room, and drawing department, and also what is called the Hamilton-st. shops, including boiler shop, smith shop, brass foundery, "first, second, and third story machine shops," and pattern loft. South of this building is the Willow-st. shop, where cylinders and frames are finished, and tanks, trucks, stacks and cabs are made. Adjacent to this building on the west is a brick building 266 feet long, 60 feet deep in the central part, and with two wings 108 feet deep at either end. The central part of the building and the east wing are used for the iron foundery, where all the cast-iron work used about a locomotive, except the truck wheels, is made. The west wing is used as a hammer shop. One large steam hammer, rated at five thousand pounds, is in constant use here, working up scrap and bar iron into blooms from which the engine frames are made. On the north side, beyond Buttonwood-st., is the erecting shop, whither all parts tend, and whence complete locomotives emerge. Two large buildings and a lot of ground, detached from the main establishment, are employed as a blacksmith shop, stable, and storage-room, not enumerated in the above.

The different varieties of locomotives usually manufactured in the establishment are technically designated in the Baldwin classification by certain letters and numbers. The letters indicate the plan or kind of engine; the numbers, the size or weight. The combination of the letters and numbers indicates precisely the class. To explain more clearly: the letter B is used to designate all engines having a single pair of drivers; C, those with two pairs of drivers; D, those with three; and E, those with four pairs of drivers connected. Then certain numbers, now merely arbitrary, but originally intended to indicate the weight of the machine in gross tons, are joined with the letters, and the combination designates a particular plan and size of locomotive. The ordinary type of the American locomotive, it is well known, is an engine on eight wheels, four of them under the fire box part of the machine, and acting as "drivers," and four smaller wheels combined into a truck to carry the forward part of the engine. Such an engine, in the Baldwin technicology, would be a "C" engine, by virtue of its having two pairs of drivers connected. If its cylinders are sixteen inches in diameter, the boiler must be large enough to furnish them with steam, and all the other parts of the machine must conform in size. The aggregate weight of the engine is accordingly governed by the dimensions of the cylinders. Now the figures 27½ indicate these facts. We have then the combination 27½ C to designate a locomotive with eight wheels, four of them drivers, with cylinders sixteen inches in diameter, and a certain aggregate weight for the whole machine. In like manner all the other classes of engines are appropriately designated.

More definitely for the benefit of the profession and of those who like Mr. Gradgrind, delight in absolute "facts," we may tabulate the different classes of engines covered by their designs and practice, as follows:

Class.	No. of Wheels.	Service.	Cylinder. Inches.	Drivers. Nos.	Drivers. Diameter. Inches	Remarks.
7 B	6	Passenger	7x14	2	42	Built with tank on boiler or separate tender.
6 C	4	Mining	9x12	4	30	
8 C	4	Shifting	9x16	4	36	
101 C	4	Shifting	11x16	4	36	
14 C	4	Shifting	14x22	4	48	
144 C	6	Shifting	14x22	4	48	
15 C	8	Light passenger	10x20	4	54	
161 C	8	Light passenger	12x22	4	54 to 60	Road Engines.
204 C	8	Light passenger	13x22	4	56 to 66	Road Engines.
223 C	8	Passenger or freight	14x22 or 24	4	56 to 66	Road Engines.
244 C	8	Passenger or freight	15x22 or 24	4	56 to 66	Road Engines.
271 C	8	Passenger or freight	16x22 or 24	4	56 to 66	Road Engines.
28 C	8	Passenger or freight	17x22 or 24	4	56 to 66	Road Engines.
271 D	8	Freight or pusher	16x22 or 24	6	48	"Mogul" Pattern.
255 D	8	Freight or pusher	16x22 or 24	6	50	"Mogul" Pattern.
30 D	8	Freight or pusher	18x22 or 24	6	48 to 54	"Mogul" Pattern.
241 D	10	Freight	16x22 or 24	6	48 to 54	"Ten-Wheel" Pattern.
261 D	10	Freight	17x22 or 24	6	48 to 54	"Ten-Wheel" Pattern.
288 D	10	Freight	18x22 or 24	6	48 to 54	"Ten-Wheel" Pattern.
34 E	10	Freight or pusher	20x24	8	48	"Consolidation" Pattern.

From these classes and varieties the cusotmer makes choice. Perhaps because of some special service, special modifications are required; these are noted, and the price is agreed upon. The purchaser goes to his home, and his order to the "drawing department." Here the engine is, as it were, analyzed and dissected. The proposed machine, existing as yet only in imagination, must be composed, it is found, of a certain definite number of parts. The smith-shop accordingly receives a written order, in a book provided for the purpose, to make the forgings; the foundry, the castings, the boiler-shop, the boiler, and so on. The several machine-shops also have their orders to fit up and finish these several parts which may come to them from the other departments. But not only is the bare order to do the work thus made, the manner in which it is to be done is also to be provided for. Drawings and patterns are already in existence for every one of the parts to be constructed, unless the engine is of a class never before built. These drawings and patterns all have their separate distinguishing numbers. Each order for the production of any part, or for the finishing or fitting of it, bears also the number of the drawing or pattern to which the work is to be done. These order-books and the necessary plans and patterns now go to the several departments, and with the fulfillment of the orders which they communicate must result all the parts required for the complete locomotive.

Following these orders, we are led first to the boiler shop. Here the sheets of iron or steel, as the case may be, are laid out. Both materials are now used for boilers, according to the preferences of customers. The homogeneous cast steel manufactured in this country, and which has come into use within the past few years, gives a metal for fire-boxes and boilers which is surpassed by no other yet used for the purpose. To the credit of American manufactures it may be said, moreover, that for these uses the homogeneous cast steel plates manufactured in the United States are superior to any steel which can be imported. The steel plates used for boilers are 5-16 of an inch thick; iron plates are ½. The former, although thinner, give, on account of the superior character of the metal, a tensile strength of about 30 per cent. greater than the ½-inch iron plates. For fire-boxes, steel has now almost entirely superseded all other metals. For boilers it is gradually but slowly coming into use. The first cost for a steel boiler is from $250 to $500 greater than for iron, but the superior strength and durability of those made of steel plate fully warrant the expenditure, in the judgment of many railroad officers.

Before being put into a boiler, every sheet, whether of steel or iron, is carefully tested, and the slightest flaw or imperfection in the metal is at once detected by the expert who devotes his whole attention to this important duty. If tried and not found wanting, the great jaws of steam shears cut them to the required size; four great flange fires then receive them, where they are softened so as to be pressed and beaten into the proper curve; the steam punching machines or the drilling machines, as the case may be, perforate the edges with holes of exact size, form, and equidistant; then with hammer and tongs, the sheets are tacked together by an occasional rivet, a powerful crane takes the skeleton up and delivers it to the steam riveting machine, where every rivet is clenched under three strokes of 60,000 pounds each. The precision and power with which this machine does its work is a marvel of mechanical skill.

The "fire-box" having gone through a similar process now meets the "shell of the boiler," and the two are joined firmly together by screw stay-bolts; the waist or cylindrical part is then attached, and the boiler is complete. It is placed upon wheel-trucks and sent over a track to the erecting shop.

In the same time that it requires to do this work in the boiler shop, by an exact distribution of force, the workmen in the foundry have drawn the liquid metal from their roaring furnaces, have cast it into forms for cylinders, driving-wheel centres, chests, valves, &c. These, received in the Willow-st. machine shop, have been bored, planed, heads turned and ground to a perfect fit, and, as complete cylinders and steam-chests, are sent to the erecting shop. The drivers are sent from the foundry to the first-floor machine shop; the axles, forged under a heavy steam hammer, are delivered to the same place. The tires for many of these drivers are made at "The Wm. Butcher Steel Works," at Nicetown, and are pronounced, by competent judges, equal to the best imported. Seven thousand have been in use, some in hard use, for several years, and give entire satisfaction. Note this fact to the credit of American steel manufacture. The crank-pins are received in the rough from the Baldwin & Liveszey Steel Works, Frankford. In the machine shop the tires are bored and shrunk on the centres of the drivers, the axles and pins are turned, the tires are shaved down to exact equality of size, the axles and

crank pins are forced into the wheels by hydraulic pressure of from 20 to 80 tuns, and the drivers complete are sent to the erecting shop. The truck wheels go through the same process, and are sent to the erecting shop.

Under the ponderous strokes of the steam hammer of 2½ tons power, great iron frames are forged out, and pedestals are welded to them un the same weight. These frames are roughly dressed up by hand in the smith shop; they are then taken to the Willow-st. shop, where they are planed, slotted, drilled, and completed in every part. The "frame" is the basis or foundation to which all the parts of the locomotive are bound. It too is sent to the erecting shop. Meantime the trucks, smokestacks, cabs, and tenders have been made in their respective departments, and are ready for the engine proper.

Having thus made the tour of the construction department, we now enter the erecting shop, that general receptacle where all parts are received and whence issue complete locomotives destined for all parts of the continent. Here in an area 168 feet long by 140 wide, under an arched roof, netted with steam pipe, water pipe, and suspended tracks, the parts prepared in other departments of the established are brought together. Boilers, cylinders, frames, guides, crossheads, drivers, and other articles innumerable, are here tossed together in what, to the unpracticed eye, seems inextricable confusion. Upon closer inspection it is found that every article has plainly marked upon it the letter and number of the engine of which it is to form a part. We find here twenty or more boilers mounted on trestles, gangs of men at work, managed by as many master mechanics, under the direction of the foreman of the shop, the whole under the supervision of the superintendent of construction. To these boilers the parts are brought and attached: and, what is most marvelous, here are bolts made in one part of the works to be inserted into holes made in another; bars, screws, pins, yokes, &c., fit to such exactness that the thinnest film of oil is an obstruction. The wonder is how such absolute precision is possible in an establishment employing nearly two thousand men, distributed throughout different shops. Upon expressing surprise at this circumstance, I was taken to the department of "standard measurements." There I saw gauges made of hardened steel for the measurement of every fraction of an inch, gauges for turning bolts, for boring holes, for cutting threads or screws, for planing surfaces, gauges for reamers, for crossheads, for bolts, and bolt-heads. Also calipers for every length of inside and outside measurement required in the works. Each department is supplied with a complete set of these gauges and calipers required for the measurement of parts made therein; and these are carefully inspected and compared with the standard once a week by the superintendent of this department. There is thus no excuse for any workman who makes his bolt, bar, or screw too long or too short, too thick or too thin, and such blunders are exceedingly rare. This is the clue to the marvelous exactness in all the work. If an engineer in Oregon should telegraph to the Baldwin Locomotive Works that the piston-rod or crosshead of locomotive No. 2,300 is broken, a duplicate, certain to fit with absolute exactness, could be forwarded at once.

The system of standard gauges, together with the plan of doing all work to drawings or patterns, explains why an establishment of its size can not only build so many engines in a year, but can turn out machines in which the parts are so accurately finished and absolutely interchangeable. A complete system and thorough subdivision of the work reveal the secret. The same gang of men under the same foreman works from one year's end to another on the same work, as fitting up rods, boring out and finishing cylinders, fitting the valves, or putting the engine together when all the parts are completed. Each man having only his specialty to attend to, becomes thoroughly an expert at its details, and can do his work better and faster for this very reason. In fact, the very quantity of the work produced in itself conspires to exactness in all the details, by making possible a complete system and thorough subdivision of labor.

But from this digression let us return to the erecting shop. One of the gangs has carried the erection of the engine under its charge to that point where trial is made. No boiler is riveted perfectly steam-tight under the first process. Each undergoes inspection, first under water pressure so as to detect leaks, and after that under steam pressure so as to insure strength. This duty in the Baldwin Works is committed to an expert who, by many year's experience, has acquired such perfect knowledge in his specialty as to make it, humanly speaking, impossible that any imperfection of construction should escape his detection. Strength and tightness are thus secured in all the boilers. The parts are finally connected, a strong puff of steam is sent through the pipes, valves, cylinders and escapes, so as to blow out any iron fillings, chips, or other loose matter, the cylinder-heads are then bolted to the cylinders. The men lay hold of the drivers and turn them two revolutions forwards and backwards to ascertain whether any obstructions exist. Finally steam conveyed through pipes beneath the roof is let on, the valves are opened and the drivers revolve, at first slowly, then at fair "service speed." The inspector is again present; he lays his finger on the piston-rod, connecting arms, drivers, and cylinder heads, and feeling the pulse of the new machine, detects the slightest jar, tremor, or irregularity in motion, and orders its correction with infinitely more exactness than the most skillful practitioner discovers, and cures the disorders of his human patient. The locomotive is then pronounced complete, it is so entered upon the books of the firm; the trestle-work is removed, and the engine is lowered by means of powerful "jacks" to the track on the turn-table, whence it is run out on the siding of the Reading Railroad to be shipped to the place designated by the purchaser.

During the past twelve months two hundred and seventy-one complete locomotives have been sent from this shop, as follows: In October, 1869, 22; in November, 26; in December, 22; in January, 1870, 21; in February, 21; in March, 21; in April, 21; in May, 23; in June, 23; in July, 23; in August, 24; in September, 24. This is certainly a decided progress from the five engines turned out by Mr. Baldwin in 1835. But the progress which has been made in the methods of construction, resulting in increased efficiency, strength, speed, economy in fuel, and in repairs, is no less wonderful. The archives of the establishment, containing as they do communications covering a period of thirty-five years, and in the handwriting of railroad managers, engineers, and master mechanics, are not only a reflex of the general progress of railroad practice, but bear strong testimony to the efficiency and durability and superior workmanship for which the Baldwin engine has achieved an enviable reputation. An acquaintance with the *personnel* of the firm will compel the conviction that this reputation is well deserved. Mr. M. W. Baldwin conducted the business of the locomotive building in person from 1831 to 1839. In 1839, he associated with himself Messrs. Vail and Hufty, and the business was conducted by the firm of Baldwin, Vail & Hufty, until 1841, when the latter withdrew, and Baldwin & Vail continued the copartnership until 1842. In that year Mr. Vale retired, and Mr. Asa Whitney, who had been superintendent of the Mohawk and Hudson Railroad, became a partner with Mr. Baldwin until 1846, when he retired, to engage in the manufacture of car wheels, with which business he is still connected as senior member of the firm of A. Whitney & Sons, Philadelphia. From 1846 to 1854, Mr. Baldwin was sole proprietor of the establishment; and, in the latter year, Matthew Baird, a practical mechanic and successful manufacturer, who had been connected with the establishment since 1836, joined Mr. Baldwin under the firm name of M. W. Baldwin & Co. In 1866, Mr. Baldwin died, and in the following year the business was reorganized, and the works designated the Baldwin Locomotive Works, M. Baird & Co., proprietors. George Burnham and Charles T. Parry were admitted to the copartnership; and three years later, January, 1870, Edward H. Williams, William P. Henszey, and Edward Longstreth became members of the firm. Here are six active, practical, experienced men, each in charge of a department the operations of which he thoroughly understands. Mr. Baird, by reason of a long and intimate acquaintance with the trade, practical experience as a manufacturer, wealth, and social position, rightfully is at the head of the establishment, and is referred to in all matters of importance, both in the production and selling of engines. Mr. Burnham has, since 1838, been in the counting-room; he is properly, therefore, the financial manager, holds the keys of the vaults, looks after the bank account, and takes care of the exchequer, which in an establishment doing a business to the amount of three and a half million dollars annually, is by no means an ordinary responsibility. Mr. Parry, who began service here in 1836, now holds the general supervision of the works of the eighteen hundred men employed, of the condition and order of the shops, materials brought in, and manufactures sent out; no general of an army has his subordinates under more perfect discipline, nor his supplies more punctually, precisely where needed, than has the generalissimo of these works the men and things under his charge. Mr. Williams is a "railroad man," with eighteen years' experience in the management of the best conducted roads in the United States; his knowledge of what is required in actual service enables him to put into the construction of engines special adaptability to special service. His acquaintance with active railroad men and the experimental knowledge of their needs, enables him intelligently to receive and apply their suggestions in the detail of their orders. Mr. Henszey is the chief of the drawing department, with fifteen years' experience as a mechanical engineer. All orders for work, as related above, are received by him and distributed from his department to all the shops. Mr. Longstreth, thirteen years ago, entered the works an apprentice in the machine shops, and before the end of his apprenticeship was made foreman of one of the shops. He is now the superintendent of construction, ordering and overseeing the work in every department. Under these are private secretaries, bookkeepers, draughtsmen, assistants, foremen, managers, inspectors, bosses, and watchmen, who see that orders are delivered and obeyed with precision and dispatch. This explains why, in so large an establishment, doing a business so extensive, machines are produced so uniform in quality and so satisfactory in service.—*N. Y. Tribune.*

☞ The Monroe (W. Va.) *Register* says there is a report current there that the Baltimore and Ohio Railroad Company, and other wealthy patrons of the Virginia Valley railroad, have an agent in Monroe county who is examining a route for the extension of that road down the valleys of Potts and Indian creeks, thence on through Tazewell to Cumberland Gap, continuing to Memphis, Tennessee. The report states that this is a favorite project of the Baltimore capitalists.

☞ The Belfast and Moosehead Lake railroad, recently completed, and which was to have been leased by the Maine Central Railroad Company from the 1st of November, has, it is said, been rejected by that company, "as not being built in accordance with the contract entered into."

☞ The completion of the first hundred miles of the Southern Minnesota railroad is soon to be celebrated in the customary manner.

☞ The Thomaston and Barnesville (Ga.) Railroad is completed to within eight miles of Barnesville.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease. roads.	Stock out- standing.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	4,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	1,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa. 50	1,160,000	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,800	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	390,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,325	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref....100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin , Ham. & Dayton 100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68$2
" Street	----------	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'p Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,380,646	----------	----------
Delaware*.....50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	July'70 3½
Dubuque and do. pref.100	1,987,351	J. & J.	July'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.).....100	492,500	J. & J.	July '70 4
East Pennsylvania 50	654,600	----------	July '70 3
East Tenn. and Georgia ...100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July '70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.150	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. Ed. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....10	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,309,000	J.A.J&O	Oct. '70 2
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. do. pref.100	5,253,830	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n. 68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne.....50	844,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*.....50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref.. 100	848,316	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Feb. '70 3
Lowell and Lawrence 100	300.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,916	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	3,029,778	----------	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,168	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,600	J. & J.	Jul.'70 3½
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	----------	Jul.'70 5½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,500	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	----------	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July '70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	----------	----------
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania.....50	3,150,150	----------	Jan.'70 5a
Norwich & Worcester 100	2,368,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	231,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	----------	Aug '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,851,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....10 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 3
Portland and Kennebec....100	$2,300	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 2

Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,598	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke.....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	----------	----------
South Shore.....100	359,685	----------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,180	----------	----------
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	895,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	----------	May '70 –
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11s
" " (W. D.) pref.100	1,200,000	----------	----------
Tol., " Wabash and West....100	11,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'7 03½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,478	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July'70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,408	----------	----------
Virginia Central 100	3,253,679	----------	----------
Virginia and Tennessee....100	3,506,300	----------	----------
Western Union 100	3,707,998	----------	----------
West Jersey 50	1.209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,468,775	----------	----------
Winchester and Potomac.....	----------	J. & J.	July'70 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,968	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. 70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 4
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,007,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	2,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	----------	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	61,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	98,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	435,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	833,413	804,800	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,788	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,636	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	499,635	488,658	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,267
1864	158,785	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,196	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,441	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	243,045	260,169	274,021	249,355	319,012	317,887	339,239	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423.578	640,179	799,236	661,391	657,141	603,402	6,329 447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,510	613,329	7,160.992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	668,391	644,874	597,571	695,253	759,215	645,768	861,358	870,584	862,171	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,161	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,301,220
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108.413	126,556	121.519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278.891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	368,996	366,361	413,974	365,180	351,489	387.095	301,613	418,575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338.858	384.401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]9	397,968	313.130	434.318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,8 0	365.117	306,502	437.600	521,326	543,886	436,399	437,503	4,951,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]32	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	981,875*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	4[illegible]5 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	4[illegible]. 70	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390.671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,548	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	467,990	511,447	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.135	5[illegible]0,000	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,318	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155.586	231,662	235,513	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 [illegible]0 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,066	270,934	246,266	249,987	211,219	300,971	318,957	355,187	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	200,449	343,195	353,677	341,373	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463.873	466,557	454,826	4,068,887
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.561	1,032.149	812,178	9 555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	636.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956.658	837.351	580,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,898	889,924	8,735,082
1869	479,236	525,490	755,438	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,786	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,408	143,987	204,597	198.910	210,473	174,500	168,696	1,938,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,874	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,758	333,480	3,909,553
1868	278,712	265,137	257,800	286,825	290,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,[illegible]05
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,348
1870	312,133	293,645	295,296	318,690	340,892	345,632	322,756	466,431	508,042	451,293	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	708,602	623,560	617,585	758,467	999,665	837,368	716,529	5,709,188
1870	438,439	409,139	539,236	706,606	802,586	745,450	643,058	664,051	728,521	719,624	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	4,540,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	113½
.. .. coupon		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 - (5-20s)...registered	496,613,350	6	May & Nov.	1882	107
.. .. .. (5-20s).....coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s)...registered	3,128,100	6	" "	1884	106
.. .. .. (5-20s).....coupon		6	" "	1884	107
Loan of June 30, 1864 (5-20s)...registered	106,066,900	6	" "	1884	106
.. .. .. (5-20s).....coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s)...registered	187,651,700	6	" "	1885	106
.. .. .. (5-20s).....coupon		6	" "	1885	107
.. .. 2d series (5-20s)...registered	273,952,800	6	Jan. & July.	1886	109
.. .. .. (5-20s).....coupon		6	" "	1886	109½
.. .. 3d series (5-20s)...registered	341,103,500	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. 4th series (5-20s)...registered	39,668,250	6	" "	1888	109
.. .. .. (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)...registered	194,567,300	5	Mar. & Sept.	1904	106
.. .. .. (10-40s).....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111
Certificates of Mar. 2, 1867, and July 25, 1868..	45,170,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	..	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	232,072	var	.....	Due.	....
Treasury Notes (7-30s).....	579,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,080,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,289,794	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	102
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. .. .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. .. .. Nov., 1863	7,513,692	6	" "	1883	....
.. .. .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. .. .. May 1, 1865,(free)		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1860	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	103½
.. —South Relief Loan of 1867.....	109,000	6	" "	1873	.....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	93
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan ...s	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	106½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	103
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	95
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896.000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'02-'90	91½
.. —Consols. (interest).....	2,880,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,300	6	Jan. & July.	'69-'78	99
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,367,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47
.. — .. (new).....	3,069,045	6	" "	'92-'08	24
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,025,171	6	Jan. & July.	1870	100
.. — .. (" ").....	1,600,000	6	" "	1875	102
.. — .. (" ").....	4,095,300	6	" "	1881	103
.. — .. (" ").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	72½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2n9,100	6½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	26,903,000	6	Jan. & July.	long.	58
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	56½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	64
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	.....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	....	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	22½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,696,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £368,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	93
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'90–'93	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1896	91½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	354,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	986,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1898	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1868	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1898	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	94
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
1st Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (Construction)	660,000	7	" "	" "	1894	....
Sinking Fund (Convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	90
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	6	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage	6,000,000	7	" "	" "	1883	87½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (R. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	"	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	106
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1886	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	93
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,800,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1883	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1898	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1889	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	90
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	91½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	99½
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	88
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	79
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99
2d M. stg. } Harrisb. to Pittsb.	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1890	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	82½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	60,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	350,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	6	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	" "	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	96
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	82
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	72½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	73½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	39
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	95½
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
New Preferred mortgage	600,000	6	" "	"	1890	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	5	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	282,067	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1888	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna ‡...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,281	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ‡.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ‡. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	61,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,932	498,333	34,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,158	Baltimore and Ohio ‡ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	131
Sept. 30, 1869	30.0	—	....	—					Washington Branch ‡.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	28.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)				42,000	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000							—	100	....
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....		(Leased to Fall Brook Coal Co.)				42,000	7	100	75
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,208,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	153½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ‡. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	469,741	14,038,189	6,015,251	640,007	175,725	—	100	8½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	693,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	139½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		51,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	548,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	149
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....		(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	37.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....		(Leased & oper. by Grand Trunk of Ca.)				96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,289,000	.....	.....		(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...t'enn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	110	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....		(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	.....	.....	.....	1,120,805	995,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....		(Leased & oper. by Camd & Amboy.)				42,447	3	100	....
Nov. 30, 1869	64 8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,499	123,864	64,258	28,951	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,295	.....		(Leased and oper. by West Jersey.)					6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	55.0	2.5	5.0	—	21	9	5	586	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	97.5	307,310	.....	.....	625,132	178,242	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....		(Leased to Dela., L. and W.)			54,006	.....	9	100	....
Dec. 31, 1869	81.0	—	2.8	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....		(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....		(Leased and oper. by Chic. and N.W.)			475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,322	1,367,958	—	100	108
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,390	49,521	3½	100	25
Dec. 31, 1869	890.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	28,620,000	.....	.....	890.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....		(Leased to Erie & N.Centrl.)			30,000		6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....		(No returns publish ed.)					—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,765	718,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....		(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,826,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	118
Apr. 30, 1870	307 0	286 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,357,163	961,621	16,590,210	4,640 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,778	2,604,594	10	100	....
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)				—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....		(Leased and oper. by Chic. and N.W.)			557,950	10	00	119½
May 31, 1870	803.1	—	166.8	—	259	154	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	64 747,240	12,535,428	3,478,419	9	100	79½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,41 797	16,000,000	8,787 643	76,975	2 038,767	590.0	3,227,404	44,017,275	130,683,871	5,995,366	2,413,476	8½	100	111½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick					500,000	500,000									—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	22½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,280,000	125,000	.....	80.0	576,046	.....	.....	.....	.....	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,070	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	98½
Dec. 31, 1869	75.0	—	....	70.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.0	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,100	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,687,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	1869 to Pi	g Cin. & S	t. L. at	$80,000 p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	88
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	767	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Comple	ted in D	ec. 1869,	no accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,635,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5.609	90,514	26.0	81,204	1,671,977	942.664	132,510	102,116	10	100	130½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200.000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	18	589	Marietta and Cincinnati.....Ohio.	20,228,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles. Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,037	565,544	138,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	....
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	307,987	6,903	—	100	38
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,926,110	463,538	.....	130.6	313,874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1870	284.8	—	57.6	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,661,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	212,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,484	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	96,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,182,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.8	62.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	.....	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	103
Dec. 31, 1869	33.0	10.0	8.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347.649	572,632	99.2	204,256	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	—	23.0	24,178	617,707	856,855	79,971	.....	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	92
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,589,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,216,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶..Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71,547	101,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	—	—	—	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp. Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80.210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,603,697	*	.....	.....	51,831,300	11,898,426	.....	.....	692.2	5,907,030	206,185,089	474,419,753	15,586,616	6,581,131	8	100	....
Sept. 30, 1869	441.8	296.0	840.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	92½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	197,800	—	55,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 6	2.1	46.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	—	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	8	100	132
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven. N.Y. & Conn.	6,775,825	900.000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	164½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cour	se of con-	struction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	163	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	258,717	.....	81.0	183,380	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	5.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,522	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stony Brook.....Massachusetts.	267,384		.....	.....	448,700												
Nov. 30, 1869	13.2	—	0.9	—					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	267,300								.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sussex.....New Jersey.	459,944	*	.....	.....	1,000,000	1,000,000	.....	607	—								
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	(In progress to be completed June 187.0.)			21,176	6	100	....
Sept. 30, 1869	61.0	—	10·8	—	12	16	3	274	Syracuse & Chenango Valley..New York.	.....	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0					Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	Rondout	and Os	wego Li	ne.)				519,307	182,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	21,181	33,414	11.1	64,100	2,202,375	839,342	259,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0					Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,966	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	464.8	45.2	21.1	—	115	54	29	1,946	Troy and Boston.....New York.	2.296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	52½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	51½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,630	swamped				1,038.0	.....	.....	.....	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	33,762,300	107,907,300	.....	.....	100.0	[no	returns.]	.....	8,407,553	4,203,926	—	100	23½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114		54,450	2,244,178	734,753	166,494	76,892	7	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....		(Leased	by Vermo	nt Centra	l.)	.....	6	100	104
May 31, 1869	47.0	25.5	12.0	—					Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....									
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont and Massachusetts..Mass. & Vt.	3,258,000	207,343	75,882	70,082	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	6	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	85½
May 31, 1869	23.7	—	.....	—	4	—	—	—	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....		(Leased	to Rutlan	d.)			2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	Virginia and Tennessee ¶ .....Virginia.	3,012,873	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,307	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—					Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.& W'in.)	454,768	154,618	—	100	87½
Sept. 30, 1869	10.3	—	.....	—					Washington, Alex. & Georget..D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1869	7.0	—	.....	—					Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	.....	—					West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	—	—	93.0	—	.....	.....	.....	.....	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	ion of the	Milwau	kee and	St. Paul	—	(Leased	to Pennsy	lvania.)	138,802	44,719	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	West Jersey.....New Jersey.	2,007,467	[No	w formin	g a divis	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,500,000	2,000,000	.....	.....		288,365	.....	.....	652,184	256,308	10	50	130
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	20.0	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	.....	51.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No	return.)	.....	.....	.....	.....		13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	23.0	(Leased	to Boston,	Con.and M	ontreal.)	12,090	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....		(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M.	RR.sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilmington and Reading.....Del. & Pa.	1,052.818	35,916	8,286	.....	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Weldon ¶.....N. Carolina.	3,076,968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	1,856	(Leased t	o Northern	Central.)	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Welden ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	.....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	14,000	7	100	....
Dec. 31, 1868	38.1	—	.....	—					Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	1,160,782	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	122
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	84½
Feb., 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431.246	184,848	100	24½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	364.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,128	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	508,519	—	50	14
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,682,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	ioss.	—	50	1½
Oct. 31, 1869	123.9	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	809,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	73,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.70	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,436	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not in operation.)			—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	126	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	15	19½
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	208,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	29½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield . Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	.....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	.....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,630	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,686	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	71½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31, '69	8.25	153	28	P'bg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	54
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	9.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	225
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31, '69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	48
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham. N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,789	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	89,573	75 000	72,000	36,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Prices.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	68
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,800	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1876	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& D.	1878	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,496,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	38
Chicago and Alton, pref.	2,425,400	7	10	117
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	82½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,088,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	76
Erie, preferred	8,536,910	7	7	50½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	116
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	79
St. Louis, Alton and T. H., pref.	2,040,000	7	7	55
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,176,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 — @ 36 —
Pig, American, No. 1		— — @ 31 —
Pig, American, No. 2		— — @ 30 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		80 — @ 85 —
Bar, Common		75 — @ 80 —
Scroll		97 50 @130 —
Ovals and Half-round		100 — @125 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ¼@3-16 inch		85 — @120 —
Hoop		105 — @150 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 11 @ — 11½
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 35½
Straits	(gold).	— 30½@ — 30½
English	(gold).	— 30½@ — 30½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 25 @ 8 87½	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	5 65 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 12 @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— 22½@ — 23
Refined, Standard White (in ship'g order)		— 24 @ — —
Refined, prime White (in shipping order)		— 25 @ — —
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 27½@ — 28½
Naptha, Refined, (65 @ 73 gravity)		— 9 @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	10 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22	W.23
Canton Co.	90½	90½	....	90½	91½	....
Central Pacific 6s.	90½	90½	90½	90½	91½	....
Central of N. Jersey	108½	109	....	....	108	....
Chicago & Alton	115	115	115	115	115	....
.. pref.	118	....	....	117	....	....
.. 1 M.	....	....	....	....	....	....
.. S. F.	....	....	....	97	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
.. 8s, 1883	....	....	....	112	....	....
Chic. & Northwestern	79½	79½	....	79½	....	....
.. pref.	89½	89½	88½	89½	89½	89½
.. 1st M.	94	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	....	....	87½	....	....	....
Chic., Rock Isl. & Pac.	112½	112½	111½	112½	111½	111½
Chi., R. I. & Pa. 7s, 1896	98½	98½	98½	....	99	99½
Clev., Col., C. and Ind.	80	....	80	80½	80½	....
Clev. and Pittsburg	106	105½	....	106½	106½	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	94	....
.. 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	99½
Col., Chi., & Ind. C.	18½	....	19½	18½	....	....
.. 1 M.	81½	81½	81	80½	80½	81
.. 2 M.	....	....	64½	....	64	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	....	121	122	....	....
Del. Lack. & Western	109½	109½	109½	....	....	....
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	95	....	95	....	95	....
Erie Railway	22½	22½	22½	23½	23½	24½
.. pref.	47½	47½	....	....	50	50½
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880	80½	80½	80	....	....	....
.. 5 M. 7s, 1888	....	....	80	....	....	....
Great Western 2d mort.	81½	....	81	81½	81½	....
Hannibal & St. Joseph	105½	....	105½	107	106	105
" pref.	115½	....	113½	116	....	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	100	....	....
Illinois Central	136	135	....	135	....	136
.. bonds	106	....	106	....	....	....
Lake Shore & Mich. S'th.	92½	92½	92½	93½	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	8	....	....
Michigan Central	121	....	120½	121	120½	....
.. S.F. 8s, 1882	....	....	....	117	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	97	....	....	97	97	....
.. 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	7½	7½	....	7½	7½	7½
.. pref.	10½	10½	10½	....	....	10½
.. Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	59½	59½	59½	59½	59½	59½
.. pref.	80½	80½	80½	80½	81½	81½
.. 1st mort.	93½	....	94	....	94	94
.. 2d mort.	....	....	83	....	....	....
.. 8s.	....	....	104	....	104½	104½
.. 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	91½	91½	....	92	92	91½
.. H. & St. J. 1ss.	....	....	....	....	91½	....
Morris and Essex	92	....	91½	91½	92	....
.. 1st mort.	100	....	....	....	100	....
.. 2d mort.	....	....	97	....	....	....
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	89½	89½	....	89½	....	89½
.. 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	92½	92½	92½	92½
.. certificates.	87½	87	86½	....	....	....
N. York and Harlem	133	132	131½	132	132	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	99½	....	99½	....
N. Carolina 6s, old	....	....	48½	47	....	47
.. new	25½	....	24½	....	23½	24
Ohio and Miss.	32½	....	31½	31	31½	....
.. pref.	....	....	....	....	....	....
.. 1st M.	99½	....	....	....	....	....
Pacific Mail S. S. Co.	41½	41½	41½	41½	41½	....
Panama	72½	71	71	....	....	....
Phila. and Reading	101½	101	100½	102	101½	101½
Pitts., Ft. W. & Chi. gtd.	94	93½	94	....	94	....
.. 1 M.	....	....	....	....	....	....
.. 2 M.	96½	....	....	96	....	....
.. 3 M.	....	92	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	82	....	....	....	....	....
.. Income bds.	....	....	....	....	....	70
Tennessee 6s, old	60	60	60	59½	58	58
.. new	59	59½	58	55½	55½	56½
Tol., Wab. & Western	51½	51½	51½	52½	52½	52½
.. pref.	....	....	....	....	....	....
.. 1 M.	92½	....	84½	....	92½	....
.. 2 M.	....	....	....	....	....	....
.. Equipment	....	....	....	....	....	....
Union Pacific	23½	23½	23½	23½	....	....
.. 1st mort.	82½	....	....	....	....	82
.. L. Gt. 7s	72½	....	....	....	....	....
.. Inc. 10s	....	....	....	....	....	....
Virginia 6s, old	....	64	....	....	....	64
.. new	....	62½	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106¼	106¼	106¼	106¼	106¼	106¼
U. S. 5s, 10-40s, reg	106¼	....	....	....	106¼	....
U. S. 6s, 1881, reg	....	....	....	....	....	113¼
U. S. 6s, 1881, coup	113¼	113¼	....	....	113¼	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	106¾	....	107½	107	107	
U. S. 6s, 5-20s, c. 1862	107¼	107¼	107¾	....	....	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	107	....	107¾	....	....	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	107	106¾	107¼	....	....	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65	108¾	109	109	109¼	109¾	109¼
U. S. 6s, 5-20s, reg. '67	....	....	....	109¾	109¼	....
U. S. 6s, 5-20s, c. 1867	109¼	109¼	109¼	109¼	109¾	109¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109¼	....	109¾	....	109¾	....
U. S. 6s, Pac.R.R.issue	111	....	111	111	....	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	....	37
Camden and Amboy	115¾	116¼	....	....	116	116¼
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	93¾	93¾	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '80	93¾	94¼	94	94	94¼	94¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	38
.. 7s	....	....	....	92¼	....	....
Lehigh Navigation	32¼	32	31¾	31¾	32¾	32¼
.. 6s, 1884	83¼	83¼	....	....	....	....
.. Gold L.	89¼	89¾	....	89¾	89¼	89¼
.. R. R. L.	....	....	....	....	....	88
Lehigh Valley R. R.	59¼	59¾	59¾	59¾	59¼	59¾
.. 6s new coup	....	....	....	....	....	97¾
.. 6s new reg	....	....	99¼	....	....	....
Little Schuylkill R.R.	42¾	....	43¼	....	44	44
.. 7s	....	....	....	....	....	....
Minehill	51¼	....	....	....	....	51¼
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	98¼	....	....
.. 7s	....	....	....	91¼	91¼	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	59¼	59¼	59¼	59	58¾	59
.. 1st M.	....	....	....	....	....	....
.. 2d M.	98¾	99	99	....	....	....
Penn. State, 6s. 1st series	104¾	....	....	....	....	104¾
.. 6s, 2d series	105¾	105¾	....	....	....	105¾
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L	....	....	104¾	....	....	....
Philadelphia City, 6s	100¼	101	101¼	....	....	....
.. new	102¼	102¾	102¾	102¾	102¾	102¼
Philad., Germ. & Nor.	100	100	100	100	100	....
Phila. & Reading	50¾	50¾	50¼	50¼	50¾	50¾
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26¼	26¼	26¼	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	83¼	....	88¼
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	16¾	17
.. 6s, 1882	....	74¼	....	....	74¼	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	44¼	44¼	....	44¼	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	54
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	W.16.	Th.17.	F.18	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	....	....	....	....	92	92¼
.. 1886	....	....	....	....	....	93
.. 1890	92¼	92¼	92¼	....	92¼	92¼
.. 1884	92	....	....	92	92	92
Balt and Ohio	131	....	....	131	....	....
.. bonds, 1875	....	....	96	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	92¼	....	....	....
Marietta & Cin. 1st M.	92¼	92¼	....	....	....	92
.. 2d M.	....	72¼	....	....	....	72
Northern Central	....	....	41	40¼	40	....
.. bonds, 1885	....	93	....	....	....	93¼
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	152¾	....	152¾	153¼	....	154
Boston and Lowell	....	....	139¼	....	....	139¼
Boston and Maine	....	....	....	149¼	....	150
Boston and Providence	....	....	149	....	149	150
Boston, Hartford & Erie	3¼	....	3¾	....	....	....
.. .. 7s, new	22¼	....	22¼	22	22¾	22¾
Cheshire, pref.	....	....	88	....	....	88
Concord	....	....	....	....	....	....
Connecticut River	....	....	137	....	....	....
Eastern	....	....	121	....	121¼	121¼
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	132
Michigan Central	120¾	120¾	121	120¾	120¾	
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	90¼	90¼	....	....	....	90¼
.. .. pref.	....	....	....	....	....	....
Old Colony & Newport.	97¾	....	....	97¼	....	97¾
Ph., Wil. & Baltimore	55¾	....	55¾	....	55¾	55¼
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	24	....	23¾	....	....	23
" 6s	80	....	....	....	79¾	....
" Land Grant 7s	....	....	72¼	....	....	71
" Income 10s	....	....	....	70¼	69¾	69
Vermont & Canada	....	....	....	104	....	104½
Vermont & Mass	....	....	65¼	....	....	64¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge	98¾	....	98¾	....	....	....
Metropolitan	69	....	70¼	....	....	70
Middlesex ..	....	....	....	....	....	65
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	8	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 28.	Nov. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	67 — 70	67 — 70
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	67 — 70	67 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	28¼ — 29¼	29 — 30
Detroit and Milwaukee 1st mort. 7s	70 — 74	67 — 71
Do. 2d mort. 8 p. c.	70 — 74	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	109¼—110½	112 —113
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	92 — 94	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 92½	92 — 92½
Do. $50 shares	48 — 52	48 — 52
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, November 26, 1870.

Stock Exchange and Money Market.

Money has been in better supply, and less urgent request, especially for speculative use. Rates have favored the borrowing interest, the range on call having been from 4@6, and in the discount line from 6½@8½ per cent. per annum. The exciting war reports and rumors on Thursday and Friday of last week tended to stiffen rates, but toward the close, the offerings to the street houses were in excess of their requirement at the current quotations. The last city bank return was regarded as less assuring, as it exhibited a decrease of nearly 1¾ millions in the deposit line and about 1⅛ millions in legal tender reserve. A gain of about half a million of specie was reported. The loan and discount averages were reduced 1½ millions; and the circulation was contracted a little. The Sub Treasury reported a loss of $604,412 of specie, and a gain or $837,403 of currency as the result of the week's business.

The specie reserve of the city banks according to the latest return is $17,580,225, against $27,929,071 same time last year. The city bank deposits are now $194,900,406, against $188,734,190 week ending Nov. 19, 1869. The legal tender reserve amounts to $52,716,773, against $48,455,121 same time last year. The circulation now stands at $32,301,222, against $24,231,925 same time last year. The loans are now $264,609,216, against $253,068,008 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $89,509,846 a day, against a daily average of $80,508,571 the preceding week. The current weeks' exchanges average about 101½ millions a day. The city banks, last week, reported a gain of $455,763 of specie, with a loss of $1,720,531 of deposits, and of $1,115,246 of legal tender notes. They reduced their loans $1,567,150; and their circulation, $78,346.

National Bank notes to the amount of $243,980 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $335,984,918, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,035,114 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $302,949,804. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,845,000; and for the public deposits, $15,834,500—making a total of $361,179,500. The Treasury Department last week redeemed and destroyed $758,800 of worn and mutilated fractional currency, and issued $313,121 of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 19, were $3,293,548 in coin, (including $2,180,000 from customs duties,) and $6,929,284 in currency; payments, $3,897,961 in coin, (including $2,261,277 of coin interest,) and $6 091,882 in currency; balance at the close of the week, included $59,845,205, of coin, against $60,449,617 the preceding Saturday, and $9,097,537 of currency, against $8,260,135 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $549,795 in coin, (including $425,000 from customs,) and $303,479 in currency; payments $217,866 of coin (including $205,128 of coin interest), and $1,255,384, of currency. On Tuesday, receipts, $584,435 in coin (including $471,000 from customs), and $412,958 in currency; payments, $80,032 in coin (including $47,317 of coin interest) and $235,812 of currency. The balance at the close of business on Tuesday included $9,188,660 of currency, and $60,681,537 of coin, against a balance a week previous of $9,040,635 currency, and $60,629,158 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were $51,530,870, including $11,724,402 from customs; aggregate payments, $47,417,035, including $2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October $4,934,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,798,971 of coin certificates, received for customs.

Government revenues have been on a quite moderate scale since our last. The excises during

the week yielded about two millions; customs at the port of New York, $2,037,911, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $5,080,200 in currency. The income of the Government, from excises, since July 1, 1870, has been $70,504,430.

Gold has been more freely dealt in, opening quite buoyantly and advancing to 113½, under the exciting war reports and rumors from Europe; but closing tamely, and irregularly, having receded to 111⅜@111½. The final quotation was 111¾, as against 112⅜ the preceding Wednesday. The customs export inquiry has been light. On Wednesday, Government sold $1,000,000 of gold at equal to market rates. The aggregate of the November interest obligations on the public debt is $23,851,629, of which the New York office has already paid off about 13 millions. There has been a moderate show of activity in the Gold Loan market, and rates have been variable.

The export drain last week was $655,078 against $410,184 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,328 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 55¾ millions, against 30 millions same time in 1869; nearly 68½ millions same time in 1868; 44⅜ millions same time in 1867; over 57⅛ millions same time in 1866; and 26½ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 98¼ millions on Thursday of last week, were 118⅛ millions on Friday, 76⅞ millions on Monday of this week, and 85¼ millions on Tuesday.

The customs demand for Gold last week, averaged $363,334 a day; thus far, this week, it has averaged $448,000, a day, or equal to a weekly aggregate of $2,240,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,490; and since Jan. 1, 1870, $11,216,018, against $14,845,789 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $128,812,540 against $119,798,156, same time in 1869.

The exports of specie, from this port, last week, were $655,078 against $172,074 same week last year; and since Jan. 1870, $55,768,447, against $30,012,562 same time in 1869. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $2,261,277; and since Jan. 1, 1870, $80,830,324 against $85,530,937 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 10th, was $7,516,000, against $7,441,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 10th, were $31,006,000, against $33,815,900 same time last year.

Foreign exchange has been in less demand and quoted a fraction lower, closing heavily. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109¾@110. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $4,843,804, and since January 1, 1870, $168,281,586, against $176,287,619 same time in 1869.

Government securities have been somewhat weaker in price, on a lighter volume of dealings; but close about steady. The offerings have not been large.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113⅜; U. S. Five-Twenties of 1862, ex-coupon 107¾@107⅞; U. S. Five-twenties of 1864 at 107@107⅛; U. S. Five-Twenties of 1865, 107⅛@107¼; U. S. Five-twenties of 1865 consolidated, 109¼@109⅜; U. S. Five Twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109¾@109⅞; U. S. Ten-forties at 106⅛@106⅝; U. S. Six per cent. currency bonds, 110¾@111.

State bonds have been in less confident demand, through the week, and have been quoted generally firm, closing irregularly.

Railway bonds have been in good request for investment purposes at firm prices. Central Pacific Sixes have been selling more freely at 91@91¼. This price covers the accrued coin interest for nearly five months, equal to about 2½ per cent. in gold, making the net cost of the bonds only about 88¼. Union Pacific Sixes closed at 82@82¼.

Railway and miscellaneous share property has been less freely dealt in and have been lower and irregular in price, closing rather heavily.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 9.	Nov. 16.	Nov. 23.
Consols	93⅜	92	92¾
U. S. 5-20's of 1862	89⅜	87¼	88
U. S. 5-20s, 1865	88⅛	86¾	87¼
" 1867	90⅛	88¾	89¼
" 10-40s	87¾	85¾	87
Erie	19¼	18	18½
Ill. Central	112¾	109¾	111
At. and Gt. West	29	31½	32

General business has been moderately active, especially in the line of Cotton and Breadstuffs, but prices have been unsettled, closing, as a rule, with more steadiness. Middling upland cotton closed buoyantly on Wednesday at 16⅜ cts. per lb. The stock of cotton now here is given at about 55,000 bales. The receipts at the port this week, have averaged about 6,200 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 799,000 bales, against 692,850 bales same time in 1869-'70; exports same time 373,600 bales, against 305,000 bales same time in 1869-'70; stock on hand at latest dates, 336,800 bales, against 261,000 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 13,626 pkgs., against 18,516 pkgs., same time in 1869. From Boston, 5,085 pkgs. in 1870, against 6,826 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in less request and heavy in price; we quote the range at from 7@15¼c. per lb.; week's receipts, 8,311. Milch cows quiet at $40@$100 each, receipts, 129. Veal calves have been in moderate demand at from 5@11½c. per lb.; receipts, 2,776. Sheep in limited request at from 4@6½c.; lambs at 5@8c. per lb.; receipts, 39,829. Swine have been in less demand at 7¾@8¼c. per lb., all live weight; receipts, 23,696.

Foreign Goods have been less sought after, though buyers have not had any existing advantages as to price. The dry goods entries at this port, last week, were $1,985,148, making with the general merchandise imports a total of $6,219,745, against $4,906,600 the preceding week.

Ocean freights have shown less activity outside the line of Flour, Wheat and Cotton shipments, which have been pretty liberal. For Liverpool we quote flour at 2s.6d.@2s.7½d. by sail, and 3s. by steamer per bbl.; grain at 8¾@9d. by sail, and 9¼@9½d. by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and ½d.@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 479.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending November 22d, and since the beginning of the year:

	1869.	1870.
For the week	$4 088,188	$4,343,804
Previously reported	173,048,188	163,937,782
Since Jan. 1	$177,136,376	$168,281,586

The imports for the week ending Nov. 19, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$885,582	$1,985,118
Gen. merchandise	2,263,269	4,234,627
Total for the week	$3,148,851	$6,219,745
Previously reported	261,114,213	264,041,483
Since January 1	$264,263,064	$270,261,228

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. Central 6s, sub. bonds, 89; Central of New Jersey new bonds, 102; Ohio and Miss. consol. bonds, 88; Am. Dock and Imp. 7s, 98½; Jefferson R. R. 1st mort., 90½; Hannibal and St. Joseph 8s, con., 106; St. Louis and Iron Mt. 1st mort., 89; Toledo, Wabash and Western consol bonds, 83¼; Cedar Falls and Minnesota 1st mort., 84; Long Island R. R., 67½; South Carolina 6s, new, Jan. and July, 69¾; do. April and Oct., 68¾; North Carolina 6s, special Tax, 18½; do. Fund Act, 1868, 24½ do. 1866, 37; Arkansas 6s, issued to L. R. and Ft. S. R. R., 65; Western Union Telegraph, 42⅞; Adams Express Co., 65¼; Am. Mer. Union Exp., 46; Wells Fargo Exp., 33½; U. S. Exp., 35½; Cumberland Coal and Iron, 25; Black Hawk gold, 0.34; Grass Valley gold, 0.28.

Philadelphia.—Philadelphia and Reading 6s, 1880, 98½; West Jersey 7s, 95¾; do. 6s, 91; Pennsylvania and New York Canal 7s, 93½; Lehigh Nav. 6s, conv. Loan, 79; Belvidere Delaware 3d mort., 86; Pennsylvania R. R. Gen'l mort. bonds coupon, 96; Wilmington and Reading 7s, 91; Sunbury and Erie 7s, 101; Oil Creek and Allegheny River R. R., 45¾; do., 7s, 79; Phila., and Trenton R. R., 115¼; Penn. Inc. Plain loan, 105; Phila. City 6s, new prior to 1862, 102¾. The latest quotations are: City 6s, 100½@101¼; do. free of tax, 102½@102½; State 5s, coupon, 108@104; do. 6s, W. L., 104@104¾; do. 1st series, 104⅜@104¾; do., 2d series, 105½@106; do., 3d series, 107@107½; Reading, 50¾@50⅞; do., 7s, 1893, 104@—; do., mort. 6s, 1880, 98¼@98½; Camden and Amboy, 115@115½; do., mort. 6s, 1889, 94⅜@94½; do., 1883, 93½@—; do., 1889, 93@93½; Penn. R. R., 58⅞@59; do., 1st mort., 102@104; do. 2d mort., 98½@99; do. Gen'l mort.

coupon, 96@96½; do. reg., 95@95½; Little Schuylkill R. R., 44@44½; Morris Canal, 25@30; do. pref., 70½@—; do., 6s, 80@84; do. scrip 7s, 60@—; Susquehanna Canal, 5¾@6½; do, 6s, 45@47; Schuylkill Nav., 7¼@8; do. pref., 16½@16¾; do., 6s, 1882, 74@75; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 92½@—; do., 5s, 58@60; Lehigh Coal and Navigation, 32½@32⅝; do. 6s, 1884, 83½@84; do. R. R. Loan, 88@88¼; do. Gold Loan, 89⅛@89¼; North Pennsylvania, 45@45; do., 6s, 98½@99; do., 7s, 91⅜@91¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26¼; do., 6s, 91@91½; Minehill, 51¼@51½; Catawissa, 12@16; do. pref., 37@37⅛; Lehigh Valley, 59⅜@59⅝; do. 6s, 99@99½; do. 6s, reg., 99¼@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 54@54½; Thirteenth and Fifteenth, 21½@22¼; Spruce and Pine, 22@25½; Green and Coates, 40@45; Chestnut and Walnut, 44@44¾; Hestonville, 15¼@15¾; Union, 47@—.

Boston.—Vermont Central 1st mort., 85; do., 2d mort., 39; Rutland pref., 79; new, 78; Old Colony and Newport 6s, 95¼; Middlesex Horse R.R., 6s, 1884, 88; Burlington and Missouri River R. R. 7s, 1889, 102¾; do., 1894, 103; Cincinnati, Sandusky and Cleveland R. R., 22⅛; do., 7s, 75; Indianapolis, Cincinnati and Lafayette R. R., 7; Summit Branch, 36; Chicago Burlington and Quincy R. R., 152; Cary Imp. Co., 8⅛; Boston Water Power Co., 18; Massachusetts 6s, 1876, gold, 106; New Hampshire 6s, 1870, 99; Boston 6s, currency, 1876, 100⅜; do., 5s, 1878@1883, gold, 95¾; St. Louis City 6s, 85¼; Hecla, Mining Co., 115.

Baltimore.—Virginia 6s, old, reg., 49¾; Western Maryland R. R. bonds, guar. by Washington Co., 80; do., 2d mort., pref., 60; Orange, Alex. and Manassas bonds, 77⅞; Northern Central 6s, gold, 1900, 92½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅛@92¼; Baltimore and Ohio, 130½@132; do., 6s, 1875, 94@96; do., 1880, 93@94; do. 1885, 91½@92½; Northern Central, 40@41¼; do. 6s, 1885, 93⅛@94⅝; do., 1900, 88@88; do. 6s, 1900, gold, 92½@—; N.W. Va. 1st mort., 95@95; do. 2d mort., 95@—; do. 3d mort., 1885, 91½@92½; Marietta and Cincinnati 7s, 1892, 92@92¾; do. 2d mort., 72@72¼; Central Ohio, 24¾@25½; do. 1st mort., 83½@85½; Western Md. 6s, 1890, —@77; do., guar., by Baltimore City, 90@94; do., 2d mort., guar., 89@—; do. 6s, pref., 60@62; do. 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 74@75; Orange and Alexandria 1st mort., 6s, 80@—; do., 2d mort., 6s, 76½@78; do, 3d mort., 8s, 82@82½; do., 4th mort., 8s, 73⅛@75⅛; Orange, Alex. and Manassas 7s, 77¼@78; Virginia and Tennessee 8s, 81⅞@82½; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 72½@73; Baltimore 6s, 1875, 92½@92½; do., 1884, 91¾@92; do., 1886, 92½@93; do., 1890, 92½@92¾; do., 1893, 93@94; do., 1900, 91¾@92; do., 5s, 1838–'70, 75@80; Memphis City 6s, —@59; Maryland Defense Loan, 1883, 103@103¼; City Passenger R. R., 19@20; George's Creek Coal, 60@65; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

☞ The earnings of the European and North American Railway for October, 1870, were $22,857 91, against $13,086 90 in October, 1869, and $20,298 58 in October, 1868.

Madeira and Mamore Railway.

A railroad is projected in Brazil, which is likely to be of considerable benefit to the commerce of the United States. It is to be called the Madeira and Mamore Railway, and will extend from San Antonio to Guajara-Merim, a distance of about 170 miles. Its object is to furnish transportation of goods going to and from Bolivia, around the falls of the Madeira river, which are an insuperable obstacle to navigation, and now compel traffic to take an unnatural and very expensive route over the Andes to Peru. It costs $200 to carry a ton of freight from Europe to Bolivia; whereas, when the projected railroad is completed, it will go by the way of Para, costing only one-third as much, and still yielding a handsome profit to the carriers. The region which will thus be opened to American as well as European merchants, is highly productive, and contains a large population, so that its trade will be extremely valuable.

☞ The Easton *Journal* says that the contractors for the completion of the Maryland and Delaware Railroad Extension are making rapid progress. Construction trains are now running to Peach Blossom Bridge. Several other bridges have been finished, and but one remains to be completed, while the grading is finished almost to Oxford, the proposed terminus. It is expected that the road will be opened early in January.

☞ The *Saratogian* says that steps have been taken to build a new railroad from Saratoga to Albany, and an immediate survey of the route has been ordered. The new road will be so located as to connect conveniently with the steamboat lines in Albany, and will be several miles shorter than the old route. The project is in the hands of gentlemen who possess both the means and the energy to push it to a successful termination.

☞ A cable despatch from London to the Treasurer of the Great Western Railway Company of Canada, dated Nov. 15th, says all the bonds put on the London market by that company to raise funds to build at air-line from Buffalo to Glencoe have been subscribed. This will cause the expenditure of $5,000,000 in Ontario within the next few months.

☞ The bridge over the Monocacy, on the line of the Western Maryland Railroad, is completed and the track is laid to Rocky Ridge, several miles beyond. It is not yet fully ballasted, but an engine has passed over it, and the Westminster *Sentinal* learns that trains will run regularly to the Ridge in a few days.

☞ Falmouth (Me.) has voted, 259 to 14, to take stock in the Cape Cod Railroad to the amount of $60,000. It is said that this action will insure the construction of the road from Monument through Falmouth Village to Wood's Hole.

☞ Work on the Oxford section of the Maryland and Delaware Railroad is progressing rapidly. It is said the road will be finished to Oxford by winter.

☞ The Supreme Court of Errors at Norwich, Conn., has decided that railroad mortgage bonds of the Norwich and Worcester Railroad, made prior to 1862, must be paid in coin.

☞ The grading of the Portland and Oxford Central Railroad is progressing rapidly.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Nov. 21, 1870.

☞ THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY. The Central Pacific Railroad is well and economically managed, and its revenues are large, certain, and constantly increasing, as is shown by the following statement of earnings of the main line for the current year:

January	$418 104 41	June	$729,274 46
February	394,176 47	July	784,099 64
March	488,332 91	August	807,815 68
April	633,758 06	September	833,412 50
May	768,719 77	October	804,800 00

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange, and are based on a finished and equipped road, already placed on a stable and profitable basis.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

☞ MOBILE AND MONTGOMERY RAILROAD FIRST MORTGAGE 8 PER CENT. GOLD BONDS, indorsed by the State of Alabama, on completed road, $13,000 per mile, of established and increasing earnings. Security indubitable, examined, recommended, and for sale at 95 and accrued interest by

SOUTTER & Co., 53 William-st.
DREXEL, WINTHROP & Co., 18 Wall st.

☞ The Brookville (Pa.) *Jeffersonian* says the route of the Allegheny Valley Railroad between Brookville and the Allegheny river has been changed, and the Mahoning route abandoned. The route now selected is along the valley of the Red Bank, and the survey on this part of the line is already completed, and the right of way secured. By this change it is said the company will save from $700,000 to $1,000,000, in the construction of the road.

☞ At a meeting of the stockholders of the Cincinnati and Springfield Short Line Railroad Company in Cincinnati on the 15th inst., the following gentlemen were elected directors: H. F. Clark, of New York; James M. Marvin, of Saratoga; J. H. Devereaux, L. M. Hubby and Oscar Townsend, of Cleveland; R. M. Shoemaker, Seth Evans and Joseph N. Kinney, of Cincinnati. The Board organized by electing R. M. Shoemaker President, and M. C. Shoemaker, Secretary.

☞ O. F. Moore, of Cincinnati has been appointed Superintendent of the Indianapolis, Cincinnati and Lafayette Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—RECIPROCAL DUTIES OF CORPORATIONS AND PERSONS IN CROSSING AND TRAVELING A PUBLIC ROAD.

The case of Dunn *vs.* The Pittsburgh, Fort Wayne and Chicago Railway Company, (56 Penn., 280,) was an action for damages caused by defendants negligently running their engine against the plaintiff's wagon as he was crossing their railway on a public road: that the crossing for the road over the railway had been so badly constructed by the company, and was so much out of repair, that one of the wheels of his wagon got fastened between the rail and the planks of the crossing so that he could not extricate it, and whilst in this situation a collision took place: by which one of his horses was killed, and wagon and harness injured. The principal question, and the only one specially noticed in the opinion of the Supreme Court, was, whether the road on which the plaintiff was traveling, was a public road.

The testimony on this question was from Thomas Dunn, a son of the plaintiff. He said: "The road made down to crossing in 1853 or 1854 or 1855; runs over father's land; has been open to the public ever since; put up a permanent board fence on one side 1866, fence on the other side, where it needed it, some time before that; planks between the rails were considerably higher than the rail; wagons have been caught there frequently; I spoke to the superintendent several times about the condition of this road, and told him it was dangerous, and he promised to repair it, but never did."

Other evidence was given for the plaintiff. The verdict was for the plaintiff for $358 28. The following is the able opinion of

READ, J.—In the Queen *vs.* Inhabitants of Dukinfeld, 32 L. J. N. S. Mag. cases, p. 230, Mr. Justice Blackburn said: "The common law enabled any owner to dedicate land as a highway, and then at common law followed the consequence that it became repairable by the inhabitants of the parish or district." In Re Milford 4 Barr., 305, the Court said: "The authority of the owner of a town plot to dedicate his ground to public use is as effective as that of the legislature;" and in Borough of Birmingham *vs.* Anderson, 12 Wright, 258, it is said: "It has been the practice in this country in laying out towns to have the plot surveyed and a plan made in accordance with a survey designating the streets, public squares and open spaces left for commons, wharves or any other public purpose. Those streets, squares and open spaces are thus dedicated to the public by the proprietors of the soil, whether they be the State or private individuals. When a town is situated on a navigable river, it is generally the custom to leave an open space between the line of the lots next the river and the river itself. This was done by William Penn in 1682 in the original plan of the City of Philadelphia on the Delaware front, and he called it a top-common, and in 1784 his descendants, the former proprietors, in their plan of Pittsburg, adopted a similar measure of leaving such an open space, and they called it Water Street. In 1789 the proprietors of the land on which the City of Cincinnati is built pursued the same policy, and in their plan the ground lying between Front Street and the Ohio River was set apart as a common for the use and benefit of the town for ever." In Commonwealth *vs.* Cole, 2 Casey, 189, Knox J. speaking of a road in Carbon county, said: "To prevent any future controversy, it is proper for us to add that the use of the ground by the public as a highway for more than twenty-one years made it a public road just as effectually as though it had been originally laid out and opened by the proper authorities." In Schenly *vs.* Commonwealth, 12 Casey, 29, a peculiarly strong case, my brother Strong said (p. 59): Wherever there is an actual giving of land for a public highway accepted by the public, though there be no need, the dedication is complete.

The acceptance there was the user by the public. Eight years is quite a sufficient time for presuming a dedication of the way to the public. In a great case, which was much contested, six years was held sufficient: 11 East, 375; and in Jarvis *vs.* Dean, 3 Bing., 447, Chief Justice Best said: "As it had been used for four or five years as a public road, the jury were warranted in presuming that it was used with the full assent of the owner of the soil.

"If the act of dedication be unequivocal, it may take place immediately:" Woodyear *vs.* Hadden, 5 Taunt., 126, per Chambre, J. and "It may be established by acts unequivocal in their character on the part of the owner and the public, although occurring on a single day." Hunter *vs.* Trustees of Sandy Hill, 6 Hill, 414.

The defendants in this case, say, the principal question is whether the road leading from the Beaver road to the State Road and to the Remington Station, was a public or a private road, and that the crossing over their railroad was a private one which should be kept in repair by the owner thereof."

The plaintiff alleged and proved that the road was laid out by him, the owner of the land, and opened to public use as long ago as 1855 or 1856, as testified to by the witnesses, and fenced on one side all the way and on the other till it reached the bank, where no fence was necessary, and the Court, on this state of facts, charged the jury, if they believed these to be the facts, "and if this strip of ground so thrown out was dedicated to the public use without any intention of resuming the exclusive right to or use of the said ground, and if from that time to this, the public has used the same as a public road leading to the defendants' station, then it has become public so far as that question can have any legitimate bearing on this issue. You will determine whether the facts are so or not."

We can perceive no error in this guarded instruction, for it is clear that so far as regarded the plaintiff and the public using it, it was not a private road but a public one, and was so treated by the defendants and the community.

The Court further say: "In addition to the evidence introduced to show the laying out and fencing this road, the plaintiff called witnesses to prove that at or soon after the opening of this road by the plaintiff, the railroad company made a crossing of plank, but that it is improperly constructed because the edges of the plank were higher by an inch or more than the top of the rail, thus forming a groove or net between them, dangerous to the passage of wagons because the wheels, owing to the angle at which the road crossed the railroad, were liable to be caught and injured therein. That the officer in charge of that portion of the road was notified by different persons several times of the dangerous condition of the crossing and promised to repair it, but had not done so."

These facts the verdict of the jurry fully established.

1. That it was a public road and so treated by the defendants and the public.

2. That the crossing was constructed by the defendants and neglected to be repaired by them after full notice of its defects.

3. That it was dangerous and known to be so by the defendants.

The plaintiff's hired man was driving his team along this road with a loaded wagon and when he came to the crossing could neither see nor hear any train approaching, he then attempted to drive across the railroad, but in doing so one of his wheels became fast in this groove, and while the driver was attempting to extricate it a gravel train belonging to the defendants came up the road, collided with the plaintiff's team, and produced the injury complained of.

This statement and the very clear and lucid charge of the Judge make it unnecessary to say more than that the errors assigned are not sustained, and that the defective state of the defendants' crossing being the cause of the injury suffered by the plaintiff.

Judgment affirmed.

Bridge Over the Housatonic River.

The New York and New Haven Railroad Company will soon commence the construction of a handsome iron truss bridge of great strength over the Housatonic river, about five miles east of Bridgeport. Its entire length will be 1,091 feet, consisting of two stationary spans of 190 feet each, three stationary spans of 168 feet 4 inches long each, and a draw or swing-span 206 feet long. The piers will be built of stone, and of such a form as will be best calculated to resist large masses of floating ice, when it breaks up and floats down the river during the Spring freshets. When the draw shall be opened, there will be a clear space on each side of eighty-five feet for the passage of vessels. The iron girders, one on each side, will be twenty-two feet high, and sufficiently apart for two tracks, with a space of six feet in the clear between them. The columns, girders and beams are to be of cast iron. The wrought iron work is to be capable of withstanding a tension strain of not less than 60,000 pounds to the inch without breaking. The floor beams are to consist of two heavy Phœnix I beams properly trussed. The stationary spans of the bridge are to correspond in style and appearance with the bridge built for the Newark and New York Railroad Company over Railroad avenue, in the city of Newark, except that the end posts are to be vertical. The draw or swing-span is to be of the same general style and appearance as the draw constructed by F. C. Lowthorp across Bridgewater Harbor.

It is agreed on the part of the contractor, that it shall not require more than two men to open or close the draw with ease inside of two minutes, and in case it shall be found on completion, that more than two men shall be necessary to perform the work of opening or closing the draw in the time prescribed, a stationary steam engine is to

be provided for the motive power to turn it, and the turn table is to be so constructed, that in case any part thereof liable to break or wear out by ordinary use of the draw, may be replaced without interrupting the use of the swing span.

The bridge, when entirely finished and declared ready for the passage of trains over it, is to be subjected to a load of 5,000 pounds per lineal foot, without deflecting in any part more than one inch on any of the spans, and when removed all parts of the bridge to assume their original position, and no greater deflection is to occur to any part of the bridge while a train is passing over it. The Company reserves the right to select at random pieces of wrought iron from each of the sizes and forms used in the construction of the bridge, and subject the same to a test strain of 60,000 pounds per sectional inch.

The bridge will form a straight line across the river and level grade. It will be constructed on the north side of the present railroad bridge, and as near as it can be without the work being interfered with.

The cost of the iron superstructure will be $140,000. Including the piers and approaches, the cost of the bridge is estimated at something over $300,000. The bridge, with the exception of the draw-span, is to be completed by the end of October, 1871, and the swing-span is to be finished within one month after the close of navigation next year.

New Orleans, Mobile and Chattanooga R.R.

$2,825,000 FIRST MORTGAGE SINKING FUND BONDS, INTEREST AT 8 PER CENT. IN CURRENCY OR 7 PER CENT IN GOLD, at the option of the holder, secured by a first mortgage, at the rate of $12,500 per mile, upon the trunk line of road, from the City of *New Orleans* to the Western boundary of Louisiana, a distance of 226 miles, in the direction of *Houston*, Texas; the name being the Louisiana Division, of the railroad of THE NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD COMPANY, extending from the City of Mobile, Alabama, to the City of Houston, Texas, a distance of 475 miles. These bonds are payable, forty years from their date, and are secured by a first mortgage, made to HON. OAKES AMES and HON. E. D. MORGAN, Trustees, upon the Louisiana Division of the road, with the equipment, real estate and franchises pertaining thereto. The principal of the bonds is payable in New York, in currency, or in London, in sterling, at the rate of £200 for each $1,000; the interest is payable in January and July of each year, at the rate of *eight per cent.* in currency, in New York, or at the rate of £7 for each coupon of forty dollars, in London, at the option of the holder, in all cases, and *free of United States Government Tax.* By the terms of the mortgage, a Sinking Fund is provided, to be paid to the Trustees and invested by them, only in these bonds, sufficient to pay the whole amount of the bonds at their maturity. The Mobile Division of the Company's road, extending from New Orleans to Mobile, has been constructed and equipped in the very best manner, and is now opened for traffic. The road of the Texas Division, extending from the western boundary of Louisiana to the City of Houston, will be opened for traffic in a few months. The Louisiana Division, upon which the mortgage securing these bonds is made, is now being constructed, and the first section of sixty miles will be opened for traffic early in January; and the Company expect to finish the whole division in about twelve months thereafter. The prompt completion of this division of the road, is amply assured by the resources of the Company, which are applicable to the construction and equipment thereof, viz:

Cash Subscription by Stockholders, 25 per cent. of which has been paid and balance to be paid at the rate of 5 per cent. each month	$2,000,000
8 per cent. Bonds of the State of Louisiana, donated by the State to the Company, for this Division of its road	2,250,000
Second Mortgage 8 per cent. Bonds, principal and interest guaranteed by the State of Louisiana	2,825,000
	$7,075,000
First Mortgage 8 per cent. Bonds now offered for sale	$2,825,000
Total	$9,900,000

The above resources being solely for the construction of this division of the Company's road, amply assures its prompt completion, *and entitles its first mortgage bonds to be considered as one of the most safe and desirable securities ever offered for sale in this market.* This road is owned by a Company of capitalists, who have furnished all the means for the other divisions of the road, without offering to the public any of its securities, and, under whose supervision the line is being constructed and equipped in the most thorough manner, and when completed, its track and equipment will compare favorably with that of any other road in the United States. The revenue of the road is amply assured by the large traffic already existing between the cities upon its line and from the country which will be tributary to it.

The Company offer these bonds for sale, at NINETY-TWO AND ONE-HALF per cent. and accrued interest, recommending them to investors, as an undoubted security in every respect.

Circulars with maps of the line of the road, and full particulars concerning it, furnished on application to the *Treasurer of the Company*, at its office, NO. 31 PINE STREET.

JAMES A. RAYNOR, *President*, JOHN A. GRISWOLD, *Vice President*, LOCKWOOD L. DOTY, *Treasurer*.

EDWIN D. MORGAN, Chairman,
OAKES AMES,
HENRY J. GARDNER,
} Finance Committee.

NEW YORK, November 15th, 1870.

Bedford and Bridgeport Railroad.

The President and board of directors of the Bedford and Bridgeport railroad have let the eastern or Mount Dallas end of the road. The successful bidders were Messrs. Lowry, Williams & Co., of this county, and J. M. Campbell, Esq., of Altoona. The former got five miles of the road west of Mt. Dallas, for the grading of which they are to receive $68,455 26, and which is to be ready for the ties by July 1st, 1871. The latter got the remaining three sections, for which he is to receive $21.344 74, and which is to be ready for the ties by July 15th, 1871.—*Bedford (Pa.) Gazette.*

☞ R. M. Pomeroy, of Boston, has been re-elected President, and E. H. Nichols, of New York, Treasurer of the Central Branch Union Pacific Railroad.

☞ A new survey of the proposed extension of the Androscoggin Railroad is being made. The new road will strike the Grand Trunk Railway in the vicinity of Hotel Road Station, thus giving direct connection with Mechanic Falls and Portland by this route. It is confidently asserted that this extension will soon be put under contract.

The New Drift of Money-Capital.

The Secretary of the Treasury has given notice that he expects soon to begin funding the outstanding Five-Twenties into new Bonds, having from ten to forty years to run, and bearing 4, 4½ and 5 per cent. per annum, respectively. Preference is given to the subscribers to the new 5 per cent. Bonds in proportion to the amounts of the lower rate Bonds which accompany them. In other words, Mr. Boutwell expects to convert the fifteen hundred millions of Five-Twenties now out into the same amount of Bonds, whose average rate of interest he means to make as near 4½ per cent. interest as possible. Such is the steady advance of our national credit abroad, that Five-Twenties are now nearly at par in gold, and Ten-Forties are only a few points below them. With the cessation of war in Europe, and the return of capital and labor to our shores, the improvement must continue to increase until the Secretary is enabled to give notice that the old Bonds, upon which the privilege of redemption is already reached, will be paid off, and after a certain date, cease to bear interest.

It is a pertinent question of the day, especially to capitalists and holders of Government Bonds, "What new channel will this amount of capital, now fixed, be likely to flow into?" Will the holders consent to accept the new 4½ per cent. Bonds in exchange, or will they abandon Government Bonds to foreigners, national banks and the like, with whom the lower rates of interest are satisfactory? Now 4½ per cent. is a low rate of interest for this country; although there is every probability that as property accumulates the tendency of the interest-rates will be lower; yet the average for the older States is nearer 6 per cent., and in the Western States nearer 10 per cent. The guarantee and superior mobility of Government Bonds are advantages which will always tell in their favor. Before the war, there were many corporate and private parties whose credit ranked equally high with that of the United States. There are some of them to-day whose securities have equal readiness of sale, with nearly equal market values. The issue of paper money, and the outpouring of twenty five hundred millions of interest bearing obligations of the Government, created a revolution in our banking and financial usage. Will not the withdrawal of these vast sums into the Sinking Fund bring about a counter current?

A railroad is about the most indestructible and powerful and wealth-producing agent known to our time. The whole people have grown sick of railroad stocks or shares, for they are too much connected with gambling risks. But Mortgage Bonds are a safe compromise between unwieldy liens on real estate and the more mobile but more treacherous stocks.

In railroad mortgages, however, as in most investments, selection is important. While there are few of which it may be said that they are baseless, there are some which are not only safe, and yielding a fair rate of interest, but which have such personal and material support that they will improve in estimation as time passes. Of the great railroads of the country, we have had occasion heretofore to refer to the Pacific Central Road, in which the Government has so large a moneyed interest, and which must be, for years, without a rival in revenues. Its securities are now regularly quoted at the money centres here and in Frankfort. Beside it, perhaps, in importance, as we have said, may be placed the Great Central Line between the Atlantic and the West, the Chesapeake and Ohio, whose directory comprises some of the best names in American commerce.

This line, which is nearing completion, will ultimately command an enormous freightage by reason of its short line between inland and sea navigation, its low grades and iron and coal deposits. There can be no better drift for unloosed capital than into the securities of such enterprises.

St. Louis and Iron Mountain Railroad.

A change has occurred in the management of the above road through the resignation of Mr. J. H. Morley, of the position of general superintendent. The connection of Mr. M. with this road, upon which he still retains the position of chief engineer (the two offices having been sundered at his request), has been of marked consequence to the commercial interests of St. Louis. He was the first engineer of the road, and directed the first effort made to connect by rail this city with the gulf. Retiring from the position for a time, he resumed direction of the road upon its purchase by Mr. Allen, and has now fully completed the work he began more than a decade since, and has had the satisfaction of directing the running of the first through trains from St. Louis to the interior South and Mobile, without delay from or the breaking of bulk at the crossing of the Mississippi river, and now as chief engineer of the road is giving wonted energy to surmount whatever obstacles may exist to the extension of the same road from Pilot Knob to Arkansas, and the interior of the cotton producing regions west of the Mississippi.

Mr. Morley will be succeeded as general superintendent by Mr. Ansyl Day, formerly superintendent of the Watertown and Rome (N. Y.) railroad, and more lately of the Midland railroad of the same state—*St. Louis Republican, Nov.* 16.

☞ The directors of the Baltimore, Calverton and Powhattan Railroad Company are: James A. Gary, Gen'l J. Lazaer, Joshua Zimmerman, E. G. Ulery, Lewis Turner, Wm. P. Webb, John D. Hammond, and Cary McClelland. President, James A. Gary. Treasurer, Wm. Loney. Secretary, Edward Freeman. Engineer and Superintendent, Samuel T. Shipley. The length of the road is 5¾ miles.

☞ The Worcester and Nashua Railroad Company are pushing forward the work for their second track with rapidity, having nearly completed the grading and laid the rails for a greater portion of the distance to West Boylston. Oakdale will soon be reached, and during another season the double track will probably be completed to Sterling Junction.

☞ The following gentlemen have been elected directors of the Arkansas Western Railroad Company: Benton J. Brown, James O. Churchill, Luther C. White, John B. Ogden, Asa P. Robinson, Edward Wheeler, William P. Denckla, Daniel C. Wheeler and John H. Haney.

☞ The Baltimore and Cincinnati Railroad Company, and the Huntington and Chicago railroad Company have been consolidated under the name of the Baltimore, Pittsburg, Continental and Chicago Railroad Company.

☞ The Addison (Vt.) Railroad is to be begun forthwith, and ex-Governor Page says it will be completed to Ticonderoga, N. Y., by next fall.

☞ Work has been resumed on the Cartersville and Van Wert (Ga.) Railroad.

☞ The extension of the Sturtevant Branch Railroad, Lebanon (N. H.), is completed.

Hempfield Railroad.

We are informed by one who has been looking after this county's interest in the Hempfield railroad, that the road bed, rolling stock and depots belonging to that corporation were sold in Pittsburg last Monday. President Garrett, of the Baltimore and Ohio, was the purchaser. We understood the price paid to be fifteen thousand dollars. Should this prove to be true, we are inclined to the opinion that a bright future is in store for the Hempfield as it will in all probability be extended to some point on the Pittsburg and Cumberland road, now rapidly approaching completion. The distance to Cumberland by that route would be only 150 miles, or fifty miles shorter than that via Grafton. This saving of distance and the time lost in overcoming the high grades on the present route, would reduce the time required to reach Cumberland from this city three or four hours—a consideration with those who regard their time as money. We hope the connecting link from Washington, Pa., to the Pittsburg and Cumberland road will be speedily built.—*Wheeling (W. Va.) Intelligencer.*

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Nov. 22d, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,394.—Car Seat, Dewe, Toronto, Canada.

109,418.—Railway Rail Chair, Chas. R. Joyce, Alexandria, Va., assignor to himself and Edwin Reeside, same place.

109,483.—Safety Valve, Astley C. Ancona, Evansville, Ind.

109,504.—Metallic Sleeper for Railways, Cyrus Fisher, Canton, Mass., assignor to himself and Augustus G. Fisher, Brooklyn, N. Y.

119,508.—Protecting Iron against Corrosion, Cornelius Godfrey and Reuben Lightall, New York, N. Y.

109,520.—Bridge Gate, Michael Kirsch, Chicago, Ills.

109,525.—Car Axle Lubricator, Joseph Lichenstein, Baltimore, Md., assignor to himself, Chas. F. Smith and William H. Pierce, same place.

109,537.—Lamp for Railroad Cars, Rufus S. Merrill, Boston, Mass., assignor to himself, Joshua Merrill and Wm. B. Merrill, same place.

109,549.—Electro-Magnetic Signalling Apparatus for Railroad Crossings, etc., Wm. Robinson, Brooklyn, N. Y.

☞ The sales of land by the Union Pacific Railroad Company in September, 1870, were 14,637 acres, for $55,731 55; and in October, 13,801 acres for $49,815 34. The total sales of land to October 31, 1870, were 252,625 acres for $1,148,144 66. Average per acre, $4.54. Amount of Land Grant Bonds cancelled to date, $641,000.

☞ The earnings of the Richmond, Fredericksburg and Potomac Railroad for the year ending September 30, 1870, were $828,128, and the expenses $188,433, not including $71,000 expended in addition to property.

FOR SALE—56 and 60 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
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ENGINES,
TOOLS,
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—Embracing ENGINES, PLANERS' LATHES, SMITHS' and BOILER MAKERS' TOOLS, MACHINERY and PATTERNS, &c., &c., of the most approved kinds. Also
6 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;
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Oct. 29, 1870.

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300 " EBBW VALE.
50 LBS. ERIE PATTERN. Now in yard and for sale by
DANAS & LITCHFIELD,
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Mathematical & Engineering
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AT THEIR OLD LOCATION,
43 NORTH SEVENTH STREET,
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Have so increased their facilties as to believe they can in future keep a full supply of instruments on hand.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).
CHARLES S. HELLER.
Philadelphia August 1, 1870.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
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Orders by mail promptly answered.

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MANUFACTURERS OF
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SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.
W. T. HILDRUP, Treasurer.

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THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.
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100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.
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Adapted to all Branches of Blacksmithing, and Superior to Stone or Brick. Manufactory, corner South 6th St., and Dunham Place, Williamsburgh, L. I. Address Forge Company, P. O. Box, 176. Send for circular.

OTIS' SAFETY HOISTING Machinery.
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PETER W. KUMBEL,
(Successor to WM. KUMBEL & SON,)
MANUFACTURER OF
LEATHER BELTING,
37 Ferry St., New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes old on commission. Advances made on consignments.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

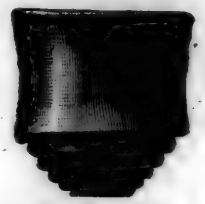
The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc, etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

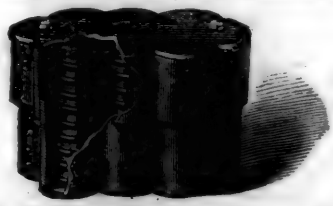
RUFUS B. BULLOCK

By the Governor:
ROBERT H. ATKINSON,
Executive Secretary.

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National Spring Works,
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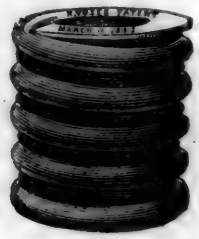
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



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Large Rubber Centre Spiral.



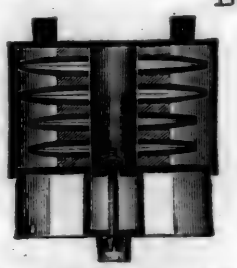
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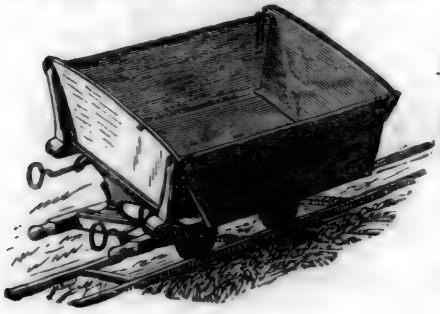
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, December 3, 1870.

For the American Railroad Journal.

Peat Fuel—Its Special Value for Steam Service, etc.

BY T. H. LEAVITT, BOSTON.

The fact that the article of fuel is of prime necessity for the railway service of the country, as in fact for all branches of business where steam is required, will perhaps warrant the statement at length of some facts and opinions concerning *peat fuel*, its qualities and characteristics as adapted for this service and the method and cost of production as also the extent and location of supply.

It is well known that for several years past the subject has been more or less discussed, that in some sections considerable has been done in the production and use of it, and that it did at one time lead to a good deal of speculation in peat lands, &c., which, as far as practical results were concerned, resulted in very little direct good in the matter of placing the fuel in market or developing its use for the various purposes for which fuel is required; and undoubtedly many who embarked in the enterprise with the hope of realizing immense gains, but unintelligently and without devoting to it any proper personal attention, lost heavily in some cases.

Published statements show that the value of wood alone used on our railroads the last year amounted to $56,000,000. The amount used for stationary steam service, steamboats, the burning of brick and lime and for domestic purposes, and the amount destroyed by fires which have raged in our forests, we have no means of knowing, but it is evident that the annual draft is immense, and as evident that it becomes us early to consider if we have any other source of supply from which to draw for fuel as wood shall fail or in those regions where coal and wood are available only at high cost by reason of distance from point of supply.

In the case of many brick yards, charcoal smelting-furnaces, lime works, &c., it is already, as is well known, a very serious question, how long their present supply can be depended upon, and efforts are repeatedly made to substitute coal.

Many railroads have already done this; but coal is at all times expensive, and the constant fluctuations in price are a source of unmitigated annoyance and vexation to all consumers, especially to those at a distance from the mines, where the item of transportation is large, and is subject to frequent and excessive variations.

Wood and coal have long been our main dependence for fuel for steam service generally, as well as for use in the arts and for domestic purposes. How much longer they may continue to be is a more serious question than many are prepared to believe, though none will deny that it may be desirable to avail ourselves of any other fuel which may prove to be of value either as a substitute or as an auxiliary, especially if it be shown to possess for any special service, distinct qualities or characteristics which render it peculiarly valuable for those purposes.

That Great Britain owes, in a large measure, her present political power to her coal-fields is a well understood and indisputable fact; but already, political economists are calculating the period of their exhaustion and the effect upon the nation, and within the last five years several carefully prepared and telling articles, relating particularly to this subject, have appeared in European journals and have been extensively copied and commented upon by prominent writers in our own country.

Already, and for several years, gigantic efforts have been made in England to restore, by artificial planting, the forests which have been ruthlessly destroyed to an extent of which we of the present day have little idea, though reference to the histories of the wars of England, where century after century has witnessed devastation and destruction, will indicate to any thoughtful mind not only what has occurred in that line but what is equally liable to occur and recur time and again in the vicissitudes of peace and war and the whole catalogue of tribulations which are imminent in the affairs of that and other lands.

In our own country, during the recent war, it was repeatedly the case that immense tracts of valuable wood were cut down and destroyed either by reason of military necessity or from that spirit of waste and destruction incident to war in any land.

Year by year, too, we read accounts, and some of us are made personally cognizant of the fact, of the destruction of immense tracts of timber by fires accidentally set. The past season has told severely in this manner, if we may judge from the terribly destructive fires which have raged in the forests of Canada, New Brunswick, Maine, New Hampshire, New York, New Jersey and perhaps elsewhere. The accounts, too, which come to us only recently of the destruction of those beautiful and valuable forests in France, which have enlisted an involuntary protest in the heart of every lover of the beautiful in nature, as well as public comment in no measured terms, are telling facts as relating to this matter of which we write and which, in the light of the question of supply or deficiency of fuel in either the near or more remote future, no one can deny is of great importance.

It needs no argument then to demonstrate the necessity of economizing the supply of fuel which we can at present call our own, and of giving reasonable attention to a comparatively new article of fuel the value of which, though well known by some, is comprehended by but few,—which has for ages been accumulating in immense deposits all through our land, waiting only for the development of its special virtues, against the time of need.

The numberless and in many cases immense peat bogs which lay distributed as freely as forests, and much more freely than coal mines, all through our northern and western States and Canada, valueless as they have generally been

considered, are just so many depositaries of pure decomposed vegetable matter, in fact partially carbonized wood, which having grown in the lesser forms of mosses, grasses and rushes instead of trees, has for ages repeated its annual growth and decay, almost undisturbed, until, as in the progress of events is now made apparent, these vast accumulations which none will claim were created to be either useless or noxious, are demonstrated to be available with less labor and expense than is required in our forests, and far less than is required in our coal mines, to yield us a fuel equal to either and for some purposes superior to both.

A kind Providence has allowed these rich stores to accumulate there, and we can now hardly fail to read, in the progress of events, the purpose to which they are to be applied.

Like most other products of the earth, peat requires some preparation before it is in its best condition for the service to which we would put it. This preparation is now accomplished by simple means and at small cost, so that we have from it a fuel in form, consistency and appearance somewhat resembling coal.

The general heating power of condensed peat has often been claimed to be superior to coal. That it is superior to the best hard wood and nearly, if not quite, equal to coal is no more than a fair statement of facts repeatedly demonstrated not only by experimental tests but by long continued and severe practical service both in this country and in Europe, while there are other qualities which, for some purposes, plainly entitle it to preference over either.

For steam service under locomotive, stationary and marine boilers, it is shown to be admirably well adapted. It ignites readily, burns freely, with large volume of clear flame, yielding quick and intense heat with very little smoke, no soot, no cinders from the chimney, no clinker on the grate bars and no trace of sulphur.

Its use has been found to effect a saving of full one-half the time in getting up steam, and that the fire is very easily regulated and a given temperature steadily held, which, with the comparative absence of smoke, soot and cinders, and the preservation of grate-bars and boilers from the destructive effects of clinker and sulphur are important advantages which, aside from economy in first cost, should evidently commend it to favorable consideration; indeed so clearly are these advantages demonstrated wherever used that the most sceptical and prejudiced are left without shadow of footing on which to dispute its manifest claims to favor.

In many parts of Europe peat is the only fuel used for locomotive service. In several of the German States it is universally used on all railroads and in nearly all manufacturing establishments and for domestic purposes, and is as common an article of product, traffic and consumption as is the coal from our mines or the wood from our forests. That this is not generally known here, or if known is not generally comprehended by the mass of our people, does not affect the *fact*, as any one familiar with either the publications or the people of those sections may easily discover.

With many in this country the idea of peat is indistinctly associated with the bogs of Ireland, and as indistinctly considered "the poor man's fuel," fit only for the hut and the hovel—whereas a moment's conversation with almost any intelligent German, Austrian, Prussian, Swede, or Norwegian, and in many cases with French (from the north of France), Swiss and Italians, will discover to the inquirer not only the extent and variety of its uses, but special merits which entitle it to no mean estimate, and that it is in reality "fit for the King's use."

To undertake to make report of trial trips, tests and experiments with peat on locomotives in Germany would be like reporting in like manner upon the use of wood or coal for the same service with us.

It is freely and extensively used, and its value is not only acknowledged but is established and unquestioned. Official reports treat of its value, and the economy effected by its use in the wear and tear of engines.

In France, England and Ireland its use is much more generally confined to the peasantry, though among artizans it is held in high estimation for the working of iron and steel and, to a limited extent, is employed there for that purpose, but for locomotive service it has been used but little, and the accounts of its use there for this purpose are more in the nature of trial trips, reports of which as published may serve to show its peculiarities in new hands, first impressions, "how it strikes a stranger," &c.

A trial on the Paris and Lyons railway is thus reported by the engineer: "We got up steam with peat in thirty minutes, coal requiring two hours. We ran sixteen miles to a gravel pit, up a steep grade, and from there took a load of 136 tons eighty miles farther, when the blaze escaped a considerable distance above the chimney which became red hot, and the boiler covering taking fire we had to stop and extinguish it. After repairs we returned to Paris at a speed of thirty-eight miles per hour, the heat again increasing as we advanced. The fuel having no smoke and much gas keeps up a constant hot flame—in fact, while using it the generation of steam was so rapid that I stood with my hand on the valve lever all the time, fearing an explosion."

The superintendents of several railways in Ireland, in order to test the fitness of condensed peat for locomotives, made a trial on the Belfast and Northern Counties railway. During a trip of twenty-seven miles there was an excess of steam, though the fire-box door was constantly open and the damper down for the greater part of the distance. The pressure at starting was 100 lbs. The commencement of the trip was up an incline of 1 to 80, four miles long, with double curves. While ascending this incline the pressure rose to 110 lbs. and afterwards to 120 lbs. with the fire door open. The speed was forty miles per hour. While running, there was no smoke, and little at stoppages. The fire-box was examined at the end of the trip, and very little clinker was found, and the smoke-box was free from cinders and dust, a proof that the fuel had stood the blast well. The recorded opinion of the superintendents was that "the peat is, in every respect, well suited for locomotives."

At a colliery in England, connected by a railway with large iron works, several trips were made with condensed peat fuel, a number of empty trucks being conveyed to the pit's mouth and brought back loaded. The fuel served admirably, and all present were satisfied that it did quite as much duty as coal. On one trip, however, they were obliged to wait some time at the pit's mouth, the load not being ready. The fireman, from some cause, neglected his fire, and consequently, when the trucks were loaded and the train ready to start, he found the steam guage indicated a pressure of only sixty pounds and the fire was very low. This alarmed him as the return trip was up a steep incline and he was far behind time. However in *three minutes* after throwing into the furnace a few shovels full of peat, the steam stood at one hundred and ten pounds and the train was speeding on its way. Had coal been thrown in instead of peat, it would have smothered the fire, so little was there in the furnace at the time.

These instances are perhaps sufficient to illustrate the freedom of combustion of peat and the quick, clear and intense heat produced by it.

In view of all the facts known it is hardly to be understood why it has not come into more general use in England for steam service.

In our own country not a few of our quick sighted railroad superintendents and engineers have discovered and appreciated the peculiar merits of this fuel for their special service, and many of them would gladly make use of it were the necessary supply manufactured on their respective lines.

Most of the establishments for the manufacture of peat fuel have been conducted on a limited scale while, with a few exceptions, the larger enterprizes, of which several have been inaugurated, have stopped short of legitimate business operations and resolved themselves into stock speculations—a fact which has tended much to the hindrance of the introduction of the fuel into general use, especially among large consumers who have wanted it, and has undoubtedly been prejudicial to the otherwise general favor to which the enterprize is entitled, and which in real merit as relating to the business interests of the community no less than to the cause of humanity as promoted by *cheap fuel*, merits encouragement and a place in public favor second to none in the land.

It has been used on the Eastern Railroad, Boston and Albany, Vermont Central, Hartford, New Haven and Springfield, Hudson River, N. Y. Central, Erie, Grand Trunk and several other roads. The Grand Trunk were able to arrange for a steady supply, and have used it on one section of their road for the past four years. Several published reports concerning its cost, its qualities, the particulars of its service and comparative results have appeared in Montreal papers and have been copied in the States. The official reports of the company show, from careful observations, that the actual service performed with a ton of peat is ascertained to be 14 per cent. in excess of the service obtained from a cord of best hard wood, while their contract prices paid for the two fuels are $3 per ton for peat and $5 per cord for wood; showing an actual saving in the cost of fuel on the section served with peat to be very nearly one half.

The Hartford, New Haven and Springfield Railroad Company are fortunate in having procured from the Meriden Peat Co., whose works are di-

rectly on the line of the road, a moderate quantity last year and a largely increased supply the present season, sufficient to run several locomotives. The price paid is six dollars per ton at the works.

The personal statements of Mr. E. M. Read, the Superintendent of this road, to the writer, are distinct and unqualified as to the peculiar merits claimed for the fuel, the excellence of the service performed, and the favor which, in his estimation, it is sure to command on any road which can get it for use.

In order to determine more definitely than they had heretofore known, its relative value and merits for the service of the road, a series of experiments covering some six weeks' time, were conducted under the personal supervision of an experienced engineer, the results of which are reported at some length in a recent issue of the *Iron Age*, and from which the following statement is condensed.

The locomotive C. F. Pond, with 15 by 20 inch cylinders, 6 feet drivers, fire-box 38 by 47 inches and copper flues, was for forty days kept hot on passenger, freight and switch duty, in order to give the peat fuel a complete test under all conditions. The depth of fire over the grate bars was seldom more than nine inches, or say 250 pounds continually burning fuel. With this even and never exceeded amount, steam can be kept at any desired pressure above 100 lbs. per square inch, without difficulty, by any intelligent fireman. The quantity of fuel in the fire-box is less than of coal, but requires to be replenished much more frequently, though the labor for this is not increased proportionately, for the fire door may remain open as long as required and the grates fed without any haste in the operation.

Of some twenty-five trips between Hartford and Springfield, 26 miles,—up and return is 52 miles,—the average result running passenger express of two, three or four cars, as demanded, was as follows: Time each way 65 minutes; allow for 8 stops 8 min. each is 24 min., leaving running time for 26 miles 41 minutes, equal to a rate of 38 miles per hour.

Peat used for the whole trip of 52 miles 2,620 lbs.; water evaporated 2,831 gallons or 18,209 lbs., which equals an average evaporation of 6.95 lbs. of water, *cold*, by 1 lb. of peat;—the average pressure throughout the trials, having been 105 lbs. per square inch, or 7¼ atmospheres. The maximum of evaporation was 7¾ lbs. of water for 1 lb. of peat burned.

The remark is made that no doubt exists that as experience is gained in firing, these results will be so far exceeded as to "place peat fuel above coal or wood, at one half the price throughout the whole domain of the United States, for the deposits of peat are every where evenly and generously distributed."

The special advantages, aside from its heating properties, in the use of peat over coal, as observed in these tests are stated as follows: "No destructive agent, such as sulphur, phosphorus or arsenic, exists to corrode the grate-bars, sheets or flues; there is no accumulation or deposit of clinker or unburned peat upon or between the grate bars; no incrustation or soot along the flues; no deposit of ash in the smoke box, nor is there any emission of heavy sparks, lighted coals or smoke from the top of the stack; *four very important considerations* in the expense of keeping the railroad locomotive in prime condition and always ready for service."

Of the same fuel, a car load of some ten tons was placed at the disposal of the officers of the American Institute, for trial at the recent fair in New York City, where it was used under the large boilers (50 to 60 horse power) from which was furnished the steam for driving all the machinery on exhibition there, a service of unusual extremes, from the fact that all or any portion of the machinery might be put in operation or thrown off at any moment, without notice to firemen or engineer, requiring therefore full head of steam at all times.

The firemen and engineer were familiar with coal but unacquainted with peat and prejudiced against it. The fire-boxes were not adapted for using it properly, and other disadvantages incident to an off-hand trial were apparent, the results shown surprised all and astonished some.

Careful observations were made and noted, by an engineer employed by the committee of the fair, which it is presumed will in due time be given in their report; but the simple statements of those in charge were that "it beats coal all to pieces;" that while with coal it was difficult to keep steam up to 45, with peat they *blowed off freely at* 75 all day; and one of the firemen declared that from his experience then had he would, for severe service, give the preference to peat instead of coal.

Steam was raised from cold water in just about half the time required for coal, was more easily kept at a given pressure; and on raking down the fires at night, discovered no clinker and only a moderate quantity of ash; a result quickly appreciated by any fireman who is accustomed to the hard labor of cleaning off and hauling away large quantities of clinker, slag and ash.

The crude material from which the fuel used in these cases was prepared is of no more than ordinary quality, and the service performed, although surprising to many, is actually considerably below results shown in numerous other cases; so that the statements cannot be considered as in any wise exagerated, but are so far within bounds as to be safely taken as a basis for practical calculations and operations.

These trials are perhaps sufficient to indicate the character of numerous others which might be cited from our railroads and manufacturing establishments where the fuel has been used, but only in the limited quantities which they were able to procure.

Its adoption involves no serious alteration of machinery or appliances for burning. A suitable apportionment of spaces between the grate bars and proper adjustment of draughts and exhaust is all that will generally be required to adapt any wood or coal fire-box to the requirements of peat.

It is understood that movements are in progress which are likely to result in the supply of several roads the coming season.

In the face of instances like these, bearing the testimony they do to the fitness of properly prepared peat as steam fuel, the wonder is that it has not, long since, been brought into general use on the railroads and in the manufacturing establishments of this country.

Doubtless a principal reason, aside from the universal hesitancy to depart from the old beaten track, which so often bars the way of improvement, lies in the fact that the consumers of fuel are rarely the producers, and that the roads and establishments as well as the families who would gladly have used it, have been unable to procure sufficient supply, by reason of the limited amount manufactured in any one locality, and it should be remembered that for no one article of consumption is there so universal and irrepressible demand as for fuel, and that too in quantities not only large but often times immense, and he who would undertake to manufacture a quantity sufficient to supply "the market" should be reminded that the field is large, and few would undertake to produce the quota required for all demands while many might reckon on constant employment and gains sufficient to meet the dreams of avarice even, if they should content themselves with simply supplying the wants of even one of many of our roads or large manufacturing establishments or the town, village or limited section within the range of their works.

Did space permit, it might be profitable to trace the subject in its relations to other than railroad interests, which has been our main purpose here; but a hasty glance must suffice.

Of the purposes to which this fuel can be applied, the range is as wide as for wood or coal.

For domestic purposes, as the heating of dwellings, whether by furnace or any of the innumerable varieties of stoves, or the open grate, it is equal if not superior to wood or coal of any kind, save only the fact that it requires, in most cases, to be replenished more frequently than coal; but it yields a more steady, intense, yet mellow and agreeable heat than any other fuel. In open grates, as a substitute for cannel coal it is admirable, and produces the most cheerful fire imaginable. For cooking it is excellent, and for the sick room it has no equal.

For the burning of brick and lime it is advantageously and economically used. In manufacturing and mechanical establishments it is available wherever fuel is required, and for many purposes possesses characteristics which render it decidedly superior; as for instance the production of iron and steel and the working and manufacture of them where, aside from other advantages, the simple fact of the entire absence of sulphur or any substance prejudicial to the quality of the metal is a consideration of incalculable value.

In this connection it may not be amiss to refer those who would investigate the whole subject, to a little work recently published by Lee & Shepard, Boston, entitled Peat Fuel; How to make it and how to use it; What it costs and what it is worth," (price 50c.), which besides containing much practical information makes reference also to other and numerous authorities, available for consultation by any who would investigate the subject in its widest range.

The use of peat fuel is by no means confined to modern times. Repeated mention is made of it in Europe from the twelfth century to the present time, and often in such manner as to show that its peculiar virtues were known and appreciated.

It is not, however, until within the present century that it has been used in other than its crude, or at best, but very imperfectly manufactured

state; but during the past fifty years repeated efforts have been made to solidify it in such manner as to increase its value and cause it to present more generally the appearance of coal, which in its composition it so nearly resembles. Most of these efforts have been only partially successful and many have proved futile.

Numerous machines have been devised and a good many have been built and operated; some with good measure of success and others at loss. Some have been constructed upon principles entirely at variance with the character of the material to be treated or the results to be obtained, while many have made a fair commencement, gone about so far, and stopped just short of the one or two steps more which would have afforded a good degree of success.

More recently, however, a process has been discovered and applied by which peat is converted into a solid, dry fuel, in good shape, in large quantities and at moderate cost. The appliances for the purpose are exceedingly simple and by no means expensive when compared with the amount and value of the fuel produced. It can be produced in good merchantable shape, at a cost not exceeding two dollars per ton (measuring about 36 bushels) at the works.

The want for the fuel is widely and earnestly expressed. The consumers of fuel are not, however, as a general thing, the parties to produce it; but in view of the facts, is it not apparent that an immense field for enterprize is open to those who would embark in the manufacture of it? for the margin for profit is large, and even at rates which shall clearly characterize it as a *cheap* fuel,—and a good fuel at low price always commands purchasers.

Reliable information concerning the manufacture of fuel is available and can be obtained as readily as upon any other subject. The whole process is reduced to a well demonstrated system, and the business can be entered upon as prudently and understandingly and on as fair an estimate of expenditure and return as any other, and with the proper means and appliances, and the same ordinary prudent and intelligent management which any other business demands, this surely invites attention and gives promise of reward far in excess of most kinds of manufacturing.

Through a very large portion of the New England, Northern and Western States and in Canada, the deposits of peat, often times miles in extent, are so freely distributed that it would probably average as near a market or place of consumption as does the ordinary supply of wood now used for domestic purposes.

For the supply of iron works, machine shops and manufacturing establishments, whether for the purpose of working metals or generating steam for power, it will, in most cases, be found that deposits of peat lie within a short distance of the place of consumption; and for some of our largest establishments, requiring immense amounts of fuel, it is known that supplies of an extent equal to their requirements for many years, lie almost at their doors; and as to railroads, there is hardly a line in the whole northern part of the country which does not pass either directly over or near to, extensive and valuable deposits of it.

And one word on the score of philanthropy. There is probably no one enterprize now before us as a people, which may be made to tell so directly upon the great question of *cheap fuel for the people* as this of which we treat. It is of wide range and acknowledged importance.

The writer desires to invite correspondence from parties interested in this subject, in any part of the country, and will esteem it a favor to be informed of any facts, however trifling, bearing upon it.

There is more in *peat* than is dreamed of in most men's philosophy.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$191,831 76	$186,738 88
" freight and exp	326,053 85	362,856 61
" mail	6,107 24	6,300 00
	$523,992 85	$555,895 49
Expenses, viz:		
Motive power	$77,028 75	$65,654 43
Conducting transp	93,451 07	106,270 45
Maintenance of way	90,371 46	70,767 33
Maintenance of cars	12,543 80	16,361 76
General expenses	11,362 94	11,211 68
Construction & equipm't	62,318 62	26,435 46
	$347,076 64	$296,701 11
Net earnings	$176,916 21	$259,194 38

The receipts of the company from all sources during the years named have been as follows:

	1869.	1870.
Balance from previous year	$312,155 04	$164,289,24
Earnings as above	523,992 85	555,895 49
Other sources of revenue	15,776 39	9,623 58
Stock issued	200,395 00	15,230 00
Total	$1,052,319 28	$745,038 31
Expenditures, viz:		
Dividends	$94,438 53	$101,634 67
Interest on bonds	27,557 10	24,974 37
Expenses, as above	347,076 64	296,701 11
Materials		4,690 82
Construction of Potomac Extension	23,967 77	167,671 94
Real estate		6,252 25
Trustees of sinking fund	394,990 00	24.556 48
Balances of accounts	28,240 45	20,856 98
Cash, October 1	136,048 79	97,699 69
Total, as above	$1,052,319 28	$745,038 31

Compared with the previous year, the gross earnings show an increase of $31,902 64, with a decrease in expenses of $50,375 53—making the increase in net earnings $82,278 17. The report says:

The past year has been no exception to the continued increase of the business of your road. Whilst it has been conducted in the even tenor of its way, its condition has been greatly improved by the completion of the ballasting throughout the entire road, with broken limestone, in the most perfect manner, which we have reason to believe will relieve us in all time to come from much expense in repairs. The road of the South Mountain Iron Company has been completed, and as it was anticipated, has developed immense deposits of iron ore, which are now being sent to market. At least eight mines of ore have been opened, by as many individuals and firms, and doubtless the quantity to be shipped over your road will be greatly increased during the coming year. In our last Annual Report it was stated that the South Pennsylvania Iron and Railroad company contemplated to build a road from a point about six miles south of Chambersburg, to their iron mines near Loudon, a distance of twenty-five miles, through the fertile lands of Franklin county. These mines have been opened, and afford evidence of an inexhaustible quantity of good ore obtained at the cheapest cost of mining. To induce this company to prosecute their enterprise, your board agreed to loan them three hundred thousand dollars, upon a mortgage of their road and estate, and upon condition of a lease to our company of the road for 100 years; thus virtually adding to our road a track of twenty-five miles, the cost of which will be about eight hundred thousand dollars. The work on this road is now about one-half done, and that company expect to finish it by the first of April, next. In the purchase of their lands, the erection of furnaces, the building of their road and other improvements, this company will have expended, perhaps, a million and a half of dollars, to pay for which will necessitate a large amount of business in transportation of iron ore, iron and coal, and greatly increase the tonnage upon our road; this, together with the freight of ore and iron from the South Mountain Road, has induced the board to hasten the laying of another track from Mechanicsburg to Bridgeport, a distance of about eight miles, and to increase the sidings at the latter point. This second track between Bridgeport and Mechanicsburg has been so far done, that the grading will be completed the present season and made ready for the iron; there has been expended upon this work $5,793 34. A new siding, 1,810 feet long, has been put in at Kingston station, and one 447 feet long at Hagerstown. We have expended for new sidings, and finishing the ballasting of the main track and sidings $8,208 52, and for sidings partly finished at Bridgeport and Harrisburg, $2,775 19. A new passenger station house has been built at Bridgeport, and one at Hagerstown, costing together. $3,880 69. The new passenger engine, commenced last year, has been completed at a cost of $2,465 82. Our necessities requiring additional sidings at Bridgeport, rendered it necessary to purchase additional land, and we obtained a strip about three-fourths of a mile long, and sixty feet wide, which it is believed will be quite sufficient for all our purposes at that point. It also became necessary to purchase lands for sidings at Hagerstown, the purchases at both these points amounted to $6,-252 25. The grading of the extension from Hagerstown to the Potomac at "Powell's Bend," is about being completed, and we have expended this year, $167,671 94. This work has not been urged, in consequence of an act of unfavorable legislation in Maryland, which had for its object, to prevent our connection with the Chesapeake and Ohio Canal. Strange as it may seem, the Legislature of Maryland was so far imposed upon by individual influence as to prohibit the Chesapeake and Ohio Canal from affording facilities for the receipt of freight from and the delivery of freight to our road. This act was passed on the very last day of the session of the Legislature, and was, doubtless, a fraud which will be corrected as soon as it meets again. We have made no arrangements for the purchase of iron for this extension for the reason stated, although the grading is nearly completed, and cross-ties are upon the ground, ready to be laid.

A summary of the extraordinary expenditures of the last year is as follows:

Williamsport extension	$167,671 94
Real estate purchased at Bridgeport and Hagerstown	6,252 25
Freight cars purchased and built	2,710 80
Ballasting main track and sidings	8,208 52
Grading at Bridgeport	2,775 19
Grading and ballasting second track	5,793 34
Station houses at Bridgeport and Hagerstown	3,880 69
New locomotive engine	2,465 82
New tools	601 10
Total	$200,359 65

Early in May we ordered one hundred and fifty tons of steel rails from the Pennsylvania Steel Company, of which we have only yet received thirty-eight tons, and have been greatly disappointed by the pressure upon that company from other quarters; but we hope to receive them in

time that they may yet go into the road this season.

The motive power is in the best possible condition two of the heaviest engines, the "Judge Watts" and "T. B. Kennedy," having been rebuilt, and newly constructed fire-boxes put into them, under the direction of our Superintendent, Colonel Lull, and at our own shop, experience proving a saving of more than one-third of the fuel heretofore used in them to do the same amount of work. A new freight engine, we expect, will be upon the road during this month, and thus our locomotive power will be quite adequate to the increased business of the coming year.

We will require about eight hundred tons of iron or steel rails during the next year, and it is contemplated to build two passenger cars, and to supply the shop with some additional tools.

With regard to the further extension of the double track west from Mechanicsburg, it is questionable whether it may not be dispensed with for the present. The completion of the South Pennsylvania Iron and Railroad Company's road, and the realization, approximately, of their anticipations of business must be provided for, but whether this may not be by adding to the length of our sidings, whereby more than one train may be passed, is a question which our experience in the next year will determine.

A company has been incorporated by the laws of West Virginia to build a road from the termi nus of ours, at "Powell's Bend," via Martinsburg to the line of that State, and Virginia has incorporated a company to continue this improvement to Winchester, and thence into the Luray Valley, looking to a further extension to points crossing the Manassas Gap and Chesapeake and Ohio Railroads, and, indeed, communicating with the entire Southwest. Little or nothing has yet been accomplished in the execution of these projects, except the organization of the Martinsburg and Potomac Company, whose road embraces the line between the terminus of our road at "Powell's Bend," and the West Virginia State line near Winchester. This company has been organized with the Hon. Chas. J. Faulkner at its head, a sufficient amount of stock subscribed, and the work will be let and commenced immediately. This will render necessary the erection of a bridge over the Potomac river at the present terminus of our road, having a span of eight hundred and forty feet. The river here is shallow, with an entire rock bottom. Within the next year we may reasonably expect to have a connection with the Baltimore and Ohio Railroad at Martinsburg, and the Chesapeake and Ohio Canal at "Powell's Bend," enabling us to furnish that extensive region with lumber and anthracite coal, and to receive their bituminous coal and agricultural products in return.

The immense discoveries and developments of iron ore all along the line of our road, and the preparations now being made for mining it, naturally suggest the question, will there be a demand for it? But when we contemplate the fact that all the iron now made in the United States is not adequate to supply the demand for the construction and repair of railroads alone, and that we annually import nearly half a million of tons, we may readily imagine, that the country will not very long endure the use of foreign iron in competition with that produced by the industry of our own people. Our road has peculiar facilities for the supply of ore, as it connects with the Pennsylvania and Northern Central Railroads at Harrisburg, by which we reach all the furnaces on the Susquehanna River, and the Reading Railroad, by which we can supply all those upon the Lehigh and Schuylkill. We mus be prepared to meet this demand.

The company have 16 locomotives. Miles run with passenger trains, 134,746; with freight trains, 104,573; with construction trains, 8,651—total miles run, 247,970. Passengers carried east, 144,582; do. west, 153,073—total, 297,605.

STATEMENT, OCTOBER 1,

	1869.	1870.
Cost of road	$1,492,204 82	$1,459,229 01
Materials on hand	55,137 53	59,828 35
Trustees of sinking fund	432,640 00	457,196 48
Balances of accounts	28,240 45	20,856 98
Cash, October 1	136,048 79	97,699 69
	$2,144,271 59	$2,094,810 51
First preferred stock	$241,900 00	$241,900 00
Second " "	243,000 00	243 000 00
Common stock	832,000 00	840,725 00
First mortgage bonds	161,000 00	161,000 00
Second " "	109,500 00	109,500 00
Six per cent. "	81,800 00	81,800 00
Due for dividends	52,786 54	57,051 67
Due for interest	14,401 40	17,631 26
Balance	507,883 65	342,802 58
	$2,144,271 59	$2,094,810 51

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

New Orleans, Mobile and Chattanooga R.R.

$2,825,000 FIRST MORTGAGE SINKING FUND BONDS, INTEREST AT 8 PER CENT. IN CURRENCY OR 7 PER CENT IN GOLD, at the option of the holder, secured by a first mortgage, at the rate of $12,500 per mile, upon the trunk line of road, from the City of *New Orleans* to the Western boundary of Louisiana, a distance of 226 miles, in the direction of *Houston*, Texas; the name being the Louisiana Division, of the railroad of THE NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD COMPANY, extending from the City of Mobile, Alabama, to the City of Houston, Texas, a distance of 475 miles. These bonds are payable, forty years from their date, and are secured by a first mortgage, made to HON. OAKES AMES and HON. E. D. MORGAN, Trustees, upon the Louisiana Division of the road, with the equipment, real estate and franchises pertaining thereto. The principal of the bonds is payable in New York, in currency, or in London, in sterling, at the rate of £200 for each $1,000; the interest is payable in January and July of each year, at the rate of *eight per cent.* in currency, in New York, or at the rate of £7 for each coupon of forty dollars, in London, at the option of the holder, in all cases, and *free of United States Government Tax.* By the terms of the mortgage, a Sinking Fund is provided, to be paid to the Trustees and invested by them, only in these bonds, sufficient to pay the whole amount of the bonds at their maturity. The Mobile Division of the Company's road, extending from New Orleans to Mobile, has been constructed and equipped in the very best manner, and is now opened for traffic. The road of the Texas Division, extending from the western boundary of Louisiana to the City of Houston, will be opened for traffic in a few months. The Louisiana Division, upon which the mortgage securing these bonds is made, is now being constructed, and the first section of sixty miles will be opened for traffic early in January; and the Company expect to finish the whole division in about twelve months thereafter. The prompt completion of this division of the road, is amply assured by the resources of the Company, which are applicable to the construction and equipment thereof, viz:

Cash Subscription by Stockholders, 25 per cent. of which has been paid and balance to be paid at the rate of 5 per cent. each month	$2,000,000
8 per cent. Bonds of the State of Louisiana, donated by the State to the Company, for this Division of its road	2,250,000
Second Mortgage 8 per cent. Bonds, principal and interest guaranteed by the State of Louisiana	2,825,000
	$7,075,000
First Mortgage 8 per cent. Bonds now offered for sale	$2,825,000
Total	$9,900,000

The above resources being solely for the construction of this division of the Company's road, amply assures its prompt completion, *and entitles its first mortgage bonds to be considered as one of the most safe and desirable securities ever offered for sale in this market.* This road is owned by a Company of capitalists who have furnished all the means for the other divisions of the road, without offering to the public any of its securities, and, under whose supervision the line is being constructed and equipped in the most thorough manner, and when completed, its track and equipment will compare favorably with that of any other road in the United States. The revenue of the road is amply assured by the large traffic already existing between the cities upon its line and from the country which will be tributary to it.

The Company offer these bonds for sale, at NINETY-TWO AND ONE-HALF per cent. and accrued interest, recommending them to investors, as an undoubted security in every respect.

Circulars with maps of the line of the road, and full particulars concerning it, furnished on application to the *Treasurer of the Company*, at its office, NO. 31 PINE STREET.

JAMES A. RAYNOR, *President*, JOHN A. GRISWOLD, *Vice President*, LOCKWOOD L. DOTY, *Treasurer*.

EDWIN D. MORGAN, Chairman,
OAKES AMES,
HENRY J. GARDNER,
} Finance Committee.

NEW YORK, November 15th, 1870.

☞ The directors of the New York and Long Branch Railroad have decided to commence the building of the road between Red Bank and South Amboy before the middle of December. $150,000 of the capital stock has been subscribed. W. S. Sneden, of Red Bank, N. J., has been chosen chief engineer.

☞ The stockholders of the Housatonic Railroad have accepted the act of the legislature whereby the directors were empowered to settle or compromise with the holders of the preferred or guaranteed stock, for all claims on account of back or unpaid dividends.

☞ B. F. Newcomber, Esq., of Baltimore, has been elected vice president of the Wilmington and Welden Railroad Company and of the Wilmington, Columbia and Augusta Railroad Company.

☞ The Richmond and Petersburg Railroad Company have abolished the office of superintendent, and elected the late Superintendent Thos. H. Wynne, president.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,300	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br 100	2,380,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J. A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,380,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....100	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	6,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	609,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,928	J. & J.	July '70 5
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov'70 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	July '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref..100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68½2
" Street.....	.....	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug '70 3½
Cleveland & Mahoning*... 50	2,058,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar.... 100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'p Rivers.100	139,000	.....	.....
Do. do. Pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Val'y 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan 100	2,350,646	.....	.....
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 6
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
do. pref.100	1,987,351	J. & J.	July'70 3½
Do do Pref 100	392,550	J. & J.	July '70 3
East Mahanoy 50	3,883,300	J. & J.	July '70 4
Eastern (Mass.).....100	402,500	J. & J.	July '70 4
Eastern (N. H.) 100	654,600	.....	July '70 3
East Pennsylvania..... 50	1,290,067	.....	.....
East Tenn. and Georgia...100	1,902,000	.....	.....
East Tenn. and Virginia...100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	500,000	F. & A.	Feb'70 2½
Elm., Jeffers. & Canand*..100	500,000	M. & N.	Nov'70 2½
Elmira & Williamsport*.. 50	500,000	J. & J.	July'70 3½
Do. do. pref. 50	500,000	F. & A.	Feb.'66 4
Erie Railway 100	70,000,000	Annual	Dec'69 7s
Do. pref.....100	8,533,910	M.J.S.D.	Dec'70 1½
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jn. 68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*..100	800,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	544,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" pref..100	843,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref.100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1.644.104	J. & D.	Dec.'67 4
Morris and Essex 100	7,880,100	.....	Jul.'70 5½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July 70 3
Nashua and Lowell.....100	120,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July '70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 2
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500 000	.....	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & D.	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J.A.J&O	July '70 3
Orange and Newark 100	281,550	J. & J.	.....
Oswego and Syracuse..... 50	482,400	.....	.....
Pacific of Missouri.....100	3614,515	F. & A.	Aug.'70 4
Panama.....100	7,000,000	.....	.....
Paterson and Ramapo.....100	248,500	J.A.J&O	July'70 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '70 2
Pennsylvania 50	21,045,750	J. & J.	July'70 4½
Peoria & Bureau Valley*.100	1,200,000	M. & N.	Nov. '70 5
Peoria and Hannibal.....	600,000	.....	.....
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Aug. '70 4
" " " pref....	2,400,000	J. & J.	Jul. '69 8
Philadelphia and Reading 50	28,280,350	J. & J.	July '70 4
Do. Do. preferred 50	1,551,800	J. & J.	Jan. '68 3
Phil., Germ'n'n & Nor'n 50	1,535,550	J. & J.	Dec. '70 5
Phila. and Trenton*..... 50	1,259,120	A. & O.	Oct. '70 5
Phila., Wil. & Balt..... 50	9,068,300	F. & A.	Aug. '70 5
Philadelphia City..... 50	100,000	J. & J.	July'70 4
Philadelphia and Darby... 20	100,000	J. & J.	Jan. '70 3
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 —
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. @ J.	July'69 2
Pittsfield and N. Adams..100	459,000	J.A J&O	Apl.'70 1½
Portland and Kennebec....100	882,300	J. @ J.	July '70 3
Do. Yarmouth Stock..100	202,400	J. & J.	Jan '70 3
		A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,468,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	676,050	J. & J.	Jul.'70 3½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 —
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia....100	2,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,814,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 —
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 1½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	367,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,893	.....	.....
West Jersey 50	1.209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,468,776	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	..... 5½
Worcester and Nashua ... 75	**1 522,500**	**J. & J.**	**Jul.'70 5**
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,596	.....	.....
Delaware Division..... 50	1,838,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,800,000	.....	.....
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,612	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	294,422	286,562	342,743	2,500.767
1869	212,604	218,982	301,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,670,882
1870	413,104	394,176	488,338	683,758	768,720	729,274	784,099	806,040	833,413	804,500	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307.803	252.015	2.770.484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307.919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,038	300,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409.569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,891	4,981,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196.435	201.134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324.865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234.612	321,818	244,121	306.231	389,489	307.523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428.474	345,028	280,308	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,587	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,276	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,045	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729.759	716,378	563.400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,569	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,652,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242.509	256,435	193,950	203,696	218,347	271,425	287.451	293,296	262,798	230.061	2,918,342
1869	204,112	180,84)	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,936
1870	201,500	218,60)	244,161	240,046	260,169	274,021	249,355	319,012	317,887	339,239	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	369,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,170	799,236	661,391	657,141	603.402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685.401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	892,171	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,800	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,480	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible] 4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,028
1867	305,857	311,088	395,372	409,248	357,[illegible] 0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,8 0	365,117	308,502	437,600	521,326	543,886	456,599	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible] 32	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,068
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,948
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,063	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412.954	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	368,187	326,891	378,880	467,990	511,447	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,223	321,203	333,508	436,412	665,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,285	630,844	678,923	586,531	525,547	724,732	1,040,102	801.196	490,965	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	.....	.....	.....
North Missouri:													
1860	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,615	3 [illegible] 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,906	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,286	249,987	211,219	300,971	318,957	356,187	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526.009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	586,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,081
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174.500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,065	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	.....	.....	.....
Toledo, Wabash and Western:													
1867	287,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,786	333,480	3,809,353
1868	278,712	265,137	257,800	256,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.360	323,377	434,264	4,252,343
1870	312,138	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	628,560	617,586	758,467	999,665	837,386	716,829	5,703,181
1870	428,529	500,130	599,288	706,608	803,586	746,450	643,058	664,051	728,521	719,624	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	4,540,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	110½
..... coupon		6	" "	1881	113¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,613,350	6	May & Nov.	1882	106¾
(5-20s).....coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s)...registered	3,128,100	6	" "	1884	107
(5-20s).....coupon		6	" "	1884	106¾
Loan of June 30, 1864 (5-20s)...registered	106,066,900	6	" "	1884	107
(5-20s).....coupon		6	" "	1884	106¾
Loan of March 3, 1865 (5-20s)...registered	187,651,700	6	" "	1885	106¾
(5-20s).....coupon		6	" "	1885	106¾
.. .. 2d series (5-20s)...registered	273,952,800	6	Jan. & July.	1886	109½
(5-20s).....coupon		6	" "	1886	109½
.. .. 3d series (5-20s)...registered	341,103,500	6	" "	1887	109¾
(5-20s).....coupon		6	" "	1887	109¾
.. .. 4th series (5-20s)...registered	39,668,250	6	" "	1888	109
(5-20s).....coupon		6	" "	1888	109¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¼
(10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111
Certificates of Mar. 2, 1867, and July 25, 1868..	45,170,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	34,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	232,072	var	.....	Due.	....
Treasury Notes (7-30s).....	579,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,030,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	189,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,289,794	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	101
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1809	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101¼
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64.(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	..
.. —		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,619,000	6	" "	'68 '74	82
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1870	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	69
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'90	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	103½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,500,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —R. H. & Erie R. R. Loan, stg.	200,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	106½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	105½
.. — .. .. 1862.....	600,000	5	" "	'77 '78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	890,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-'71	....
Missouri—State Bonds proper.....	455,000	6	Jan. & July.	'62-'90	93
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	81-'87	...
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	92½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47½
.. — .. (new).....	3,959,045	6	" "	'92-'98	26½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,000	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	103
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	...
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	69
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2-9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	58½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	58
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	105½
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	65½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	63
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1860	....
2d Mortgage, sterling	885,500	6*	" "	London.	1860	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1853	863,250	6	Jan. & July.	Baltimore.	1875	91
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	22½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £360,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
7st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	856,000	7	March & Sept.	" "	1898	80
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1890	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1893	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	82½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1886	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,507,000	7	May & Nov.	" "	1875	88½
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	70
Consol. S. F. Mort. ($5,000,000)	876000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92⅝
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage	6,000,000	7	" "	" "	1883	86½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1900	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,820,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1863	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,869	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1883	80
2d Mortgage	2,500,000	7	May & Nov.	" "	1890	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	960,000	8	" "	" "	1874	105
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & Julv.	Philadelphia.	1868	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'60–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,480	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	999,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1867	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	91½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	98½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	456,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	149,000				1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	89
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	96½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	77½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104½
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	82½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7½	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	96
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	92
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1878	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	80
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	89½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	160,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	220,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	858,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1996	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,631½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1876	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1857	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	69½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	62
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1896	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	37½
Equip. Loan (VT.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1888	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	292,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	62
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	988,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	95½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'60–'71	....
Dollar Bonds	798,000	6	"	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	76
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
New Preferred mortgage	600,000	6	" "	"	1890	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,0..0	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,875,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	551,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1857	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,067	6	" "	"	1866	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	44
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	264,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga..... Alabama.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna † ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	607,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	20.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*				425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	80.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf †..... Georgia.	5,786,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	98.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina † .N. Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,568	98.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,664,197	*			2,494,900	3,483,992			150.5				1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	*			194,250	20,000			15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	132
Sept. 30, 1869	80.0	—	....	—					Washington Branch † .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. ....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	4
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000			600,000						42,000	7	100	75
Nov. 30, 1869	15.6	—	5.4	—					Bloosburg and Corning..... New York.	582,346				258,000					(Leased	to Fall Brook Coal	Co.)			7	100	....
Sept. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,637			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	154½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	146,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie † M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	28
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	139½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	28	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	150
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	812	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,661	10	100	149
Sept. 30, 1869	28.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,889,500				2,286,000	583,500				(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,087	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....		(Leased	& oper. by	Grand Trunk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....		(Leased	and operated by Erie.)				7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....		(No returns 110 miles recently completed.)					—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	115
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,157	*	.....	.....	1,120,800	995,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co...New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....		(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	63.8	118,012	4,786,714	1,418,821	250,517	97,729	6	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville..... New Jersey.	809,380	*	.....	.....	447,000	200,000	202,206	.....		(Leased	and oper. by	West Jersey.)			6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,354	*	.....		426,900				34.0	85,576	.....	.....	150,265	69,591	6	25	70
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,825,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna..... New York.	589,110				589,110					(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.2	....					Cedar Falls and Minnesota ..... Iowa.	3,402,000			.....	1,701,000	1,701,000	.....	.....		(Leased	and oper. by	Illinois Central.)				100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000				8,000,000	7,620,000				(Leased	and oper.	by Chic. and N.W.)	475,300			100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,708,877	*			4,666,800	786,000			284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,936	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,965,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,808,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0		(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,786	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung..... New York.	400,000	*			380,000					(Leased	to Erie &	N.Centrl.)	30,000		6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	200,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	317	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....		(No returns published.)						—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 901,755	718,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	*			871,900	500,000	437,500			(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,826,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	115½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,337,163	961,621	16,590,210	4,649 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	151
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	*	.....	.....	3,916,000	810,000	.....	.....		(Leased	and oper. by	Chic. and N.W.)	657,960	10	100	119½
May 31, 1870	808.1	—	166.8	—	259	164	110	5,969	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,606,222	.....	35,046,928	15,147,900	917,789	541,424	1,166.0	5,913,288	115,457,459	364 727,240	12,535,423	3,478,419	9	100	81½
Mar. 31, 1870	498.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	282,682	1,641 797	16,000,000	8,787 643	76,975	2,065,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	110½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick					500,000	500,000										100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,516	707,503	3,500,000	2,032,000	330,249	375,926	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....		(Leased	and oper. by	Kentucky Central.)			—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction...O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	3,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	828,733	120,452	.....	82,810	382,500	625,000	22,396	.....	42.0	.....	.....	.....	105,752	28,205	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,489	145,405	—	100	25½
Jun. 30, 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,441,220	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	93½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,780,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,980	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,678,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—		2	5	2	10 Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1. 1	869 to Pb	g Cin'ti &	L. Lat[illegible]	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	.....	...
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	88
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	.....	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,807	—	100	...
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	57½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,596,519	1,235,770	350,337	171.1	620,895	18,955,245	12,174,094	948,748	221,845	—	100	...
Jun. 30, 1870	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,218,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,270	.....	3,676	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869.	no	accounts	yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	—	100	...
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	...
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	23,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	30
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	133
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,286	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	43	36	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	566,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	283,364	.....	.....	307,987	6,903	—	100	...
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,974,280	2,025,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	...
Dec. 31, 1869	16.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	...
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	896,180	12,225,848	3,629,980	176,433	895,723	329.3	2,561,962	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	25.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	169,100	212,800	50,968	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	...
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	96,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul &.....Wisconsin.	35,270,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	2,020,786	1½	100	60½
Oct. 31, 1869	24.5	58.5	52.3	—					Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	5	50	103
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	...
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,281	.....	1,413,012	2,944,756	4,650,280	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	...
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,146,900	347,640	572,632	99.2	204,286	.....	.....	385,976	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	156,766	284,208	86,468	1,232,728	531,500	50,642	.....	83.5	.....	.....	.....	131,376	27,270	—	100	...
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,350	5,377,423	486.5	1,196,630	.....	.....	2,116,287	759,758	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,778	67,237	464,960	502,000	328,521	18,293	40.0	41,848	625,721	.....	66,211	12,914	—	100	...
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	856,355	79,971	.....	—	100	...
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	359,667	283,650	33,477	1,644,224	1,188,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	2,579,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)		7	100	91½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,880	80,275	28.7	236,052	6,360,778	5,530,960	472,574	93,814	10	100	147½
Sept. 30, 1869	151.0	22.0	12.0	—	45	17	6	578	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,564	231,576	—	100	...
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,589	3,235,301	565,204	443,186	132.5	326,580	.....	.....	479,317	207,933	—	100	...
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,784	1,818,900	146,000	32,203	201,966	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,695	8,906	500,000	172,500	.....	119,162	21.7	74,993	3,406,946	770,715	204,960	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	(In hands of bondholders.)	.....	.....	.....	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	...
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)		11½	100	...
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown.....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	...
Nov. 30, 1869	33.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.9	141,366	2,428,898	3,122,943	245,796	88,995	—	100	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	115½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.2	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,562	351,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	...
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,986	1,581,830	.....	.....	4,742,353	3,909,000	.....	.....	206.6	.....	.....	.....	1,252,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	18	16	5	226	*N. Orleans, Opelousas & Gt. Western* †.La.	2,050,800	.....	.....	.....	(Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	.....	...
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,602,897	*	.....	.....	51,831,300	11,398,428	.....	.....	692.2	5,907,030	296,185,080	474,419,783	15,586,616	6,533,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,533,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	318,183,904	589,362,876	22,071,553	9,244,621	8	100	92½
Sept. 30, 1869	.....	.....	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	243,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,092,500	*	.....	.....	7,000,000	5,085,900	.....	.....	156.9	745,708	27,983,142	17,178,695	2,776,890	959,745	8	100	132½
Sept. 30, 1869	62.5	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,063,500	300,206	883,528	76 8	838,173	69,247,430	6,736,220	2,160,561	887,115	10	100	154½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,730,584	300,279	.....	.....	3,401,324	891,000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	...
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	283,717	.....	81.0	139,330	1,325,359	6,842,837	304,327	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	399,209	110,523	4,000,000	575,230	102,629	662,708	223.0	.....	.....	.....	658,117	257,000	—	100	...
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,761	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La																										
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*					7,500,000	13000,000			72.0								—	100						
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,659,105	965,987	991,064				3,150,000	3,588,439	133,476		381.0				2,084,486	432,124	—	—	21						
Dec. 31, 1869	95.0	2.6	20.5	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407			5,675,277	289,019	3,218		67.7	460,143			1,182,781	463,114	5s	50	86						
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		96.6	404,631	5,252,948		671,076	168,918	—	100									
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			332.4	1,469,366			2,928 463	977,748	6	50	80½						
Oct. 31, 1869	21.8	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			82.5	409,036	5,935,262	19.110,436	689,626	256,271	8	100	112						
Sept 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	218,074	2,363,700	754,000	49,920	241,580	35.3	146,773			325,369	65,764	8	100							
Nov. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		66.4	413,172	7,312,851	11,065,668	741,607	171,957	8	100	104½						
Jun. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	286,370	665,929	5,035,800	941,800	387,687	208,992	145.0				281,138										
Mar. 30, 1869	340.0	53.0	—	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		122.0	532,120		31,199,413	1,045,222	356,839	6	100	90½						
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,880,158	830,232	45,000		4,259,450	3,170,000			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	31½						
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	98.5	406,010			2,014,427	978,925	10	50	92						
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,882,382	48,262	2,488,757	4,350,646	1,019,396	47,357	142.7	909,847	41,484,089	10,810,178	1,562,525	538,138	6	100	97½						
Dec. 31, 1869	5.0	4.0	1.3	—	...	...	...	...	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			270.2	497,198	9,196,620	9,969,160	919,122	407,336	—	100	72						
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000			9.0				169,088	29,747	—	100							
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				(Leased	to R.W &	Ogdensb.)	125,564	62,782	—	100							
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100							
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,734,136			336.0	1,764,760			3,213,058	894,345	—	100							
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000				47.6		nine m	onths.	1,105,210	340,861	—	100	78						
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000				(Leased	to Erie.)			53,400	8	100							
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				(Leased	to Erie)					100							
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,600	36,542			(Leased	to Erie.)			26,500	6	100							
Oct. 31, 1869	354.9	36.5	494.9	—	477	284	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	120½						
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	892,500	383,000		47.0						10	50	225							
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000				(Leased	to Chic. R.	(Complet	ed Sept. 1	3, 1869.)		100							
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			83.0		(Complet	ed July 1,	1869.)			100							
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			12.0		(In pr	ogress.)	0			100							
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				82.3	164,357			245,634	97,975	3	100							
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			48.0	124,224			196,672	9,272	—	50							
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		289.6	2,273,856			3,262,705	loss.	—	50	53½						
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		24.3	376,303			697,620	287,492	10	50	200						
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,798	448,888		1,595,750	55,900			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	102½						
Dec. 31, 1869	98.4	282.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592		80,555	26.5				1,077,559	274,081	10	100	115						
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	339,675		1,259,100				99.7	962,579			2,565,302	876,094	8	50	110						
Oct. 31, 1869	95.9	87.9	107.5	—	69	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	16,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	201.0	1,849,510			2,434,101	531,833	—	50							
Oct. 31, 1869	193.6	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,680	421,184		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50						
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,258	1,891,000	294,917		480.6	5,258,584			8,181,531	2,891,199	9½	100	94						
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,891,380	*			19,583,948	13,563,000	72,093							27,450	6	100	86½						
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000																		
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100							
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,068	*			1,500,000				51.3	303,286			575,036	175,586	6	180	115						
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100							
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100							
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100							
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,676		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½						
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100							
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50							
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93						
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,189	4,860,025	6,271,192	609,403	212,070	—	100							
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,186	482,678	25,186	559,887	75.5				332,025	132,491	—	100							
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100							
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)				100							
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)				100							
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18.054,197	1,274,134	501,998	10	100	125						
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		188.0	679,669	8,347,128	16,336,225	874,855	187,329	—	100	29½						
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,687,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½						
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			—		(Oper. by	Ind. & St.	Louis.)	611,800	—	100	30½						
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	6	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000			47½			abo	ut 900 000			100	47½						
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	.....	(Unfi	nished.)		2,000,000	1,000,000			—	(Leased	to Chi. &	Alton.)	.....	240,000		100							
Dec. 31, 1869	....	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	.....				1,500,000	4,600,000					(No	returns.)				100							
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*				2,020,000			—	(Leased	to Terre H	aute and I	ndianapo	lis.)		100							
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	.....	*							—	257,004	2,776,68	3,570,874	373,448	138,411	—	100							
Dec. 31, 1869	100.0	—	5.0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514	—	189,152			338,693	179,941	—	100							
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000			—	(Leased	to West J	ersey.)		16,633	6	50							
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	62,542		1,590	243,305	226,900	535	91						17,500	1½	100							
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,566	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100							
Jan. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,289,150	97,000	106,120		54.0	155,070			172,494	27,393	—	100							
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050				—	(Leased	to Phila. a	nd Readin	g.)		5	50							
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	.....	*			.....	210,000			80.0						—	100							
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100							
Dec. 31, 1869	235.0	....	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	6,079,100	.....	.....	200.0				460,000		—	100							
Dec. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,460	700,000	.....	.....	—	(Le	ased by N	orthern C	entral.)		6	50							
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,504	22,091	—	100							
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100							
May 31, 1869	50.0	—	2.5	—	10	18	5	80	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0				310,182	47,424	6	100							
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Iowa.	5,014,000	*			1,788,000	3,256,320			—	(Leased	and oper. b	y Portlan	d & Ken.)	36,000	—	100							
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	.....	.....	.....	230,000	500,000	.....	.....	—	(Leased	& oper. by	Cen.of N.	Jersey.)	26,298	6	100							
Dec. 31, 1869	16.0	....	....	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300					801,171			1,382,167	595,507	—	100							
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501	.....			(In	progres	s.)			100							
Dec. 31, 1869	50.0	—	—	183.0	3	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	1,500,000	1,000,000	.....	.....	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100							
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,633	150,000	7,944	21,000	63.0	150,560	5,597,645	2,094,921	221.818	66,552	10	100							
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....	497,750	550,000	.....	.....	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100							
Sept. 30, 1869	123.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	—	.....	.....	.....	.....	.....	—	100							
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	complett	on.]	3,000,000	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100							
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100							
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	.....	25,000p m	.....	100.0	.....	.....	.....	348,218	203'473	—	100							
July 31, 1869	143.0	114.5	22.9	28.5	30	14	10	396	Southwestern	Georgia.	4,587,313	*	.....	131,053	3,939,900	699,500	37,186	41,811	287.5	384,922	.....	.....	910,116	360,386	8	100	104							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	369,679	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	180,000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	42,962	20,677	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	.....	.....	.....	.....	.....	21,176	6	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	—	—	—	60.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	271,077	5,812,876	16,678,940	.....	.....	.....	.....	519,307	132,564	.....	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	854,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,366	84.0	503,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,[illegible]	,671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	64	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.6	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8-8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	51½
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudson	n River.)	522,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Vt.	& Mass.	.....	.....	7	100	51½
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,630	33,762,300	107,907,350	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	8,407,553	4,203,926	—	100	18½
Sept. 30, 1869	59.0	—	3.1	...	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	3	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	7	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermon	nt Central	.....	.....	6	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	8	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts..Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	667,568	loss.	—	100	66½
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutland	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	182	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	66½
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—					Warren.....New Jersey.	2,069,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,768	154,618	—	100	87½
Sept. 30, 1869	10.3	—	....	—					Warwick Valley.....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—					Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	...	93.0	...	...	...	...	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	.....	[In	progress.]	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	...	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1868	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	34.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	267	West Jersey.....New Jersey.	2,007,467	[No	w forming a division of the Milwaukee and St. Paul		.....	.....	.....	.....	.....	No retu	rns for yea	ar.]	138,802	44,719	—	160	....
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,160	1,209,000	1,716 500	244,176	129,783	126.1	238,345	.....	.....	.....	.....	—	50	130
Dec. 31, 1869	20.0	—	....	51.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operat	ed during	construct'	652,184	256,308	10	50	130
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	18,490	90,746	169,099	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston,	Con. and M	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	ontreal.)	12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	3,000,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	W. & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	199,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no	returns.]	.....	.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—					Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,866	(Leased	to Northern	Central	.)	—	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama ¶...Tennessee.	288,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	550,935	80,873	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	960,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville, York and Gettysburg..Penn.	1,488,277	169,623	15,280	156,600	1,270,400	.....	61,132	678,218	45.7	303,434	5,287,044	7,836,908	558,021	150,961	9	100	131½
										308,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le	ased to N	orthern C	entral.)	.....	.....	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	403,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	.....	.....	—	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	—	—	408.0	—	—	—	231,194	106,751	8	50	90
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Co	m. & Am	b.R.R.)	161.0	—	—	—	110,610	.....	10	100	121
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	897,759	662,246	.....	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	—	—	48.0	—	—	—	104,961	3,849	—	50	....
Feb., 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	405,174	218,374	—	50	67
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	431,246	184,848	—	100	30
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	786,303	258,456	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	196,232	—	45.0	—	—	—	1,159,085	598,519	—	50	154
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	—	—	—	—	—	43,587	loss.	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	800,000	.....	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	15
																						124,895	39,961	6	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	78	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	604,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,152	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	81	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	98½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	35.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	869,180	1,200,000	700,000	—	788,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	280,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	275	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,390	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	30
Sept. 30,'69	10.00	107	22	Harlem.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Heat., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	62,060	2½	50	7	15½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,880	—	—	31,469	6,385	2.0	100	100	30
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	68	18	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,492	1,250,000	—	233,457	821,382	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,990	28,123	3.0	100	100	71½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	300,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	82	9	Peoples' street (Scranton)....Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.65	47	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	124	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,900	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	90	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,354	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	60	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,254	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City).N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	54
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	3.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	124,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.26	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	45
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	37,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	66	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	66
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,892	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	82,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	99,573	75 000	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	994,000	7	J.& J.	1672	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1861	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	300,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	88
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	56,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1878	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1878	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	....	....
Catawissa,* pref. and guar.....	2,200,000	7	7	74
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	88
Chicago and Alton, pref.....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,000,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	83
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	76
Erie, preferred	3,536,910	7	7	50½
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref.....	5,253,836	....	....	116
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,703	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	20
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,376	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	82
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Ningara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar.....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	78½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	51
Sandusky and Cincinnati, pref.....	445,566	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	34
Union, preferred.....	.....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	....
Mariposa Mining, pref.....	5,774 400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 — @ 36 —
Pig, American, No. 1		— — @ 31 —
Pig, American, No. 2		— — @ 30 —
Pig, American, Forge		27 — @ 29 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		77 50 @ 82 50
Bar, Common		72 50 @ 75 —
Scroll		97 50 @125 —
Ovals and Half-round		97 50 @125 —
Band		97 50 @ — —
Horse Shoe		95 — @ — —
Rods, ¼@3-16 inch		82 50 @ — —
Hoop		102 50 @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11½
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32½@ — 37
Straits	(gold).	— 36½@ — 38
English	(gold).	— — @ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 25 @ 8 50	9 25 @ 9 75
I. C. Coke	7 25 @ 8 —	8 — @ 9 —
Coke Terne	5 75 @ 6 25	7 — @ 7 75
Charcoal Terne	7 50 @ 8 75	8 50 @ 9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.		— 12 @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— 22½@ — 23
Refined, Standard White (in ship'g order)		— 23 @ — —
Refined, prime White (in shipping order)		— 25 @ — —
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 27½@ — 28½
Naptha, Refined, (65 @ 75 gravity)		— 8½@ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @26 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Canton Co.	....	....	....	....	....	....
Central Pacific 6s.	91	....	91½	91½	....	91½
Central of N. Jersey	108	108½	108½	108½	....	....
Chicago & Alton	....	....	116½	115½	....	116
" pref.	....	....	117	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	152	....	152½	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	80	81	81	81½	....	81½
" pref.	89½	89½	90½	91	....	90½
" 1st M.	....	....	94	94	....	93½
" S. F.	....	....	98	....	....	98
" Consol.	88	....	....	....	....	....
Chic., Rock Isl. & Pac.	....	....	111½	111½	....	111½
Chi., R. I. & Pa. 7s, 1896	99½	....	99½	....	....	99½
Clev., Col., C. and Ind.	....	....	81½	....	....	80½
Clev. and Pittsburg	106½	106	105½	....	....	105½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	93½	....	....
" 4 M.	....	79	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	18½	....	....	18
" 1 M.	....	....	....	81½	....	....
" 2 M.	64½	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	*121	....	....	121
Del. Lack. & Western	109½	110	110½	110½	....	110
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	95	95	....	....
Erie Railway	25½	24½	24½	24½	....	24½
" pref.	50½	50½	50	50½	....	49
" 1 M. 7s, 1897	....	....	97½	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	86½	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	81	81	81	....
Hannibal & St. Joseph	104	104½	105½	105½	....	106½
" pref.	115	114½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	135½	....	135½	....	....	135½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93½	93½	93½	....	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	120½	121	121	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	93	93	93	....	....	93
" 2 M.	95	....	....	....	....	95
Mariposa Mining Co.	7½	7½	7½	7½	....	....
" pref.	10½	11	11	10½	....	10½
" Tr. 10s ctfs.	....	....	....	....	....	30
Milw. and St. Paul	60½	....	60½	61	....	60½
" pref.	81½	81½	81½	82½	....	81½
" 1st mort.	....	94	....	94	....	94
" 2d mort.	....	....	....	....	....	....
" 8s.	104½	....	....	....	....	....
" 7 3-10s con.	....	....	....	92½	....	....
Missouri 6s.	92	92	92	92	93	....
" H. & St. J. 1ss.	....	....	92½	....	....	....
Morris and Essex	92	91½	91½	....	....	....
" 1st mort.	....	....	....	100	....	....
" 2d mort.	....	....	....	96	96	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	90	....	90	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	92½	93	92½	....
" certificates	87½	86½	87½	86½	86½	....
N. York and Harlem	....	132½	....	....	132½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	100	....	....	....	....
N. Carolina 6s, old	47½	47½	....	....	....	47½
" new	24½	....	26½	26½	....	....
Ohio and Miss.	32½	....	32½	32½	32	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	....	....	41½	42½	42	....
Panama	74	....	77	78½	78	....
Phila. and Reading	101½	101½	101½	102	....	....
Pitts., Ft. W. & Chi. gtd.	94½	94½	94½	94½	94½	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	95½	....	96	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	51
" 1 M.	....	....	....	....	....	95
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	59½	60½	60½	....	....	60½
" new	57½	59	59	58½	....	58½
Tol., Wab. & Western	52½	52½	52	52½	....	....
" pref.	....	....	....	....	....	75
" 1 M.	....	....	....	....	....	....
" 2 M.	....	84½	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	22½	22½	22½	19½	....	17½
" 1st mort.	81½	....	....	....	....	70½
" L. Gt. 7s	....	....	....	....	....	60
" Inc. 10s	....	....	....	....	....	61
Virginia 6s, old	....	....	64	....	....	65½
" new	....	....	....	....	....	63

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106⅜	106⅜	106⅜	106⅜	
U. S. 5s, 10-40s, reg	106⅜	....	....	....	....	....
U. S. 6s, 1881, reg	....	113⅜	113⅜	113⅜	....	....
U. S. 6s, 1881, coup	113⅜	113⅜	113⅜	113⅜	113⅜	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " ly	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	107	....	107	....	106⅜	
U. S. 6s, 5-20s, c. 1862	107⅛	107⅛	107⅛	107⅛	107⅛	
U. S. 6s, 5-20s, reg. '64	107	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	107	....	....	107⅛	107⅛	
U. S. 6s, 5-20s, reg. '65	106⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107	107	107⅛	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	109⅛	....	....	....
U. S. 6s, 5-20s, c. n. '65	109⅛	....	109⅛	109⅛	109⅛	
U. S. 6s, 5-20s, reg. '67	....	109⅛	109⅛	....	109⅛	
U. S. 6s, 5-20s, c. 1867	109⅛	109⅛	109⅛	109⅛	109⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109⅛	....	109⅛	110	109⅛	
U. S. 6s, Pac.R.R.issue	111	....	....	110⅛	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa	....	....	....	....	....	....
" preferred	37⅛	....	37⅛	....	37⅛	37⅛
Camden and Amboy	115	....	115	115	....	115
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	93⅛	....	93⅛
" 6s, 1889	92⅛	....	....	....	....	....
" mort. 6s, '89	94⅛	....	....	94⅛	94	94⅛
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	32⅛	....	32⅛	32	32⅛	33
" 6s, 1884	83⅛	....	84	....	....	84
" Gold L	....	....	89⅛	89⅛	89	89⅛
" R. R. L	....	....	....	88	....	....
Lehigh Valley R. R	59⅛	....	59⅛	59⅛	59⅛	59⅛
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	44
" 7s	....	....	....	....	....	....
Minehill	....	....	51⅛	....	51⅛	....
Morris Canal	....	....	....	28	....	30
" pref	....	....	....	....	....	72⅛
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	100
" 7s	....	....	91⅛	91⅛	91⅛	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39⅛	....	39⅛	....	40⅛	....
Pennsylvania R. R	59⅛	....	59⅛	59⅛	59⅛	60⅛
" 1st M	....	....	....	....	....	....
" 2d M	....	....	99	....	99	....
Penn. State, 6s. 1st series	104⅛	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	107	....	107	....	....	....
" 6s, W L	....	....	....	104⅛	....	....
Philadelphia City, 6s	101	....	....	....	101	....
" new	102⅛	....	102⅛	102⅛	102⅛	102⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	50⅛	....	51	51	50⅛	51
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26⅛	....	26⅛	....	26⅛	26⅛
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	89⅛	89
Schuylkill Navigation	....	....	....	....	7⅛	....
" pref	....	....	16⅛	....	....	16⅛
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	8	....
Hestonville, (Horse)	....	....	....	....	15⅛	....
Chestnut & Wal.	45⅛	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	54⅛	55	....	55⅛
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	92⅛	....	92⅛	....	....	....
" 1886	....	....	....	....	....	....
" 1890	93	....	93	93	....	94
" 1884	92	....	....	92	....	92⅛
" 1900	92	....	....	....	....	92⅛
Balt and Ohio	131	....	....	132	....	....
" bonds, 1875	....	....	....	....	....	94
" " 1880.	93	....	....	....	....	94
" " 1885	....	....	92	....	92⅛	92⅛
Marietta & Cin. 1st M	....	....	....	....	....	92⅛
" 2d M	72⅛	....	72	72	72⅛	72⅛
Northern Central	....	40	40	40	....	....
" bonds, 1885	93	....	....	92⅛	....	....
" 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	154	154⅛	....	154	154⅛	
Boston and Lowell	....	139⅛	....	....	139⅛	
Boston and Maine	149⅛	....	....	....	150	
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	3⅛	3⅛	3⅛	3⅛	3⅛	
" 7s, new	....	22⅛	23⅛	22⅛	23⅛	
Cheshire, pref	....	88	....	....	87⅛	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	122⅛	122⅛	122⅛	
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	133	....	....	....	....
Michigan Central	120⅛	121	120⅛	....	120⅛	
Northern, N. H	....	....	112	....	....	
Ogdens. & Lake Champ	....	90	....	....	90⅛	
" pref	....	....	....	....	....	....
Old Colony & Newport	97⅛	....	....	....	97⅛	
Ph., Wil. & Baltimore	....	55	55	....	....	....
Portl'd, Saco & Ports	....	....	....	115	....	....
Union Pacific	....	....	....	20⅛	18	
" 6s	....	79	....	....	....	....
" Land Grant 7s	70	70	70	....	....	....
" Income 10s	69	68⅛	....	....	62⅛	
Vermont & Canada	104⅛	....	....	....	104⅛	
Vermont & Mass	....	64	....	....	66⅛	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	98⅛	
Metropolitan	....	70	....	....	70⅛	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	4	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 11.	Nov. 4.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1890	67 — 70	67 — 70
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	67 — 70	67 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	28 — 29	29 — 30
Detroit and Milwaukee 1st mort. 7s	67 — 71	67 — 71
Do. 2d mort. 8 p. c	67 — 71	67 — 71
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	89 — 91	89 — 91
Do. 100 dol. shares, all paid	111½—112½	112 —113
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	89 — 91	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	97 — 99
Do. General mort. 6 p. c. 1910	92½— 92½	92 — 92½
Do. $50 shares	48 — 52	48 — 52
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, December 3, 1870.

Stock Exchange and Money Market.

Money has been in fair demand, throughout the week, on the basis of 5@6 per cent. on call, as the governing rates to the leading street borrowers, and 6½@8½ per cent. per annum on mercantile credits. At these figures, the available supply has been quite liberal, from the banks, as well as from private lenders. The market has been wholly free from excitement. The City banks on last week's business made a further gain of $642,392 in the specie item, while reporting a loss of $890,217 of legal tender notes, and of $485,333 of deposits. Their specie reserve is now about 18¼ millions, against 11⅝ millions on the 15th of October. Their legal tender hoard stands at 51⅞ millions, against 54 millions Nov. 5. Their deposits are now 194½ millions, against 187⅛ millions on Oct. 15. The U. S. Treasury lost $880,532 of currency, and gained $189,047 of coin, as the result of the week's business.

The specie reserve of the city banks according to the latest return is $18,222,617, against $29,687,896 same time last year. The city bank deposits are now $194,415,673, against $183,597,395 week ending Nov. 26. 1869. The legal tender reserve amounts to $51,826,556, against $48,181,890 same time last year. The circulation now stands at $32,353,679, against $34,155,838 same time last year. The loans are now $264,608,116, against $252,678,474 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $84,805,289 a day, against a daily average of $89,509,346 the preceding week. The current week's exchanges average about 78⅝ millions a day. The city banks, last week, reported a gain of $642,392 of specie, with a loss of $485,339 of deposits, and of $890,217 of legal tender notes. They reduced their loans $1,100; and added to their circulation, $52,457.

The city bank exchanges on Wednesday were $75,010,784.

National Bank notes to the amount of $365,750 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $336,350,668, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $32,998,899 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $303,351,769. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,403,450; and for the public deposits, $15,834,500—making a total of $361,237,950. The Treasury Department last week redeemed and destroyed $284,400 of worn and mutilated fractional currency, and issued $396,583 of new.

The U. S. Sub-Treasury receipts, week ending with Nov. 26, were $2,881,507 in coin, (including $1,911,000 from customs duties,) and $3,047,782 in currency; payments, $2,692,460 in coin, (including $1,165,012 of coin interest,) and $3,878,314 in currency; balance at the close of the week, included $60,034,251, of coin, against $59,845,205 the preceding Saturday, and $8,267,005 of currency, against $9,097,537 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $339,348 in coin, (including $245,818 from customs,) and $349,684 in currency; payments $268,552 of coin (including $171,000 of coin interest), and $512,115, of currency. On Tuesday, receipts, $586,241 in coin (including $348,749 from customs), and $185,774 in currency; payments, $394,416 in coin (including $216,000 of coin interest) and $341,181 of currency. The balance at the close of business on Tuesday included $7,949,167 of currency, and $60,296,872 of coin against a balance a week previous of $9,188,660 currency, and $60,681,537 coin.

The aggregate receipts of the U. S. Sub-Treasury in November were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,592,568 of coin certificates, received for customs,

Government revenues have been yielding less satisfactorily since our last. The excises during the week yielded about 2¼ millions; customs at the port of New York, $1,784,569, and at the outports about $600,000 (in coin) more, making the grand total income for the week equal to about $4,932,640 in currency. The income of the Government, from excises, since July 1, 1870, has been 72¾ millions.

The Gold speculation has been devoid of spirit. The more pacific tenor of the advices from Europe has operated sharply against a buoyant market. The speculative demand has been less confident. The customs inquiry has been light. The export drain has been unimportant. The range of the price has been from 110⅞@111⅞, and the closing quotations on Wednesday were 110⅞@111. On Wednesday, Government sold $1,000,000 of gold at from 110 82@110 91. The aggregate of the bids was $3,757,000. The specie exports on Wednesday were $203,523.

Under the new Department programme of the Treasury for December Government will sell four millions of Gold, as follows: Wednesday, December 7, $1,000,000; Wednesday, December 14, $1,000,000; Wednesday, December 21, $1,000,000; Wednesday, December 28, $1,000,000. And will buy in, during the month, five millions of Five Twenties as follows: Thursday, December 1, $1,000,000; Thursday, December 8, $1,000,000; Thursday, December 15, $1,000,000; Thursday, December 22, $1,000,000; Thursday, December 29, $1,000,000.

The programme differs from the operations of November only in the fact that the figures on the gold and bonds are reversed in consequence of the first of December falling on Thursday, which makes the month open with a bond purchase instead of a gold sale.

The export drain last week was $449,984, against $655,078 week ending with Nov. 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 56¼ millions, against 80⅛ millions same time in 1869; nearly 68½ millions same time in 1868; 44¾ millions same time in 1867; nearly 58 millions same time in 1866; and 27¼ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 53⅛ millions on Friday, of last week, were 34¾ millions on Monday of this week, 65¾ millions on Tuesday, and 39¼ millions on Wednesday.

The customs demand for Gold last week, averaged $382,200 a day; thus far, this week, it has averaged $294,783, a day, or equal to a weekly aggregate of $1,768,698. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $68,958; and since Jan. 1, 1870, $11,284,976, against $14,870,752 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $130,723,112 against $121,889,687, same time in 1869.

The exports of specie, from this port, last week, were $449,984 against $161,704 same week last year; and since Jan. 1870, $56,218,431, against $30,184,636 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,165,012; and since Jan. 1, 1870, $81,995,336 against $87,425,887 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 17th, was $6,985,426, against $7,519,955 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 18th, were $30,644,971, against $34,508,886 same time last year.

Foreign exchange has been dull and lower, on a freer offering of bills, closing with a downward tendency. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@109⅞. The offerings of produce bills have been again liberal. The week's exports of domestic produce have been to the currency value of $4,810,040, and since January 1, 1870, $173,091,626, against $181,214,578 same time in 1869.

Government securities have shown much steadiness, throughout the week, though the dealings have been very moderate in all issues. At the close, the market was tame on the basis of our revised quotations.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113⅛; U. S. Five-Twenties of 1862, 107⅛@107⅝; U. S. Five-Twenties of 1864 at 106⅞@107; U. S. Five-Twenties of 1865, 106⅞@107; U. S. Five-twenties of 1865 consolidated, 109¼@109⅜; U. S. Five Twenties of 1867, 109¼@109⅜; U. S. Five-twenties of 1868, 109⅝@109¾; U. S. Ten-forties at 106⅛@106⅝; U. S. Six per cent. currency bonds, 110¾@111.

State bonds have been in moderate demand, through the week, and have been quoted generally firm, though closing somewhat irregularly.

Railway bonds have met with a fair sale for investment purposes at firm prices. Central Pacific Sixes closed on Wednesday at 94¼, with a very light floating supply of the bonds available at this figure, which covers the gold interest from July 1, or nearly five months, making the net currency price only about 88⅛. There has been a freer call from investment buyers for the First Mortgage six per cents of the Chesapeake and Ohio Railroad Company, a further portion of which loan is being marketed by Messrs. Fisk & Hatch, the financial agents of the Company, at the original price of 90 per cent. and accrued interest. The bonds are a gold loan, principal and interest being made payable expressly in United States coin; and they are regarded as a strictly first-class security. Union Pacific Sixes, which fell to 80⅛ on Tuesday, closed on Wednesday at 79@80.

The Land Grant and Income Bonds of the Union Pacific Company have also been unfavorably affected, as well as the First Motrgages of the same company, by the influence of the somewhat mysterious fall in the Union Pacific Stock, which latter was said to have been owing in some measure, to the manipulations of speculative operators, interested in depressing the price. The closing quotations on Wednesday were as follows: Stock, 17@¼; First mortgage bonds, 79¼@80; Land grant bonds, 68@68; and Income bonds, 59½@60.

Railway and miscellaneous share property has been more active, but at more variable prices, closing weak and irregular.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 16.	Nov. 23.	Nov. 30.
Consols	92	92¾	93 3/16
U. S. 5-20's of 1862	87¼	88	88¼
U. S. 5-20s, 1865	86¾	87¼	87⅝
" 1867	88¾	89¼	89¾
" 10-40s	85¾	87	87
Erie	18	18⅛	20¾
Ill. Central	109¾	111	111
At. and Gt. West	31½	32	28

There has been less activity in General Business. The Cotton movement has been exceptionally brisk, but under free receipts, prices have declined. Breadstuffs have been in less demand and closed decidedly in favor of buyers. Provisions have been moderately dealt in at irregular. Middling upland cotton closed steady on Wednesday at 16⅛ cts. per lb. The stock of cotton now here is given at about 63,000 bales. The receipts at the port this week, have averaged about 9,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 919,400 bales, against 778,100 bales same time in 1869–'70; exports same time 465,200 bales, against 374,700 bales same time in 1869–'70; stock on hand at latest dates, 343,750 bales, against 261,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 13,696 pkgs., against 20,046 pkgs., same time in 1869. From Boston, 7,064 pkgs. in 1870, against 6,878 pkgs. same time in 1869.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were sold at a material reduction in price, the range having been from $3 45@$4 55, as against $3 85@$5 05 in October.

At the Live Stock markets, this week, Beeves have been in rather better request and a shade firmer; we quote the range at from 9@16¼c. per lb.; week's receipts, 5,883. Milch cows quiet at $40@$110 each, receipts, 113. Veal calves have been in limited demand at from 5@11½c. per lb.; receipts, 2,053. Sheep in quite moderate request at from 3½@6¼c.; lambs at 5@8c. per lb.; receipts, 35,768. Swine have been in slack demand at 6¾@7⅛c. per lb., all live weight; receipts, 24,082.

Foreign Goods have been quiet at less buoyant prices. The dry goods entries at this port, last week, were $1,892,837, making with the general merchandise imports a total of $5,899,787, against $6,219,745 the preceding week.

Ocean freights have been less active, and rates have been variable. For Liverpool we quote flour at 2s. 6d.@2s. 7½d. by sail, and 3s. by steamer per bbl.; grain at 7½@8¾d. by sail, and 8@8¼d. by steamer per bushel; cotton at ¼@ 5/16d. by sail and ½d.@9/16d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 515.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending November 29d, and since the beginning of the year:

	1869.	1870.
For the week	$4,078,197	$4,810,040
Previously reported	177,136,876	168,281,586
Since Jan. 1	$181,214,578	$173,091,626

The imports for the week ending Nov. 26, and

since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,168,847	$1,892,837
Gen. merchandise	3,013,850	4,006,950
Total for the week	$4,182,697	$5,899,787
Previously reported	264,263,064	270,261,228
Since January 1	$268,445,761	$276,161,015

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. consol. bonds, 89; Cedar Falls and Minnesota 1st mort., 84; Toledo, Peoria and Warsaw 1st mort., W. D., 81; Jefferson R. R. 1st mort., 90½; Galena and Chicago 1st mort., 100; Pacific R. R. 7s, guar. by Mo., 97½; Chicago and Northwestern Interest bonds, 92; Rome, Watertown and Ogdensburg R. R., 125; Hartford and New Haven R. R., 165; do., scrip, 150; Norwich and Worcester R. R., 104½; St. Louis and Iron Mt. R. R., 47⅜; do., 1st mort., 89½; Brooklyn 6s, W. L., 96; N. Y. City 6s, 1887, 102; Connecticut 6s, War Loan, 101¼; Georgia 7s, 91½; do., 6s, 82; South Carolina 6s, new, Jan. and July, 69; North Carolina 6s, special Tax, 19½; do., Fund Act, 1868, 27; do. 1866, 36½; Louisiana 6s, old, 72; do., 6s, Levee bonds, 69; Alabama 8s, 101; California 7s, 112½; Western Union Telegraph, 42¾; Brunswick City Land, 8; Am. Mer. Union Exp., 46¼; U. S. Exp., 84½; Adams Exp., 64¾; Black Hawk gold, 0.35; Grass Valley gold, 0.20.

Philadelphia.—West Jersey 6s, 91; do. 7s, 95¾; Oil Creek and Allegheny River R. R., 46; do., 7s, 78½; Wilmington and Reading 7s, 91; Sunbury and Erie 7s, 104¼; Lehigh Nav. conv. Loan, 79½; Warren and Franklin 1st mort., 85; Pennsylvania R. R. Gen'l mort. coupon, 96½; Philadelphia and Reading Debt bonds, 82½; Morris Canal 7s, scrip, 70; Phila., and Trenton R. R., 115; Germantown Passenger R. R., 30; Phila City 6s, new prior to 1862, 103¼; Dalzell oil, ⅜; McClintock oil, ⅜; Shamokin Coal, 4¾; Fulton Coal, 4½; Locust Mt. Coal, 42½. The latest quotations are: City 6s, 101@101¼; do. free of tax, 102@102¼; State 5s, coupon, 103@104; do. 6s, W. L., 104@104¾; do. 1st series, 104@105; do., 2d series, 105@105¾; do., 3d series, 107@108; Reading, 50⅞@51; do., 7s, 1893, 104@—; do., mort. 6s, 1880, 98@98½; Camden and Amboy, 115@115¼; do., mort. 6s, 1889, 94½@95; do., 1883, 93¾@94¼; do., 1889, 92¾@93½; Penn. R. R., 60¼@60⅜; do., 1st mort., 102@104; do. 2d mort., 98¾@99; do. Gen'l mort. coupon, —@95¾; do. reg., 94½@—; Little Schuylkill R. R., 43@44; Morris Canal, 30@30; do. pref., 71@72; do., 6s, 80@84; do., scrip 7s, 70@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7⅝@7¾; do. pref., 16¼@16¾; do., 6s, 1882, 74½@75; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 92¾@95; do., 5s, 58@60; Lehigh Coal and Navigation, 83@83¼; do. 6s, 1884, 84@84¼; do. R. R. Loan, 88@88¼; do. Gold Loan, 89½@89¾; North Pennsylvania, 46¼@—; do., 6s, 100@—; do., 7s, 92@—; do. Chattle 10s, 111@112; Philadelphia and Erie, 26½@26⅝; do., 6s, 91@91½; Minehill, 51¾@52; Catawissa, 12@16; do. pref., 37½@37¾; Lehigh Valley, 59⅝@59¾; do. 6s, 99@99½; do. 6s, reg., 99¼@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 55@56; Thirteenth and Fifteenth, 21@22¼; Spruce and Pine, 24@25½; Green and Coates, 40@45; Chestnut and Walnut, 44½@44¾; Hestonville, 15⅝@15¾; Union, 47½@—.

Boston.—Burlington and Missouri River R. R. 8s, 1878, 103; do., 1889, 102¾; Vermont Central 1st mort., 85; do., 2d mort., 37½; Vermont Central and Vermont and Canada 8s, 1889, 102½; Stanstead, Shefford and Chambly 7s, 84; Boston and Lowell 6s, 1879, 98; Iowa Central R. R. 7s, 86; Michigan Central R. R. 8s, 1890, 106½; Cedar Rapids and Missouri 7s, 1916, 88¼; Old Colony and Newport 6s, 1875, 96¾; Cincinnati and Indiana 7s, 1877, 82¼; Cincinnati, Sandusky and Cleveland R. R., 25⅜; Stony Brook R. R., 98; Rutland pref., 78⅛; Norwich and Worcester R. R., 104¼; Indianapolis and Cincinnati R.R., 7¼; Conn. and Pass. Rivers R. R. pref., 83; Essex Co., 133½; Cary Imp., 8; Boston Water Power Co., 19⅜; Maine 6s, 1889, 97¾; Vermont 6s, 1871, gold, 105½; Massachusetts 5s, 1890, gold, 95¼; do. 6s, 5-20s, currency, 100½; do. 6s, 1876, gold, 105¼; Lynn 5s, 1882, 86¼; Hartford 6s, 1898, 95⅛; St. Louis City 6s, 1873, 95; Portland 6s, 1877, 95; St. Louis County 7s, 1888, 96⅛; Boston 6s, 1880, currency, 101; do. 5s, 1878@1883, gold, 96; Roxbury 5s, 1880, 91; do. 6s, 1873, 103¼; Bath 6s, 1891, 88; Worcester 6s, 1885, 99; Allouez Mining Co., 1; Hecla, 125.

Baltimore.—Virginia 6s, old, reg., 49⅞; Orange and Alexandria 3d mort., 83; do. 4th mort., 72½; Pittsburgh and Connellsville bonds, 92½; Virginia and Tennessee 2d mort., 74. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅝@92⅞; Baltimore and Ohio, 132@132; do., 6s, 1875, 95@96; do., 1880, 93@94; do. 1885, 92¼@93; Northern Central, 40@40¼; do. 6s, 1885, 93½@96; do., 1900, 89@90½; do. 6s, 1900, gold, 92½@93; N.W. Va. 1st mort., 95@96½; do. 2d mort., 95@—; do. 3d mort., 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92@92½; do. 2d mort., 72¼@72⅝; Central Ohio, 23½@—; do. 1st mort., 83½@85½; Western Md. 6s, 1890, —@78; do., guar., by Baltimore City, 90@94; do. 2d mort., guar., 89@—; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80½@82; Richmond and Danville bonds, 74½@75; Orange and Alexandria 1st mort., 6s, 80@—; do., 2d mort., 6s, 76½@78; do. 3d mort., 8s, 82@82½; do., 4th mort., 8s, 74½@76; Orange, Alex. and Manassas 7s, 78@78½; Virginia and Tennessee 8s, 81⅞@82½; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 78½@75; Baltimore 6s, 1875, 92½@93½; do., 1884, 92½@94; do., 1886, 92½@93; do., 1890, 94½@95; do., 1893, —@92; do., 1900, 93¼@94; do., 5s, 1838–70, 75@80; Memphis City 6s, 56@60; Maryland Defense Loan, 1883, 104½@—; City Passenger R. R., 20@20½; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

☞ The contract for building the Illinois Grand Trunk railway from Mendota to Prophetstown, also for the extension of the American Central railway from Boston to Keithsburg, has been awarded to Messrs. Daniel L. Wells & Co., of Milwaukee.

☞ The first passenger car on the Portland and Rochester Railroad, from Alfred to Springdale, was run on the 22d ult.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Nov. 28, 1870.

FUNDING FIVE TWENTY BONDS.

The disposition on the part of the holders of United States Five-twenty Bonds to fund them into some reliable Security bearing the same rate of interest, having a longer time to run, and in the exchange for which a difference may be realized, is now very general throughout the country.

Within the past three months *over three million dollars* in Five Twenty Bonds have been funded through our office into substantial and desirable Railroad Loans, dealt in and recommended by us, viz.: The CENTRAL PACIFIC, the WESTERN PACIFIC, and the CHESAPEAKE AND OHIO—in addition to large sales of the same securities for cash. We can recommend them with confidence for new investments, or for funding Five-twenties, without reduction of interest, and with unimpaired security.

THE CHESAPEAKE AND OHIO RAILROAD LOAN, originally offered by us last Winter, was so rapidly taken up, that prior to June last, a sufficient amount had been sold (over $5,000,000) to supply the Company with all the money that would be required during the current year. We are now selling a further amount, at the original price of 90 and accrued interest from Nov. 1.

The Bonds are in denominations of $100, $500 and $1,000, Coupon or Registered. Interest 6 per cent. in gold, payable in New York, May 1 and Nov. 1.

THE CENTRAL PACIFIC BONDS are all Coupon Bonds of $1,000 each, interest payable Jan. 1 and July 1. They are well known, and have a ready market in all the money centres of this country and Europe, and are daily quoted at the Stock Exchange.

We deal in them the same as in Government Bonds, and furnish them at current market price. Price to-day 91, including the accrued interest due Jan. 1, (three per cent., Gold.)

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

Lockwood & Co.

We invite attention to the Advertisement of Messrs. LOCKWOOD & Co., Bankers, on the last page of this week's issue. Mr. LE GRAND LOCKWOOD, the senior partner, has been in this business for 25 years, where his ability, and reputation for liberality, built up a house whose commission business during the war was the largest in New York—amounting at times to more than one hundred millions per month. It has been a standing principle with this house to suffer loss themselves rather than do a possible injustice to others. This has, we believe, given them a reputation for honorable dealing unsurpassed by any in the city. Their very large experience, covering every species of transaction in stocks, etc., and their ample facilities, are a guarantee that their customer's business will be done on the best terms, and in the most satisfactory manner.

Iron Production in the United States.

The following statistical facts in reference to the production of Iron in the United States are from advance sheets of the Report of Mr. Henry McAllister, Jr., Secretary of the Pennsylvania Iron and Steel Association, 522 Walnut St., Philadelphia. He says:

The development of the pig-iron manufacture, that was noticed at length in our report for the years ending 1866, 1867 and 1868, continued with increased vigor during the year 1869. The remarkable growth of this branch of business during the past few years has by no means been confined to the older iron regions, from which, until recently, the principal supply of iron for the whole country has been drawn. Localities that have long been known as admirably adapted to the manufacture of iron, but which it has been supposed would not be called upon to yield their stores of mineral wealth for years to come, have suddenly loomed up into importance. Several States, that five years ago were compelled to purchase every pound of pig iron for consumption, now produce many thousands of tons annually.

For some years prior to 1860 Indiana produced a small quantity of charcoal pig iron, about 1,000 tons per annum. From that time until 1867 no pig iron of any kind was made in the State. In 1867 a large bituminous coal furnace, with a capacity of 9,000 tons per annum, and employing a capital of $150,000, was erected at Brazil, Clay county. In the following year two furnaces were built, with a capacity of 7,500 tons each, with a capital of $200,000. The same year another furnace was built in Clay county, with a capacity of 3,600 tons, and employing a capital of $100,000.

Last year a fifth furnace was blown in the same locality, having a capacity of 3,600 tons and capital of $125,000. A sixth furnace, at Terre Haute, has just been completed, having a capacity of 7,500 tons and employing a capital of $150,000. These furnaces produced, in 1869, about 23,500 net tons of iron. Their united capacities are 35,000 tons per annum, and a capital of $725,000 is employed in their operation. Four additional furnaces would have been erected during the course of the present year but for fear of legislation adverse to the iron interest. In Illinois prior to 1859, a few hundred tons of pig iron was made annually. From that time to the beginning of last year there was not an active furnace in the State. Within the past eighteen months, however, the business has received a new impetus. Six large stone-coal furnaces have been erected; four of these are in the vicinity of Chicago, and two at Grand Tower, in Jackson County, on the Mississippi River. We hear of a seventh in course of construction, but cannot now name the locality. Thus, in the short space of eighteen months, Illinois has acquired a capacity for producing from 50,000 to 60,000 tons of pig iron. A bituminous coal furnace, having a capacity of thirty-five tons per day, has been erected at Milwaukee, Wis. Five large stone-coal furnaces have been built in Missouri within the past year. That great and growing State has now a capacity of 300 tons of pig iron per day, with means for greatly increasing the production should legislation be propitious.

To show the condition of the iron manufacture in Eastern Kentucky, we cannot do better than quote from a letter recently received from a gentleman living near Ashland, in that State. He says: "During the last three years two large stone-coal furnaces and two charcoal furnaces have been built near this place, all within sight of each other, on the bank of the Ohio River. Raccoon, Buffalo, Lovel, Greenup and Kenton furnaces, that were all idle during the depression before the war, have started again within three years.

In the States north and east of Pennsylvania, the production of Anthracite Iron in 1869 was 269,256 tons, as follows:

	Tons.
New Jersey	54,201
New York	210,855
Massachusetts	4,200

The production of Anthracite Iron in these States has risen from 64,969 tons, in 1864, to the quantity above given, in 1869. The anthracite furnaces in the State above named were erected as follows: 1 in 1844, 2 in 1845, 3 in 1847, 2 in 1848, 3 in 1850, 3 in 1852, 2 in 1853, 4 in 1854, 1 in 1855, 2 in 1857, 2 in 1860, 3 in 1861, 1 in 1862, 3 in 1864, 2 in 1865 and eight since 1865; eight of the whole number erected have been abandoned and dismantled.

The following statement shows the progress of this branch of manufacture in the States above named:

Years.	Mass.	New York.	New Jersey.	Total.
1854	4,978	35,619	24,372	64,969
1855	7,181	49,728	31,754	88,663
1856	3,855	52,826	29,247	85,928
1857	3,900	46,486	22,785	73,171
1858	3,300	49,380	16,447	68,827
1859	1,000	68,282	28,394	97,686
1860	....	79,509	27,092	106,601
1861	....	66,793	24,000	90,793
1862	....	72,702	27,500	100,202
1863	....	109,992	38,000	147,992
1864	2,509	121,863	41,000	162,863
1865	3,000	80,420	16,195	99,615
1866	3,606	118,274	40,680	162,560
1867	3,500	151,586	36,919	192,000
1868	4,000	160,681	47,209	211,895
1869	4,200	210,855	54,201	269,256

The production of anthracite pig iron in Pennsylvania in 1869 was 592,739 tons. Of this quantity 300,916 tons were made in the Lehigh region, 150,409 tons in the Schuylkill regions, 123,273 tons in the Upper Susquehanna, and 118,141 tons in the Lower Susquehanna. This product exceeds by 20,784 tons, or 3.09 per cent., that of 1868; 98,469 tons, or 36¼ per cent., that of 1867; 118,980 tons, or 20¾ per cent., that of 1866.

The following statement shows the whole product of anthracite pig iron in Pennsylvania for the past eight years:

Years.	Production.	Years.	Production.
1862	370,304	1866	573,759
1863	432,072	1867	594,270
1864	590,690	1868	671,955
1865	377,443	1869	692,739

The production in Maryland for 1869, of anthracite pig iron, was 9,155 tons.

The total product of anthracite pig iron in the United States in 1869, is shown to be as follows:

	Tons.
Massachusetts	4,200
New York	210,855
New Jersey	54,200
Pennsylvania	692,739
Maryland	9,155
Total	971,150

The yearly product of anthracite pig iron for the past ten years has been as follows:

	Production. Tons.	Inc. or Dec. per cent.
1860	519,211	....
1861	409,229	Dec. 21.18
1862	470,315	Inc. 14.90
1863	577,638	Inc. 22.82
1864	684,018	Inc. 18 41
1865	479,558	Dec. 29.89
1866	749,367	Inc. 56.26
1867	798,938	Inc. 6.57
1868	893,000	Inc. 11.80
1869	971,150	Inc. 8.74

The production of raw bituminous coal and coke pig iron, in 1869, amounted to 553,341 tons, an increase of 213,341 tons, or 62.74 per cent. over that of 1868, and 234,694 tons, or 78.65 per cent. over that of 1867, and 284,345 tons, or 105.7 per cent. over that of 1866. In 1854 the production of this class of iron was 54,485 tons, since which the average annual increase has been 54½ per cent. The great progress made by this branch of business in several localities during the past few years is truly astonishing. In illustration of this we will cite a few instances:

In 1864 there were eleven furnaces of this class in the Shenango Valley, Pennsylvania, the oldest of which was erected in 1844. The capacity of these furnaces was about 45,000 tons annually. During the five following years, to 1869 inclusive, there were erected in that locality ten additional stone-coal furnaces, having a capacity of from 85,000 to 95,000 tons, and employing a capital of $800,000. During the same time three charcoal furnaces were built in the valley, with a capacity of 8,000 tons, costing about $50,000. The capacity of the old furnaces has been increased fully twenty-five per cent. by revision and enlargement during the past five years. In the Hanging Rock region of Ohio, five bituminous coal furnaces have been built or rebuilt within three years, increasing the capacity of that region 40,000 tons per annum. These new furnaces employ a capital, in works and ore and coal lands, of over $1,000,000. A similar development in the charcoal manufacture has taken place in the same locality. In the Mahoning region, in Northeastern Ohio, twelve large new bituminous coal furnaces have been built within three years; four were blown in in 1867, five in 1868, and three in 1869. These new furnaces have an annual capacity of 95,000 tons, and cost $750,000. Two large bituminous furnaces have recently been erected in Michigan—one in the vicinity of Detroit, the other in the Upper Peninsula. The latter, according to the latest advices, is about to be blown in. Of the growth of this branch of the pig iron manufacture in Indiana, Illinois and Missouri, we have previously spoken.

The production of charcoal iron in 1869 amounted to 392,150 tons, as follows:

	Tons.
New England States	38,000
New York, New Jersey, Pennsylvania and Maryland	134,000
Western States	206,500
Southern States	13,650

This quantity exceeds by 22,150 tons or about 6 per cent., the product of 1868; 47,809 tons, or 13.88 per cent., that of 1867, and 5,570 tons, or 17.91 per cent., that of 1866.

The annual production of charcoal pig iron in the United States for many years past has been quite variable, as the following statement will show:

	Production. Tons.	Inc. or dec. per cent.
1854	342,298	....
1855	339,922	Dec. 7.10
1856	370,470	Inc. 9
1857	330,321	Dec. 10¼
1858	285,815	Dec. 13½
1859	584,041	Dec. 4.10
1860	278,331	Dec. 2
1861	195,270	Dec. 29
1862	186,660	Dec. 4
1863	212,005	Inc. 13
1864	241,853	Inc. 14
1865	262,342	Inc. 8
1866	332,580	Inc. 26¼
1867	344,341	Inc. 3
1868	379,000	Inc. 7
1869	392,150	Inc. 6

It will thus be seen that with the exception of a single year there was a steady falling off in the production of charcoal iron from 1854 to 1862 inclusive, and as steady an increase from 1862 to the present time.

While but little progress has been made in this branch of manufacture in the New England and Middle States during the past three years, its growth in the West has been exceedingly gratifying.

Within that period a number of furnaces have been built in Ohio, largely increasing the capacity of that State for making this kind of iron. In Michigan, six new charcoal furnaces have blown in, having a total capacity of between 30,000 and 40,000 tons. In Wisconsin, a new charcoal blast

furnace was put in blast in 1869, another has been blown in since the beginning of the present year, and a third is now in process of construction. Two new furnaces, using charcoal for fuel, have been built in Missouri, and several in Kentucky. In the Southern States, a number of old charcoal furnaces that went out of blast when the war ended, have recently been repaired and lighted.

They are located as follows: One near Lincolnton, N. C., making about 1,500 tons per annum, a considerable part of which is converted into hollow-ware and other light castings for local consumption; two in Cass County, Georgia, which made, in 1868, 487 tons of charcoal iron, most of which was also made into hollow-ware; three in Alabama, which made respectively 500 tons, 4,908 tons, and 1,756 tons. The last named State is making a great effort to develop her mineral resources. The late Legislature passed an act granting aid to several important railroad companies, upon the condition that in the construction and equipment of said roads preference must be given, terms being equally favorable, in all contracts for cross ties, rails, chairs, spikes, joint fastenings, locomotives, cars of all kinds, and other materials and equipments, to the proprietors of such foundries, mills, manufactories, and other works, as are engaged in the manufacture of iron, of ores, and other raw materials found in the limits of the State of Alabama."

The whole product of pig iron of all kinds, in the United States in 1869, was 1,916,641 tons, as follows:

Anthracite pig iron	971,150
Raw bituminous coal and coke pig iron	553,341
Charcoal pig iron	392,150

The product in 1865 was 931,000 tons, it having more than doubled in four years.

The production of the rail mills for 1869 was as follows:

	Tons of 2,000 lbs.
Massachusetts	32,238
New York	79,463
Pennsylvania	319,653
Maryland	27,328
Ohio	41,837
Kentucky	7,817
Michigan	6,885
Illinois	53,261
Wisconsin	8,680
Other States	16,424
Total	593,586

The progress of this branch of manufacture during the past ten years is shown by the following table:

Year.	Production, in tons of 2,000 lbs.	Inc or Dec. per cent.
1860	205,038	....
1861	189,818	Dec. 7.4
1862	213,912	Inc. 12.6
1863	275,768	Inc. 28.9
1864	335,869	Inc. 21.6
1865	356,292	Inc. 6.2
1866	430,778	Inc. 20.9
1867	462,108	Inc. 7.3
1868	506,714	Inc. 9.6
1869	593,586	Inc. 17.12

Of the product of rails as above given for 1869, 9,650 tons were Bessemer steel. The construction of one or two large rail mills is now in contemplation, which will increase the capacity of our works beyond the total consumption of rails last year.

The product of the rolling mills, other than rail, for the year 1869, was 642,420 tons, which may be divided about as follows:

	Tons.
Merchants' bar and rod	292,500
Sheet	86,320
Plate	78,000
Hoop	17,200
Nails and spikes	146,400
Axles, and other	72,000

Of these manufactures we imported 120,796 tons, making a total consumption of rolled iron other than rails, in 1869, of 763,215 tons.

The product of the forges and bloomaries in 1869 was 69,500 tons, a slight decrease as compared with the average of the past five years.

Of steel of all kinds the product was 35,200 tons, of which nearly 12,000 tons were made by the Bessemer process.

The history of the iron-ore trade of Marquette or Lake Superior region for the year 1869 is exceedingly satisfactory. During the year 709,387 tons of ore were mined, the value of which, when loaded in the cars at the mines, is estimated at $3,166,190. The existence of iron ore in this region was made known in the year 1830, but the first opening was not made until late in the year 1846. From that time to the end of the year 1855, only about 25,000 tons were mined. Since the latter year the trade has grown with wonderful rapidity, the total quantity mined during the fourteen years that have since elapsed reaching the vast aggregate of 3,274,400 tons. From this ore over 2,000,000 tons of pig iron have been smelted, a quantity equaling the whole production of the country during the year just closed. From the excellent history of the iron mines and furnaces of the Lake Superior District, by A. P. Swineford, Esq., recently published, the following statement, showing the yearly production of ore in that region since 1856, is complied:

Year.	Tons of 2,000 lbs.	Year.	Tons of 2,000 lbs.
1856	7,840	1864	263,338
1857	23,520	1865	219,807
1858	34,759	1866	332,609
1859	73,560	1867	522,005
1860	130,937	1868	568,750
1861	50,882	1869	709,387
1862	129,608		
1863	207,488	Total	3,274,490

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—PERSONS CROSSING TRACK MUST LOOK BOTH WAYS.

The case of Havens *vs.* The Erie Railway Co., (41 N. Y., 296,) was an action under the statute for negligently causing the death of the plaintiff's intestate, at a railroad crossing in the town of Corning.

Evidence given by the plaintiff's witnesses tended to show that no whistle was blown or bell rung upon the defendant's train when approaching the crossing where the accident occurred.

The defendant's counsel requested the court to charge, that if the bell was rung as the defendant's engineer and fireman swear it was, the plaintiff cannot recover. The court refused and the defendant excepted. The jury brought in a verdict for the plaintiff for $1,300.

The following is the opinion of the court delivered by

GROVER, J.—The questions argued by the counsel for the appellant, are those arising upon exceptions taken by the defendant's counsel upon the trial to the charge of the judge to the jury, and to his refusal to charge as requested. It appears from the case, that when the judge concluded his charge, to which no exception was taken, that the plaintiff's counsel requested him to charge that the deceased was not bound to stop and look up and down the road unless there were signals given; and that if they heard no signals they would have the right to think that there was no train within eighty rods, and the court so charged. The defendant's counsel here asked the court to charge, that if the deceased might at any point within ten rods of the crossing have easily seen the approaching train nearly a mile off, he was bound to survey the space, or in other words to look up the road, and if by omitting so to do he lost his life, the plaintiff cannot recover. The court refused, and the defendant's counsel excepted. This request of the defendant's counsel must be read in connection with the propositions charged by the court upon the request of plaintiff's counsel immediately preceding it. When so read, it is clear that the point in controversy between the counsel was, whether the omission to give the signals upon the train required by statute excuses the traveller approaching the crossing from all obligation to look up and down the track, when that can readily be done, to ascertain whether trains are approaching, and whether the omission to use his eyes for that purpose constitutes negligence that will preclude a recovery for an injury received by a collision with such train.

From the charge given, and the refusal to charge as requested, the jury must have understood the court as holding that the omission to give the signals did excuse the traveler from looking up and down the track, and that his omission so to do was no obstacle to a recovery. At the time the case was tried, some doubt existed as to the law upon these points in this State. Opinions given in this court published in the reports, had laid down the law, as it was given by the judge to the jury in the present case, but a close examination of the cases in which they were given will fail to show that such was the doctrine of the court. On the contrary, the rule that any negligence of the party injured contributing thereto will bar a recovery therefor has been uniformly adhered to. It may now be regarded as settled by this court that a traveler approaching a crossing is required to use his eyes and ears in looking and listening to ascertain whether trains are approaching, irrespective of the question whether the signals required by statute are given upon the train, and if an injury is received in consequence of his omission so to do, he cannot recover therefor. (Ernst *vs.* Hudson R. R. Co., 39 N. Y. 61; Wilcot *vs.* Rome and Watertown R. R. Co., id., 858.) The principle of these cases has been applied in several subsequent cases not reported. A further discussion of the principle or examination of the cases is unnecessary. The evidence in the case clearly made it the duty of the judge to charge upon these points. There was evidence tending to show, that by looking, the train could have been readily seen, and thus the danger avoided. The judge erred in refusing to charge as requested by the defendant's counsel. He should have instructed the jury that an omission to ring the bell, or blow the whistle, would not excuse the deceased from the observance of proper care on his part, and that this care required him to look for trains when he had opportunity so to do, while riding in the wagon; and that if the injury would have been avoided by his so doing, the plaintiff could not recover. The judgment should be reversed and a new trial ordered.

Judgment reversed.

☞ The formal opening of the Extension of the Boston, Concord and Montreal Railroad from Whitefield to Lancaster, N. H., took place on the 29th ult.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Nov. 29, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,590.—Combined Railroad Jack and Pinch Bar, Matthew G. Collins, Meadville, Pa.

109,616.—Steam Generator, John Houpt, Springtown, Pa.

109,628.—Truss Bridge, William Johnson, Lambertville, N. J.

109,637.—Pier for Bridges, Christian H. Lilienthal, Yonkers, N. Y.

109,645.—Steam Generator, Joseph A. Miller, Boston, Mass.

109,652.—Steam Generator, Eujen Neumann, New York, N. Y.

109,670.—Railway Frog, John C. Rupp, Newark, Del.

109,695.—Atmospheric Car Brake Pipes, George Westinghouse, Jr., Pittsburg, Pa.

109,727.—Railway Car Brake, Francis M. Finnell, Covington, Ky.

109,751.—Station Indicator, Louis Nelke, Chicago, Ills.

109,788.—Steam Engine, Francis Wedge, Zanesville, Ohio.

Chesapeake and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Richmond, Va., on the 24th ult. The Report of the President, Hon. C. P. Huntington, shows that the affairs of the company are in a flourishing condition, and states that the entire lines to the Ohio river will be completed and in running order by July, 1872. The report gives the total receipts for the year ending September the 30th, as $677,325 27, and the total expenses $617,439 03, making the net receipts $59,886 24. The following board of directors for the ensuing year were unanimously elected: C. P. Huntington, A. A. Lowe, W. H. Aspinwall, Richard Irvin and William B. Hatch, of New York; H. C. Parsons, of West Virginia, and John Echols, William C. Wickham and Jos. R. Anderson, of Virginia.

☞ The Tredegar Works at Richmond, Va., work from 800 to 1,000 hands, and water power and horse power equivalent, perhaps, to ten thousand hands more. They turn out thirty-eight cars per month, besides vast quantities of railroad spikes, fish bars, bar iron, &c.

☞ The Central Ohio Railroad Company have declared a semi-annual dividend of three per cent. on both common and preferred stock, payable on the 31st inst. at the Western National Bank, Baltimore.

☞ The Chicago and Northwestern Railway Company has declared a semi-annual dividend of 5 per cent. cash, free of government tax, payable December 30. The dividend is on both classes of stock.

☞ The quarterly dividend of the Erie and Pittsburg Railroad Company will be paid at the office of the Union Trust Co., New York, on the 10th inst.

Vermont Central Railroad.

The annual meeting of the first mortgage bondholders was held in Boston on the 30th ult. From the Trustee's report, which was submitted by J. Gregory Smith, it appears that the net earnings of the road during the past year were $2,084,884 49, and the net expenses for operating the same, $1,495,907 50, leaving a balance on hand of $588,976 99. The proceeds from bonds and equipment loans were $484,310 08, which added to the above earnings, made the total receipts $2,571,814 58. The disbursements were $2,553,880 61, and the assets $578,588 33.

The increase of earnings over those of last year was $32,029 52, which was an excess of $135,454 07 over those of any preceding year. The increased expense caused by the great flood, from which the railroad suffered severely, was $137,810 05, making a reduction in the net earnings of $2,355 98.

The trustees speak in the most satisfactory terms of the increased business of the road. Within the year there has been added to the rolling stock 7 new first-class locomotives, 14 passenger, 7 baggage, 209 box, 166 platform and 20 coal cars. The changeable gauge system in cars has proved of great advantage. The trustees believe that the time has arrived when the road can be advantageously transferred to the corporation, with profit to the stockholders.

☞ The Duxbury and Cohasset Railroad Company have contracted with H. G. Reed, of Scituate, Mass., for the building of its entire road, 18½ miles long, the road to be ready for the rolling stock by July 1, 1871.

☞ Messrs. Watson & Co., of Paterson, N. J., have secured the contract for the erection of an iron bridge across the Connecticut river at Holyoke, Mass., for $141,600. The bridge is to be 1,600 feet in length.

☞ The New York canals will close on the 8th of December.

FULLER, LORD & CO.,

Machine-Forged Nuts,

BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, NEW YORK, Nov. 29, 1870.

THE COUPONS DUE DEC. 1 ON FIRST Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company (Eastern Division) will be paid at the office of the Farmers' Loan and Trust Company, No. 26 Exchange place, on and after that date. ZENO SECOR, President.

FOR SALE—56 and 60 pounds English Rails here, and at New Orleans; and also to arrive at both ports. HEYERDAHL, SCHONBERG & CO., 32 Pine Street, New York.

ENGINES, TOOLS, MACHINERY, &c., FOR SALE

AT

THE NOVELTY IRON WORKS, foot of East 12th St., New York,

—Embracing ENGINES, PLANERS' LATHES, SMITHS' and BOILER MAKERS' TOOLS, MACHINERY and PATTERNS, &c., &c., of the most approved kinds. Also

6 HIGH-PRESSURE ENGINES, partly finished;
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and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

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Receiver of the Novelty Iron Works.

Oct. 29, 1870.

CAR SPRINGS (RUBBER) for sale—about one and a half tons of good sizes and quality—open to offers to clear—Address

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1,000 tons LLYWVI VALE.
1,000 " BAILEY BROS.
300 " EBBW VALE.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
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AT THEIR OLD LOCATION,

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THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
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Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

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NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

By the Governor:

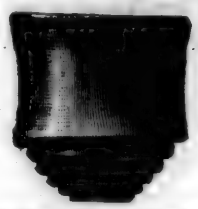
ROBERT H. ATKINSON,
Executive Secretary.

VOSE, DINSMORE & CO.,

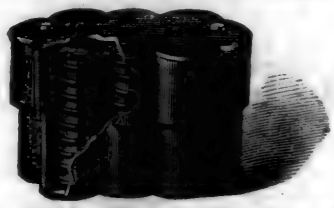
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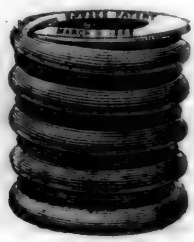
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



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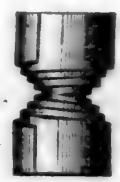
Large Rubber Centre Spiral.



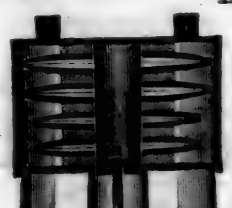
Compound Spiral.



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All Springs made by us are WARRANTED.

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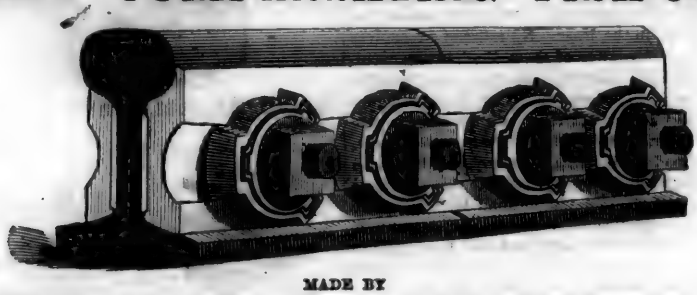
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York Saturday, December 10, 1870.

☞ CAUTION.—THE PUBLIC ARE CAUTIONED against having transactions with any persons issuing circulars or undertaking to transact business under the name of our firm who are not connected with us.

LOCKWOOD & CO., No. 94 Broadway.

Pittsburg and Connellsville Railroad.

At the annual meeting of the stockholders of this company in Pittsburg on the 5th inst., the following gentlemen were elected directors for the ensuing year: Wm. Oden Hughart, G. L. B. Fetterman, Wm. Phillips, Wm. Baldwin, Wm. S. Bissell, Pittsburg; Cyrus P. Markle, West Newton; Cyrus Meyers, Somerset; Johns Hopkins, Wm. H. Perkins, Israel Cohen, Hazeltine G. Vickery, Hugh Sisson, Baltimore.

At a subsequent meeting of the directors the following officers were chosen: President—W. O. Hughart; Secretary and Treasurer—J. H. Page, Jr.; Chief Engineer—B. H. Latrobe; Solicitor—George Shires, Jr.; Master of Transportation—D. D. Angell; Master of Machinery—D. P. Rannie; Master of Road—F. W. Smith; General Agent and Paymaster—W. B. Stout.

The gross earnings of the road for the year ending September 30, 1870, were $655,786 11; the expenses $469,887 60; and the net earnings $185,848 51.

☞ The Monadnock Railroad is graded from Winchendon to within about a mile and a half of Peterboro' village, and the rails are laid and trains running to Jeffrey and Moone's Mill in Peterboro.'

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1870:

	Memphis Branch.	Knoxville Branch.	Main Stem.
Passeng's.	$111,623 20	$103,694 18	$791,979 68
Freight ..	141,074 63	159.758 84	1,393,474 78
Express ..	11,003 67	12,980 99	86,977 93
Mail	5,100 00	7,445 00	32,654 84
Miscel'ous	311 33	540 96	35,857 39

Total Main Stem	$2,340,944 62
" Knoxville Branch	284,419 97
" Memphis Branch	269,112 83
" Bardstown Branch	26,358 98
" Richmond Branch	33,822 40

Total Main Stem and Branches, viz:

From passengers	$1,034,435 98	
" freight	1,723,644 35	
" express	113,128 94	
" mail	46 583 08	
" miscellaneous	36,866 45	
		$2,954,658 80

Total running expenses, viz:

Repairs of road	$365,921 20	
" bridges	14,572 86	
" depots, etc.	20,622 49	
" cars	114,144 63	
" engines	127,195 98	
Transportation	547,218 25	
Motive power	133,552 17	
Fuel account	158,335 93	
Oil and waste	25,207 31	
Water supply	17,863 82	
General expense	44,915 57	
Improvement	141,649 36	
Salary account	24,950 00	
Watchman account	8,728 76	
Stationery account	510 35	
Insurance	1,320 00	
Internal revenue tax	62,827 93	
Revenue stamps	1 291 80	
Reconstruction	1,697 06	
		1,812,525 47

Net earnings (38.66 per cent.)	$1,142,133 33
Add balance from previous year	1,868,468 09
Sundry credits during the year	10,430 60
Total	$3,021,132 02

From which deduct—

Improvement extraordinary—rolling stock, buildings & grounds	$593,107 09	
Interest account	351,930 83	
Discount on $5,104,000 Consolidated Mortg'ge bonds	719,421 13	
Dividend No. 14	260,460 00	
Dividend No. 15	347,236 00	
		2,272,155 05
Balance to credit June 30, 1870		$748,976 97

The following is a comparative statement of the earnings, expenses and net earnings during the past and preceding years:

	1869.	1870.
Gross earnings	$2,381,138 55	$2,954,658 80
Operating expenses.	1,349,461 79	1,812,525 47
Net earnings	$1,031,676 76	$1,142,133 33

This shows an increase in gross earnings of $573,520 25; in expenses of $463,063 68, and in net earnings of $110,456 57.

Included in the operating expenses is the sum of $141,649 36 expended in the improvements. Deducting these expenditures the operating expenses proper were $1,670,876 11, and the net earnings $1,283,782 69, or 43½ per cent.

The bonded debt of the company, June 30, 1869, was		$5,218,500
Consolidated mortgage bonds executed during the fiscal year		3,500,000
		$8,713,500
Main Stem mortgage bonds redeemed during this fiscal year	$139,000	
Memphis Branch mort. bonds redeemed during this fiscal year	70,000	
Bardstown and Louisville Railroad mort. bonds redeemed during this fiscal year	26,500	
		235,500
Total Bonded Debt		$8,478,000

The above amount includes—

City of Louisville bonds without mortgage	$849,000	
Consolidated mort. bonds unsold	132,000	
		981,000
Making the total mort. debt this date		$7,497,000

Seven per cent. cash dividends have been de-

clared upon the stock of the company during the fiscal year.

There has been redeemed during the year of the mort. bonds.....	$235,500 00
Expended on Lebanon Branch Extension south of Lebanon.....	178 845 24
Interest paid during same period...	351,930 88
Additional rolling stock and depot grounds.....	593,107 09
	$1,354,383 16

The traffic of the Lebanon Branch is gradually increasing, and when extended so as to connect with the East Tennessee and Virginia Road we may reasonably expect some return for the large expenditure made.*

By order of your Directors, George MacLeod, Esq., Chief Engineer, has made a survey and estimates for a railroad from London to Cumberland Gap, which is hereby annexed. Two routes have been surveyed—one, 55.2 miles, is estimated to cost $2 146,230; total cost per mile, $39 022 which includes ballast and rolling stock. The other is 54 miles, and is estimated to cost $2,117, 219, or $39,207 per mile.

General Mahone, President of the Southside Railroad and the Virginia and Tennessee Railroad, reports that he expects soon to effect the permanent consolidation of the several companies, which will make up a line from Norfolk, Va., to Cumberland Gap. There is only about one hundred miles from Bristol to Cumberland Gap to be constructed in Virginia.

When we shall have received satisfactory evidence that the link from Bristol to the Gap can be constructed, it will remain for you to determine what shall be done to enable us to join rails with the Virginia Railroad at Cumberland Gap, giving us an unbroken connection with the railway system of this great State, and a direct line to Norfolk.

The Glasgow Railroad, from Glasgow, in Barren County, to Glasgow Junction, on our road, was commenced many years since, but failed of completion for the want of the necessary funds. Through the energy and perseverance of J. B. Garnett, Esq., its President, and other friends of the road, the necessary funds for the completion of the work were this year obtained, and the road will soon be opened for traffic, which will add another feeder to our road.

We continue to operate under lease the Memphis and Ohio Railroad, leading from Memphis to Paris, Tenn. This road is in good condition, and its traffic is gradually increasing, as you will see by referring to the General Superintendent's report for the results of the year's operations.

There has been no change in the situation of the Memphis, Clarksville and Louisville Railroad. It remains in the hands of a Receiver of the State of Tennessee, and this company continues to run it under and as the agent of the Receiver, by which arrangement, and by our lease of the Memphis and Ohio Road, we operate the line from Louisville to Memphis as one line. The total length of road now operated by this company is 605.8 miles.

Our connections with New Orleans, Texas, and other southern and southwestern points, over the Mobile and Ohio, Mississippi Central, and New Orleans, Jackson and Great Northern Railroads, have been materially improved. The New Orleans, Jackson and Great Northern and the Mississippi Central roads are both under the management of the same President, giving in effect, so far as running arrangements are concerned, but two companies between here and New Orleans, which will facilitate and increase the traffic over this line materially. Trains from New Orleans connect with ours at Humboldt, and sleeping cars run through from here to New Orleans daily. Freight is also transported without change of cars to and from New Orleans, Mobile, Savannah, Ga., Charleston, S. C., Wilmington, N. C., and all intermediate points.

The Elizabethtown and Paducah Railroad has been opened for business thirty-nine miles west of Elizabethtown, and track laying is steadily going forward. Rails have been purchased and are now being delivered sufficient to extend the track seventeen miles further. It is expected that fifty-six miles of this important road will be opened for business early in November, and early in January next to Green River, seventy-seven miles from Elizabethtown. The ability and energy manifested by the managers of this enterprise is a guarantee that this road will be completed to Paducah at an early day. It opens to trade and commerce a section of country hitherto not traversed by railroads, and passes through a rich mineral and agricultural district, which will be developed by this road, and add largely to the traffic of this company.

The Louisville, Cincinnati and Lexington Company are extending their road to Newport, where a bridge is being erected which will enable the Pennsylvania Railroad Company, lessees of the Little Miami, Columbus and Xenia Railroad, to form a continuous line from Louisville to all points East. They have secured the right of way through this city for the purpose of building, in conjunction with this company, a connection between our respective lines. When the connection at Cincinnati and this place is perfected our facilities for business will be materially improved, and you may reasonably expect an increased traffic.

The railroad bridge over the Ohio River at this point, in which this company is a large stockholder, has been completed, and the cars of the Jeffersonville, Madison and Indianapolis Railroad Company are daily crossing. It is a noble structure, highly creditable to the President and Directors, to those who initiated the enterprise, and to the engineer (Albert Fink) who made the plans and superintended its erection, and it doubtless will meet the expectations of the public, and the enterprising stockholders who provided the means for its construction, when proper provisions are made for crossing the trains of all railroads that terminate at Jeffersonville. When this is accomplished you may expect a large increase in the traffic of your road, besides satisfactory dividends upon the large sum invested by this company in the bridge.

Large expenditures have been made during the past year for additional rolling stock, to enable us to meet the increased demands for transportation, and additions made to the real estate of the company, and a system of improvements initiated which, when completed, will enable the company to manufacture its own cars and engines; thus securing cars and engines of a uniform character, and obtaining more durable and economical rolling stock than we have heretofore been able to purchase. The rolling stock and entire property of the company is in a better condition than at any former period.

It will be perceived that there has been an increase in the running expenses the last fiscal year over the preceding year. This has arisen mainly from the reduction in the tariff, the extension of switches, and the general improved condition of the road bed and equipment.

Our depot accommodations and offices are inadequate to the necessities of the company. We have commenced building a freight depot, and large expenditures will be required during the coming year for depots, offices, shops, etc., to meet the wants of the growing business of the company.

There has been a large increase in the income of the company during the past over the preceding year, and with improved connections in almost every direction and good crops, judicious and able management on our part will insure a continuance of increasing revenues. The roads of this company are but in their infancy. If managed in a comprehensive and judicious manner, they should be extended, as the means of the company and the business of the country justify, so as to develop the agriculture and commerce of the country, thereby building up the villages and cities along the line your roads.

The total length of the Main Line (Louisville, Ky., to Nashville, Tenn.,) is 185 miles; sidings, 21.62 miles—total, 206.62 miles. Length of Bardstown Branch (Junction to Bardstown) 17.30 miles; sidings, 0.82 mile—total, 18.12 miles. Knoxville Branch (Lebanon Junction to Mount Vernon) 99.46 miles; sidings, 9.92 miles—total, 109.38 miles. Richmond Branch, (Junction with Knoville Branch to Richmond,) 32.46 miles; sidings, 2.50 miles—total, 35.96 miles. Memphis Branch, (Junction to Tennessee State Line,) 46.41 miles; sidings, 3.63 miles—total, 50.04 miles. Total length of road and branches, 381.63 miles. Total length of sidings, 38.49 miles. Total miles of iron, 420.12.

Including the Memphis, Clarksville and Louisville Railroad (operated for the receiver) 82.6 miles, and the Memphis and Ohio Railroad (leased) 130.8 miles, the total length of road operated by the company is 594.3 miles.

Including the above roads, the following is the result of last year's operations:

Gross earnings of Louisville and Nashville Railroad and branches.		$2,954,658 80
Gross earnings of Memphis, Clarksville and Louisville Railroad		409,198 53
Gross earnings of Memphis and Ohio Railroad.....		790,648 74
Total earnings.....		$4,154,506 07
And total expenditures—		
Louisville and Nashville Railroad and branches.....	$1,812,525 47	
Memphis, Clarksville & Louisville Railroad.	408,061 45	
Memphis & Ohio R. R.	591,808 40	
		2,812,395 38
Total net earnings on 594.3 miles of road.....		$1,842,110 69

As compared with the previous year it will be seen that there has been an increase of 25.91 per cent. in the gross and an increase of 13.81 per cent. in the net earnings.

The following statement contains in a condensed form the general results of the operations of the Main Line and Branches during the years ending June 30, 1869 and 1870:

	1868–'69.	1869–'70.
Gross earnings.....	$2,881,188 55	$2,954,658 80
Operating expenses.	1,849,461 79	1,812,525 47
Net earnings.....	$1,031,676 76	$1,142,133 33
Proportion of expenses to earnings.....	56.67 per ct.	61.34 per ct.
No. of miles run by trains	887,965	1,229,056
Earnings per mile of train	$2.68	$2.40
Expenses " "	1.51	1.47
Net earnings " "	$1.16	$0.93
Av. length of road in use.	367.92m.	381.4m.
Earn'gs per mile of road.	$6,471 89	$7,746 87
Expenses " "	3,667 81	4,752 29
Net earnings " "	$2,804 08	$2,991 58
Mileage of freight cars..	7,243,969	10,631,525
" passenger cars	2,207,044	2,526,507
Number of tons carried.	817,208	438,413
Do. carried one mile ...	40,813,713	57,885,740
No. of passengers carried	891 827	456,065
Do. carried one mile....	22,561,417	27,230,015

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement;

* The track has been extended to Big Rockcastle River, eleven miles beyond Mount Vernon, and opened for business since the 30th June.

	Main Stem.	Bardstown Branch.	Knoxville Branch.	Memphis Branch.	Richmond Branch.
Gross earnings	$2,340,944 62	$26,358 98	$284,419 97	$269,112 83	$33,822 40
Operating expenses	1,362,250 71	22,174 48	173,810 06	220,855 44	33,434 78
Net earnings	$978,693 91	$4,184 50	$110,609 91	$48,257 39	$387 62
Proportion of exp. to earnings	58.19 per ct.	84.12 per ct.	61.11 per ct.	82.06 per ct.	98.85 per ct.
Number of miles run by trains	887,681	11,668	181,155	161,508	36,744
Earnings per mile of train	$2.63	$2.25	$2.16	$1.66	$0.92
Expenses per mile of train	1.53	1.90	1.82	1.36	91
Net earnings per mile of train	$1.10	$0.35	$0.84	$0.30	$0.01
Length of road in operation	185 miles.	17.3 miles.	99.3 miles.	46 miles.	33.8 miles.
Earnings per mile of road	$12,653 75	$1,523 64	$2,864 24	$5,850 28	$1,000 66
Expenses per mile of road	7,363 51	1,281 76	1,750 85	4,801 20	989 20
Net earnings per mile of road	$5,290 24	$241 88	$1,113 89	$1,049 08	$11 46
Passengers carried one mile	20,983 121	297,000	2,609,595	3,048,438	391,861
Tons of freight carried one mile	46,437,658	196,341	4,277,762	6,458,590	515,389
Earnings per passenger per mile	3.7743 cts.	3.9565 cts.	3.9785 cts.	3 661 cts.	3.9269 cts.
Earnings per ton per mile	3 cents.	6.57 cents.	3.734 cents.	2.184 cents.	3.18 cents.

In 1868-'69 the gross earnings of the Main Stem were $1,891,323 25, the expenses, $1,013,574 71, and the net earnings, $877,748 54; showing an increase in earnings of $449,621 37 with an increase in expenses of $348,676—making the increase in net earnings $100,945 87.

The earnings of the Bardstown Branch in 1868-'69 were $25,677 31, and the expenses $31,058 72—showing a loss of $5,381 41. This year the net earnings are $4,184 50—an improvement of $9,565 91.

Only 94 miles of the Knoxville Branch was in operation in 1868-'69, the earnings upon which were $234,321 73, the expenses $146,658 47, and the net earnings $87,663 26. In 1869-'70 an average of 99.8 miles were operated. A comparison of the earnings of this branch during the past and preceding years shows an increase in earnings of $110,609 91, with an increase in expenses of $27,151 59—making the increase in net earnings $83,458 32.

The earnings of the Memphis Branch in 1868-'69 were $208,065 55, the expenses $135,521 09, and the net earnings, $72,544 46—showing an increase in earnings of $61,047 28, with an increase in expenses of $85,334 35, making the decrease in net earnings, $24,287 07.

The average length of the Richmond Branch in operation in 1868-'69 was 25.62 miles, upon which the gross earnings were $21,760 71, and the expenses $22,648 80—showing a loss of $898 09. In 1869-'70 33.8 miles were operated, upon which the earnings were $33,822 40, the expenses $33,434 78, and the net earnings $387 62—showing a gain of $1,285 71.

Statements are given showing the profits accruing to the Main Line from the operations of the several branches thus: the freight business transacted at the stations of the Bardstown Branch amounted to $33,683 65; the proportion due the branch was only $12,914 80—leaving for the Main Line $20,768 85. The total earnings from passenger business which originated on the same branch was $27,225 82; $11,750 82 of which was due to the branch, and $15,475 to the Main Line—making the gross revenue from business brought to the Main Line from the Bardstown Branch, $36,243 85, and the net revenue derived therefrom, $15,144 26. To which add $4,184 50, net revenue of the branch—making a total net revenue derived from the branch of $19,328 76.

The total earnings from freight received at and forwarded from all stations on the Knoxville Branch, were $217,391 08, of which only $159,758 84 were due the branch—leaving for the Main Stem and other branches, $57,632 24. The earnings derived from the passenger business were $134,221 57; the proportion due the branch was $103,694 18—making the gross earnings of the Main Stem and other branches, $80,527 39. The total gross earnings were therefore $88,159 63, and the net revenue, $36,904 53. To which add net revenue of the branch, $110,609 91—making a total net revenue derived from the branch directly and indirectly, of $147,514 44. In which amount is included the sum of $22,446 97 net revenue contributed by the Richmond Branch.

The estimated value of the Memphis Branch as a feeder to the Main Stem and other branches is as follows: earnings from freight received at and forwarded from stations on the branch, $502,526 38; proportion due the branch, $141,074 63. Earnings from passenger business which originated on the branch, $282,638 98; the proportion due the branch, $111,623 20. The amount due the Main Line and other branches from both passenger and freight business being $582,467 58, and the net revenue therefrom $223,023 39. To which add net revenue of the branch, $48,257 39—making the total net earnings $271,280 78.

The freight business of the Richmond Branch amounted to $80,650 65, and the passenger business to $29,951 17—together, $110,601 82; $31,809 40 of which is due the Branch, leaving for the Main Stem and other branches, $78,792 42, which distributed according to distance on the Main Stem and Knoxville Branch, will give to the former, $22,329 53, and to the latter, $56,462 89—the net earnings of the Main Stem being $9,881 61, and of the Branch, as above, $22,446 97. Total net earnings derived from the Richmond Branch, $32,218 20.

The company have 76 locomotives, 45 passenger, 15 baggage, 3 postal, 11 express, 628 box, 187 rack, 74 gondola, 204 flat, 84 stone, 12 boarding and 1 wrecking cars. Miles run by locomotives with passenger trains, 577,977; with freight trains, 835,847; distributing trains, 87,125—total, 1,500,949.

Number of local passengers carried north, 190,334; do., south, 185,656—total, 375,990. Number of through passengers carried north, 38,909; do., south, 41,166—total, 80,075. Total local and though, 456,065. Total mileage of through passengers, 18,943,152; do., local, 18,386,868—total, local and through, 27,330,015. Miles traveled by each passenger, 69.92; do., by each local passenger, 35.60. Revenue from through passengers per mile, 3.6284 cents; do., local, 3.9532 cents. Number of tons of freight carried, 438,413; do., carried one mile south, 35,070,222; do., north, 22,815,518—total tons carried one mile, 57,885,740.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension:

Total cost of road to June 30, 1870		$10,107,776 38
Richmond Branch		792,899 46
Total cost of road		$10,900,675 84
Due from transportation department & U. S. Gov't.	$76,648 76	
Lebanon Branch extension south of Lebanon	2,682,425 28	
Cumberland Gap survey	2,572 58	
Bills receivable, consolidated mortgage bonds on hand	132,000 00	
Sundry railroad and State bonds	1,501,668 55	
Louisville Bridge Company stock	328,500 00	
Bank & railroad stock	80,010 04	
Real estate, timber and quarry land	40,284 35	
Due by sundry railroads and persons on note and account	67,080 53	
M. C. & L. R. R. Co., old account prior to Feb. 17, 1868	26,600 48	
Receiver M. C. & L. R. R. Co. since Feb. 17, 1868	78,241 92	
Memphis Division	249,907 75	
M. & O. R. R. Co	442,743 76	
Shop and fuel stock	581,425 97	
Cash	1,176,690 26	
		7,411,745 18
		$18,312,421 02
Capital stock		$8,680,912 56
Bills payable	$102,908 50	
Due sundry persons on account	17,020 28	
Cliffe, receiver, stock account	20,285 80	
Due bills and pay-rolls for June	266,942 05	
Due back interest	19,625 68	
Back dividends up to and including Jan., 1870, uncalled for	51,518 66	
July, 1870, dividend, due August 1st	347,286 00	
		825,581 49
Consolidated mortg'ge.	5,500,000 00	
First mortgage bonds Main Stem	1,285,000 00	
First mortgage bonds Memphis Branch	197,000 00	
First mortgage bonds Bardstown Branch.	1,000 00	
City of Louisville b'ds to Lebanon Branch.	225,000 00	
City of Louisville b'ds to Main Stem (loan—no mortgage)	849,000 00	
		8,057 000 00
Profit and loss account		748,976 97
		$18,312,421 02

Statement showing cost and liabilities of Lebanon Branch Extension:

Construction—total cost of road	$3,050,028 78
Coal and timber land	3,615 05
	$3,053,643 83

Due Main Stem		$2,682,425 23
Due sundry persons		218 60
		$2,682,643 83
City of Louisville bonds borrowed	$333,000 00	
Mortgage bonds	88,000 00	
		421,000 00
		$3,053,643 83

CONSOLIDATED STATEMENT.

Total cost of road:

Main Stem, B. B., L. B., R. B., and M. B		$10,900,675 84
Lebanon Branch Extension south of Lebanon		3,050,028 78
		$13,950,704 62

Resources:

Main Stem	$4,759,034 65	
Lebanon Branch Ext.	3,615 05	
		4,762,649 70
		$18,713,354 82

Liabilities:

Stock and stock liabilities, Main Stem		$8,680,912 56
Bills payable, Main Stem	$102,903 50	
Bills and pay-rolls for June and sundries, Main Stem	303,588 01	
Back and July, 1870, dividends, Main Stem	398,754 68	
Sundry persons Lebanon Branch Extension	218 60	
		805,464 79

Bonded debt:

Main Stem	$8,057,000 00	
Lebanon Branch Ext.	421,000 00	
		8,478,000 00
Profit and loss account		748,976 97
		$18,713,354 82

President.—H. D. NEWCOMB.

Directors.—H. D. Newcomb, Geo. W. Norton, Thos. J. Martin, R. A. Robinson, W. H. Smith, W. B. Caldwell, James Whitworth.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

Pneumantic Railway.

The Secretary of the Navy visited the Broadway Underground Railway, corner Warren street, to-day, escorted by Mr. Joseph Dixon, Superintendent of the Company, Mr. S. H. Wales, of the Union League Club, and Mr. M. S. Beach, Treasurer of the Seamen's Association. The pneumatic postal dispatch was set in motion and a large mail of letters and newspapers was sent through the tubes by the air pressure, at a velocity of sixty-three miles an hour. The rapidity with which the letters shoot into the receiving box is so great that they are scarcely visible, and the fact of their transmission is hardly realized until they are seen emerging from the hopper at the bottom of the box. These postal pipes are intended, as our readers will remember, to be laid under the streets in connection with the present lamp post letter boxes, in such a manner that when letters are deposited in the boxes they fall down into the air tubes and are instantly swept along to the post office, or sub post office, thus saving all delays.

The Secretary then entered the pneumatic passenger car, with a distinguished party of ladies and gentlemen, and rode back and forth for a couple of miles or so under Broadway. Great interest was manifested in the practical working of this simple method of locomotion, and with many expressions of gratification the Secretary departed, highly pleased with his novel experience of atmospheric railway riding under the great thoroughfare of New York.—*Com. Adv., Dec.* 1.

Finances of the United States.

EXTRACTS FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

The financial condition of the country has improved during the past year. The average rate of gold for the year 1869, as shown by weekly sales was 32.9 per centum premium, and for the first eleven months of the year 1870 15.2 per centum premium, indicating an improvement in the value of paper currency of about seventeen per centum. From the 1st day of July, 1869, to 30th of June, 1870, inclusive, the public debt, as shown by the warrant account, was reduced in the sum of $101,601,916 88. From the first day of December, 1869, to the 30th day of November, 1870, inclusive, the reduction was $119,251,240, as shown by the monthly statements of the public debt; and the total reduction from the 1st of March, 1869, to the 1st of December, 1870, was $191,154,765. The consequent reduction in the interest account is at the rate of more than $10,000,000 per annum.

The receipts for the fiscal year ending June 30, 1870, were as follows:

From customs	$194,538,374
Internal revenue	185,128,859
Sales of public lands	3,350,382
Miscellaneous sources	28,237,762
Total	$411,255,477

The expenditures for the same period were:

For civil and miscellaneous purposes	$69,234,017
War Department	57,655,675
Navy Department	21,780,229
Indians and pensions	31,748,141
Interest on public debt	129,235,498
Total	$309,653,560

This statement exhibits a surplus applicable to the payment of the public debt, including the amount pledged to the sinking fund by the act of February 25, 1862, of $101,601,916 88.

The receipts for the first quarter of the present fiscal year were:

From customs	$57,729,474
Internal revenue	49,147,137
Sales of public lands	842,437
Miscellaneous sources	7,382,182
Total	$115,101,230

The expenditures for the same period, excluding payments on account of the sinking fund were:

For civil and miscellaneous purposes	$18,207,242
War Department	10,218,538
Navy Department	4,815,237
Indians and pensions	13,825,462
Interest on the public debt	39,496,451
Total	$86,562,920

The estimate of receipts for the remaining three quarters of the present year are as follows:

From customs	$128,000,000
Internal revenue	98,000,000
Sales of public lands	2,000,000
Miscellaneous sources	16,000,000
Total	$244,000,000

The estimated expenditures for the same period are:

For civil and miscellaneous purposes	$54,000,000
War Department	80,000,000
Navy Department	15,000,000
Indians and pensions	24,500,000
Interest on the public debt	80,000,000
Total	$203,500,000

Showing a balance applicable to the payment of the national debt, including, however, the amount payable on account of the sinking fund of $69,038,309. In estimating the expenditures for the next fiscal year I have included the sum of $24,500,000, properly chargeable to the current revenue as an appropriation under the acts of February 25, 1862, and July 14, 1870, relating to the sinking fund. There will be required also the sum of $4,866,933, being the amount answering to the interest on the capital of the sinking fund, as represented upon the books of the department. This sum I have included in the estimate of expenditures for the fiscal year ending June 30, 1872. Upon this basis I submit the following estimate of receipts and expenditures for the next fiscal year ending June 30, 1872.

Receipts from customs	$175,000,000
From internal revenue	128,418,000
From sales of puplic lands	3,000,000
From miscellaneous sources	16,000,000
Total	$320,418,000

Expenditures:

Legislative establishment	$3,263,966
Executive establishment	17,288,165
Judicial establishment	2,348,751
Military establishment	28,488,195
Naval establishment	20,045,417
Indian affairs	5,021,569
Pensions	30,000,000
Public works	22,338,278
Postal service	4,694,383
Miscellaneous	14,305,428
Permanent appropriations	132,528,234
Sinking fund	24,500,000
Interest upon capital of sinking fund	4,866,933
Total	$309,639,319

According to this estimate there will be a surplus applicable to the payment of the principal of the public debt, in addition to the payments made on that account through the sinking fund, of $10,778,680. An analysis of expenditures develops facts tending to sustain the opinion that the balance will be considerably larger than appears from the foregoing estimates. The sum of $22,338,278 is the estimate for public works. The appropriations for these objects for the present year are less than $12,000,000, and it is reasonable to presume that the appropriations for the next year will not much exceed that amount. It is believed, also, that the estimates made by the several departments for the different branches of the public service are for the maximum amounts which will be required under any circumstances. If such is the case there will remain on the 30th of June, 1872, unexpended balances to be covered into the Treasury. It may, therefore, be reasonably anticipated that the total reduction of the public debt during the next fiscal year, including payments on account of the sinking fund, will be about $50,000,000. It is a noticeable fact that the estimated expenditures for the next fiscal year, including payments on account of the sinking fund and for the interest on the public debt, are so nearly equal to the receipts as to justify and demand the greatest caution in dealing with the revenues and business of the country. It is apparent that a disaster or even a serious check to business would reduce the revenues below our necessary expenditures. It is apparent, also, that the prosperous condition of the country is largely due to the revenue system inaugurated during the war, by which manufactures and the mechanical arts have been extended and established. This policy cannot now be rashly abandoned or suddenly and radically changed without great injury to business and labor and serious consequent losses of revenue. The war in Europe has rendered it impracticable to refund the national debt as authorized by act approved July 14, 1870. A portion of the paper has been manufactured and the preparation of the plates has been so far advanced that whenever a favorable opportunity arises the loan may be offered and the bonds delivered without delay. Inasmuch as the war in Europe and the consequent demand for money make it doubtful whether the four and four and a half per cent. bonds will be taken, it seems to me wise to authorize the issue of $300,000,000 additional of bonds bearing interest at the rate of five

per cent. The interest can be paid quarterly without inconvenience, and I, therefore, respectfully recommend that the loan act be so modified that the payment of interest may be made quarterly instead of semi-annually. Should these recommendations be approved by Congress, it is of great importance that an act authorizing the changes be passed without delay.

Since the 1st of July the currency balance in the Treasury has been unusually and for immediate purposes unnecessarily large. The act of July 12, 1870, authorizing an increase of national bank notes, imposed upon the Secretary of the Treasury the duty of providing for the redemption of equal amounts of their present certificates. The certain though progressive decrease in revenues, both of coin and currency, made it my duty to reserve a sum sufficient to enable the department to comply with the law without resorting to extraordinary means.

Happily the financial condition of the country has not been unfavorably affected by the accumulations in the Treasury. During the year ending September 30, 1870, the national banks paid in interest the sum of $6,486,172. It is estimated that of this sum two millions were paid to private parties. I cannot doubt that the practice of paying interest, except upon balances due from one government to another, is a means by which large amounts of capital are diverted from the extreme portions of the country to the commercial and financial centres, to the injury of business generally. The province of a bank is to lend money, and its proper duty is, by loans and discounts, to facilitate and develop business in the neighborhood of its location. As a matter of fact, under the present system banks are agencies by which capital is gathered in and sent away to distant cities, there to be loaned on call and used for speculative purposes.

Complaints are made from all parts of the country that the bills of the national banks are worn and defaced to such an extent as to be no longer fit for circulation. As many new banks are soon to be organized under the law of the last session of Congress, I respectfully recommend that an appropriation be made and authority given for the issue of new bills, upon such paper and in such form as may be designated by the Secretary of the Treasury. The Comptroller of the Currency, in his report for 1869, recommended the establishment of an agency in the City of New York, under the control of the national banks, for the redemption of their issue. The substance of this recommendation seems to me not only proper but necessary. The expense should be borne by the banks. Coupled with the recommendation I take this occasion to say that the banking system of the country appears to be well managed, and to answer reasonably the purposes for which it was established. It is no doubt true that treasury notes representing an equal amount of public debt, without interest, are most economical circulation for the government; but it should be considered that the banking institutions of the country are agencies by which business is established and fostered. Upon the whole, the system of banking should be extended only for the purpose of meeting the demands of business, but when the demands are urgent the concession should be made upon the ground that the prosperity of business is more important than the mere saving of interest arising from the circulation of Treasury notes, excinding re-deposits. The amount of gold and silver deposited at the mints and its several branches during the last fiscal year was $30,408,788; the coinage for the year was $24,636,011, and the value of gold and silver bars stamped was $8,748,852.

* * * * * * * * *

In my annual report of December last I advised the continuance of the existing system of taxation as an essential condition to the success of the proposed loan. The circumstance that war was declared between France and Prussia simultaneously with the passage of the Loan bill, put it out of the power of the department to make the negotiation, as had been expected. The large revenues, however, of the government continuing, without material abatement, until the present time, improved the credit of the country, enabled the Treasury Department, by weekly purchases, to reduce the amount of surplus bonds offered for sale, and contributed to depreciate the market value of gold.

I also expressed the opinion that the settled policy of the country should contemplate a revenue sufficient to meet the ordinary expenses of the government, pay the interest on the public debt and from twenty-five to fifty millions of dollars of the principal annually. The reduction of the public debt since the 30th day of June last has been so great as to render it certain that the total reduction for the fiscal year will exceed $60,000,000. The natural increase of the business of the country during the next eighteen months is likely to be such as to show a surplus for the fiscal year ending June 30, 1872, of about $40,000,000. The principal of the public debt on the last day of November, 1870, not deducting moneys on hand, was $2,418,673,044; of this amount $395,269,237 was represented by United States notes and fractional currency not bearing interest. The banks of the country acting within the authority of existing laws will require about $398,000,000 of bonds to be placed on deposit as security for their circulation. Should the present system of furnishing a paper circulation for the country partly by the Treasury and partly by the national banks be continued, or the entire circulation be furnished by the Treasury or by the banks, the credit of the United States will be the security for the redemption of the notes. From this view of the policy of the country it follows that about $800,000,000 of the public debt will remain unpaid, existing either in the form of Treasury notes in circulation without interest, or in bonds owned by the banks and held as security for the redemption of their notes, and that only about $1,600,000,000 of the principal of the debt is subject to payment. The financial prospect, although highly favorable, is not such as to warrant important changes in the revenue system at the present session of Congress; but should the result during the coming war meet my expectations it will be possible at the December session of the Forty-second Congress to make a very material reduction in the revenues without impairing the ability of the government to make satisfactory payments of the public debt.

The reduction already made has been advantageous to the country, not only in the particulars indicated but in other respects hardly less important. There is much evidence tending to show that no other event since the conclusion of the war has contributed so much to the diffusion of republican opinions in Europe. The spread of these opinions stimulates emigration from Europe and at the same time prepares the way for the establishment of free institutions on that Continent. Nor can there be any doubt that a policy accepting the debt as permanent would retard emigration from Europe, especially of the reading and reflecting classes. Whatever arguments may be adduced or whatever theories may be advanced, the fact must ever remain that a public debt is a public evil. It is especially burdensome to the laboring classes, and it is therefore in their interest to provide for the constant reduction of the existing national debt. This policy will not prevent such changes in the revenue system from time to time as will equalize the inevitable burdens of our present condition, and within a comparatively short period the taxes may be removed from many articles of prime necessity.

It is the occasion of satisfaction that no other nation ever passed through a great war with so slight a check to industry and business. Specific information and general intelligence from various parts of the United States show that all classeses, and especially the laboring classes, are in the enjoyment of more than average prosperity, whether tested by the experience of this country or by the present condition of other nations. No reason can be found, however, in the favorable condition of public and private affairs for neglecting any proper means for equalizing and diminishing the burden of taxation; but it does justify the statement that the nation can make provision for the public debt in the manner recommended without embarrassing its industry or retarding its progress.

The Public Debt Statement.

The following is a recapitulation of the public debt statement November 30, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$218,977,300 00
Six per cent. bonds	1,724 774,800 00
Total	$1,943,752,100 00
Accrued interest	40,654,451 07
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$45,050,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,000 00
Total	$59,728,000 00
Interest	364,304 34
Debt on which interest has ceased since maturity	3,341,087 35
Interest	438,503 24
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	$356,102,321 00
Fractional currency	39,166,916 08
Certificates of gold deposited	16,582,620 00
Total	$411,851,857 08
Total amount outstanding	$2,418,673,044 43
Total interest	41,457,318 65
Total debt, principal and interest, to date, including interest due and unpaid	$2,460,130,363 08
AMOUNT IN TREASURY.	
Coin	$97,368 577 81
Currency	28,453,290 62
Total	$125,821,868 43
Debt less amount in Treasury	$2,334.308,494 65
Debt less amount in Treasury November 1, 1870	2,341,784,355 85
Decrease of debt during the past month	$7,475,860 90
Decrease of debt since March 1st, 1869	$191,154,765 86

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236 512	$680.912 80
Kansas Pacific, late Union Pacific, Eastern division	6,303.000	157,575 00
Sioux City and Pacific	1,628.320	40,708 00
Central Pacific	25,881,000	647,025 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	40,000 00
Western Pacific	1,970.000	49,250 00
Totals	$64,618,832	$1,615,470 80
Interest paid by United States		$8,815,345 49
Interest repaid by transportation of mails, etc.		2,417,493 95
Balance of interest paid by United States		6,397,851 54

☞ Track laying on the Chartiers Valley Railway has been completed to within about four miles of Canonsburg. It is confidently expected that the cars will commence running to that point by the 20th of December, or by the 1st of January at farthest.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 2½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,500,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 2
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....100	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n..100	399,800		July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	6,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* .. 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,900	J. & J	July '70 5
Central of New Jersey....100	16,000,000	J. & J.	July '70 4
Central Ohio.....100	2,800,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000		Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref..100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,477,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,846	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord.....50	1,600,000	M. & N.	Nov '70 5
Consord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'p Rivers.100	139,00..		
Do. do pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,340,646		
Delaware*.....50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee..... 100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,678,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	July '70 4
Eastern (N. H.) 100	492,500	J. & J.	July '70 3
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia...100	1,200,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*..100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July '70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,533,910	Annual	Dec' 69 7
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec' 70 1½
Evansville & Crawfordsv.100	2,143,448		
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	M. & N.	May '70 5
Frankf and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do pref.100	5,253,330		Aug.'70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	320,000		
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn. 68 5½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Oct. '70 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill* 50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.. 100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 5
Lowell Horse 100	55,330	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl l*. 50	823,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,285	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,776,200	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,544,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,680,100		July.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell..... 100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,488,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	758,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern.....100	396,000		July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	July '70 5
Ninth Avenue.....100	797,400		
Norfolk & Peterab'g guar..100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	6,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5
Norwich & Worcester ...100	2,363,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 4
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson River100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000		Aug '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	28,280,450	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,661,800	J. & J.	Dec. '70 5
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*..... 1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	July '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100		F. & A.	Aug'69 2½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,598	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Aug.'70 3
Shore Line..... 100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		May'70 –
Somerville 100	75,000	M. & N.	Nov. '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,959,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch.....50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,150		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000		May '70 –
Thirteenth and Fif. (Ph.). 50		J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	11,700,000		
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	634,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,405		
Virginia Central 100	2,353,675		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,648		
West Jersey 50	1.209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 6
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	July'70 3
Warren 100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,696		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,621,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,858,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal ..... —		J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 50	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000		Dec. '70 2
Am. Merchants Union Exp.100	16,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,658
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,369,767
1869	212,604	218,983	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	585,366	410,000	5,670,882
1870	413,104	394,176	488,383	633,758	768,720	729,274	784,099	806,040	833,413	804,800	551,600	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343.182	315,099	388,727	328,390	345,833	402,854	551.045	493,232	506 623	498,212	397,515	340,881	4,681,563
1870	293,978	323,825	344,366	324,653	395,044	411,986	421,485	501,049	498,635	488,658	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,969,267
1864	158,735	176,482	243,150	186,018	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,476
1865	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292.047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433 485	4,797,464
1869	333,319	368,208	398,740	388,356	449,982	523,841	455,007	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,365	421,363	466,530	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,691	767,508	946,707	932,683	754,671	547.842	7,976,499
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,4.0
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,7.9
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,288,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	920,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236.160	242,509	236,435	198,959	208,606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870	201,500	215,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,920	511,306	478,576	496,453	437,679	424,531	4.571,025
1864	327,900	416,588	459,762	423,797	406,378	510,100	423,578	640,179	799,236	661,391	657,141	603.402	6,829,447
1865	571,536	528,972	616,656	516,606	480,573	617,682	578,408	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,349	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,320	7,160,992
1868	587,448	536,165	444,443	516,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	697,571	696,258	769,215	645,768	861,358	870,584	862,171	700,000	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,161	96,883	103,373	98,043	106.921	104,866	113,504	112,962	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	108,558	109,526	111,083	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,531	144,018	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	388,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411.806	4,120,153
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	416,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,[illegible]0	307,968	313,130	434,318	458,389	530,871	429,785	380,034	4,668,808
1868	362,021	338,335	378,785	452,429	399,8[illegible]0	365,117	308 502	437,600	521,326	543,886	436,399	437,503	4,961,158
1869—*Including Lake Shore	1,006,998*	880.593*	1,140,000*	473,544	445,[illegible]32	408,139	727,045*	688,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,059	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,668	329,105	413.501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,082	324,986	359,646	429,161	493,640	414 604	308.669	4,260,115
1867	804,095	288,661	375,210	362,788	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,628	329,950	353.569	473,546	490,772	448,419	374 542	4,744,184
1870	337,992	329,128	380,430	412,030	405,283	365,187	326,891	378,880	497,990	511,447	.....	.....	.....
Milwaukee and St. Paul:													
1867	519,763	240,755	261,143	316,256	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	488,328	5,082,606
1868	369,228	321,203	358,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	856,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	.96,966	7,250,569
1870	396,171	382,823	377,000	443,138	730,700	755,737	636,434	661,030	808,318	908,313	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,268	149,184	139,000	150,416	160,149	155,586	231,662	235,513	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,498	196,724	229,000	264,690	235,240	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275.950	3,311,677
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,848	372,618	412,553	284 319	3-793,006
1866	267,541	246,109	326,286	277,424	288,130	253,925	247,262	306,454	278,701	310,762	302,426	281,614	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,185	234,633	322,521	366,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	266,906	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,687	232,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,630	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,284	253,066	270,934	246,266	249,967	211,219	300,971	318,967	355,187	791,014	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,243	248.536	.....	.....
1870	200,879	250,617	294,874	289,850	283,221	263,328	260,449	343,195	353,677	341,373	266,536	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	464,826	4,088,887
1863	335,685	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	816,902	746,955	626,009	6,824,088
1864	436,742	532,786	617,021	669,884	767,178	936,188	711,457	1,170,241	1,126,685	754,551	1,032.140	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	967,194	1,121,205	1,351 579	1,419,282	1,196.955	702,685	10 083 026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	85o,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,264
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,681	1,159,726	1,113,396	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,282,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,552	166,015	222,953	198,884	244,834	212,227	177,864	2,350,143
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174.500	168,896	1,935,752
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,705	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,788	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	338,480	3,809,858
1868	278,712	265,137	257,800	286,625	260,629	293,344	283,833	484,209	450,203	429,896	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,252,348
1870	312,133	293,645	295,293	318,699	340,892	348,632	322,756	466,491	508,042	451,293	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	867,864	716,839	5,709,128
1870	438,539	500,120	669,284	706,606	802,584	746,450	648,058	664,061	726,521	719,924	....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	4,410,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,733,100	6	" "	1881	109¾
and March 3, 1863 ..... coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,209,300	6	May & Nov.	1882	106¾
.. .. .. (5-20s).....coupon		6	" "	1882	107½
Loan of March 3, 1864 (5-20s)...registered	3,123,600	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	106⅝
Loan of June 30, 1864 (5-20s)...registered	105,141,750	6	" "	1884	107
.. .. .. (5-20s).....coupon		6	" "	1884	106¾
Loan of March 3, 1865 (5-20s)...registered	186,799,450	6	" "	1885	107
.. .. .. (5-20s).....coupon		6	" "	1885	106¾
.. .. .. 2d series (5-20s)...registered	270,309,350	6	Jan. & July.	1886	106
.. .. .. (5-20s).....coupon		6	" "	1886	109¼
.. .. .. 3d series (5-20s)...registered	339,846,000	6	" "	1887	109¾
.. .. .. (5-20s).....coupon		6	" "	1887	109¾
.. .. .. 4th series (5-20s)...registered	39,667,250	6	" "	1888	109
.. .. .. (5-20s).....coupon		6	" "	1888	109¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	103¾
.. .. .. (10-40s) .....coupon		5	" "	1904	103¾
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110¾
Certificates of Mar. 2, 1867, and July 25, 1868..	45,050,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	229,082	var	.....	Due.	....
Treasury Notes (7-30s).....	565,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,995,920	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,166,916	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	782,800	5	" "	1886	....
.. — .. .. (new).....	680,200	8	" "	'94-'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	63½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470.500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101¼
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
.. — .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'99-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684.500	6	Jan. & July.	1895	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1686	69
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	68
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¾
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1880	97¾
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¼
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214.580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	104¼
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	95¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107¾
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. — .. .. (var.).....	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107¾
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'73	106¾
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	105¾
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95¼
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96¾
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896.000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	93
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'01	46
.. — .. (new).....	3,959,045	6	" "	'92-'98	25
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	103
.. — (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103¾
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¾
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104¾
Rhode Island—War Loan of 1861.....	80,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1868.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¼
South Carolina—Fire Loan, 1838	814,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	58½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	104½
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,601	6	" "	1870	65
.. — .. Bonds	8,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,880	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 900	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	21½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88½
Cape Cod Central:						
7s[illegible] Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,>81,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	100½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	82½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	97½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	93
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Dany., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	98
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	86½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	19—	....
3d *Preference Stock*	3,414,094	4*	" "	"	19—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	31
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	108
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7*	April & Oct.	" "	1884	
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	93
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	(417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	168,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampe. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1876	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	89
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	380,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	82½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan & July	Baltimore.	1873	94½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,080,000	7	Jan. & July.	New York.	1872	99⅛
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	90
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78⅛
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95⅞
Company Bonds	458,000	6	April & Oct.	"	1875	95⅛
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76⅛
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78⅛
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78⅛
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97⅛
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	90⅛
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102⅛
1st Mortgage (General)	5,000,000	6	" "	"	1881	92⅛
2d Mortgage	4,000,000	6	" "	"	1901	85⅛
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98⅛
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	104⅛
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	88⅛
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'78	94
Bonds of 1867	945,000	6	" "	"	1887	94⅛
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,006,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92⅛
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.):						
1st Mortgage, guaranteed	511,600	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96⅛
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92⅛
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81⅛
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1878	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76⅛
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74⅛
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	611,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅛
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90⅛
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	72
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	80
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1870	98⅛
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,081½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	96
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87–'89	69½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	63
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,360	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	88
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts:						
1st Mortgage	650,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	164,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	83
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	89
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1867	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1876	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	.....	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,087	6	" "	"	1886	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	42
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pcs.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna §...New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshire.)		—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
May 31, 1869	96.0	—	5.0	—	9	6	3	68	Atlantic and Gulf §.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	—	—	285.7	461,675	.....	.....	784,340	274,532	—	100	79½
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and North Carolina §. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	—	—	150.5	.....	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio §.....Md. & W. Va.	24,180,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch §.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L168,572	—	100	4
Dec. 31, 1869	28.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,896	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	—
Dec. 31, 1869	67.0	—	8.0	—	28	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,686	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	—	—	59.0	(Operated	by Bondholders.	—No returns.)	—	42,000	7	100	75
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	75
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,263,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	164½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,610,140	4,187,460	524,564	135,263	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie §. M., R.L., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	2½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,687,217	12,330,812	1,071,881	247,195	8	100	139½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,001	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	149
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Leased	to Erie.)		—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	—	—	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	—	—	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased	& oper. by GrandTrunk of Ca.)		96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,668	*	.....	.....	950,060	2,389,000	—	—	—	(Leased	and operated by Erie.)		—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	—	—	—	428,472	—	—	—	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	—	—	—	(No returns	in 110 miles recently	completed.)	—	—	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	—	—	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,567	*	.....	.....	5,000,000	9,751,335	—	—	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	117½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,157	*	.....	.....	1,120,805	990,000	—	—	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,926	380,000	—	—	—	(Leased	& oper. by Camd & Amboy.)		42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,469	123,864	64,259	28,051	891,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. by West Jersey.)		—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	160,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	—	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by Illinois Central.)		—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper. by Chic. and N.W.)		475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,763,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	890.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	28,620,000	.....	.....	890.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie & N.Central.)		30,000	—	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	—	3,288,692	.....	.....	—	(No returns	published.)		—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,520	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	—	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,828,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	115½
Apr. 30, 1870	307.0	206 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,580,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	153
Dec 31, 1869	78.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	—	—	—	(Leased	and oper. by Chic. and N.W.)		557,950	10	00	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	30,048,813	*	1,705,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	79½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,441 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	109
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	.....	.....	.....	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	376,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	73
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	—
Dec. 31, 1869	13.0	—	10.0	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by Kentucky Central.)		—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,462	.....	82,810	382,600	625,000	22,396	—	42.0	.....	.....	.....	108,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,466	232,212	191.0	559,259	.....	.....	736,469	145,405	—	100	28½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,506	2 641,280	5,444,455	246,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,872	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	92½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no returns.)		5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Navigation	Co.)	.....	.....	150.3	1,288,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,080,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	———	42,600	———	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	———	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by	L. M. and	Col. & Xenia.)	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin. &	t. L. at	$4 80,000 p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	—	—
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	———	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	88½
Dec. 31, 1869	9.0	—	....	—	2	10	—	.....	Long Branch and Sea-Shore..New Jersey.	222,446	*	.....	.....	178,100	———	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,009,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1869	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1869	186.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.8	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	———	20,000	———	600,000	———	———	10,000	———	(Leased	to Summit	Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Complete	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m. ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	———	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	———	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,006	———	.....	.....	200,000	———	———	———	———	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	———	276.8	1,468,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	*	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	539,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	———	42,977	———	82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	———	130.6	312,874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.6	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	———	.....	.....	109,100	212,800	50,966	———	———	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	———	.....	.....	95,750	———	17,654	———	———	(Operated	by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	986.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.8	52.8	—	—	—	—	—	Mine Hill and Schuylkill Haven.....Penn.	3,814,957	———	.....	.....	3,556,450	———	———	———	———	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	104½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,209,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,201,933	.....	236.0	.....	(Southern	R. R. Asso	ciation L	oeeeess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	294,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	392,092	107,083	4,371,859	10,083,643	760,359	5,377,423	468.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	96,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	———	———	———	23.0	24,1 8	617,707	856,855	79,971	.....	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,962	*	.....	.....	7,380,100	11,779,000	.....	.....	.....	[Leased	to Delu., L	acka. and	West'n.]	.....	7	100	82
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	———	15,000	89,375	28.7	236,052	8,360,778	5,589,930	472,574	93,814	10	100	91½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,008	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	28	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,186	132.5	324,560	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	198	Nashville and Northwestern¶.Tenn. & Ky.	4,600,55	*	.....	.....	1,157,736	3,464,060	.....	.....	.....	(Operat	ed by Louis	ville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,908	57.0	197,782	.....	.....	530,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,560	———	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,960	.....	.....	119.0	.....	.....	.....	204,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	———	.....	.....	605,000	136,360	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	———	.....	.....	150,000	———	———	———	———	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	0.0	—	14	15	5	195	New Haven and Northamp. Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,899	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	117
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,590	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,581,836	.....	.....	4,742,353	3,209,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	46
Dec. 31, 1869	80.2	2.0	14.0	—	18	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	———	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	.....	.....	—	100	54
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,800	11,398,426	.....	.....	692.2	5,907,030	206,185,689	474,419,733	15,586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	295.0	640.6	—	378	451	131	7,361	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,767,646	.....	.....	842.2	7,885,910	313,185,804	589,362,876	22,071,583	9,244,621	8	100	90½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	197,800	———	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,746	8	100	131½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven. N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,248	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	164½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	380,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cours	se of con-	truction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	388,201	.....	.....	609,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua..N. York.	1,000,000	———	.....	.....	1,000,000	———	———	———	———	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	188,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	287	North Carolina ¶.....North Carolina.	4,949,848	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,068	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	776,937	23,120	102.0	.....	.....	.....	254,164	108,735	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,266	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	180,000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	21,176	6	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 187 0.)						—	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	177.0	—	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0*	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	464.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,978,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	51½
Sept. 30, 1869	35.0	—	8.6	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass. R. R.)			32,000	.....	7	100	51½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	....
Apr. 30, 1870	1,038	—	.....	.....	176	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	18½
Sept. 30, 1869	59.0	—	3.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	.....	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	.....	.....	.....	1,582.650	.....	.....	.....	—	54,450	2,244,178	734,753	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)			165,494	76,892	7	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,805	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	.....	.....	.....	.....	.....	6	100	104½
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts ..Mass. & Vt.	3,268,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	185.5	1,305,789	15,660,086	54,177,218	1,949,430	543,331	8	var	....
May 31, 1869	23.7	—	.....	.....	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.0	266,607	5,603.057	3,889,481	567,568	loss.	—	100	66½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	—	(Leased to Rutland.)					2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	140.0	.....	.....	.....	483,537	162,479	—	100	....
Dec. 31, 1868	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	.....	.....	.....	1,547,650	511,400	.....	.....	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	.....	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	18.3	(Leased by Del. Lc. & W'tn.)			454,768	154,618	—	100	87½
Dec. 31, 1868	7.0	—	.....	.....	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)						10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	.....	.....	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684.046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	.....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Dec. 31, 1868	43.0	—	.....	.....	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						—	[In progress.]					—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)			138,802	44,719	—	100	....
Aug. 31, 1869	94.0	—	86.0	—	—	—	—	—	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul							—	No returns for year.]					—	50	81
Dec. 31, 1869	20.0	—	51.0	—	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	130
Dec. 31, 1869	20.8	—	28.0	—	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construct'n by M. & St. Pa'l.)					—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)			12,090	6	100	....
Mar. 31, 1870	271.0	—	15.0	—	17	11	8	111	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. RR. sold	Jan. 5, '70	$525,000.		1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286		5,000,000	.....	.....	.....	—	[no returns.]			139,261	82,375	—	100	....
Dec. 31, 1869	15.4	—	.....	.....	—	—	—	—	Wilmington and Weldon †....N. Carolina.	3,076,968	*	11,662	184,126	734,812	789,300	.....	.....	19.3	1,856	(Leased to Northern Central.)		.....	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	.....	—	—	—	—	Wilton.....New Hampshire.	238,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			550,935	90,873	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488,277	160,023	15,250	156,600	1,270,400	1,160,782	.....	.....	—	.....	.....	.....	538,021	150,961	7	100	....
									Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
																76,845			(Leased to Northern Central.)						100	....

CANALS, &c.

May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,568	2,089,400	—	—	13.6	—	—	—	—	—	—	50	90
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	493,210	342,827	6	50	90
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,438,350	—	.....	.....	1,633,350	800,000	—	—	108.0	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Dec. 31, 1869	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999.600	(See Cam. & Amb.R.R.)	—	—	108.0	—	—	—	110,610	.....	10	100	121
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	897,759	662,246	.....	161.0	—	—	—	1,035,360	732,362	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	161.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	.....	2,200,000	1,180,447	74,087	63,220	48.0	—	—	—	405,174	213,374	—	50	67
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	94,149	4,300,000	1,961,000	—	—	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	20
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,186	238,996	.....	4,797,155	7,165,256	588,687	—	354.0	—	—	—	735,309	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,282	—	109.2	—	—	—	1,159,085	598,519	—	50	15½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	590,000	4,000	34,436	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	99
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	743,000	280,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	343,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	2,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield . Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	84,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	68½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City).N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	381,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City).N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.). Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	67,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	68
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	39,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	83
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1876	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1879	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	38
Chicago and Alton, pref.	2,425,400	7	10	117½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	76
Erie, preferred	8,536,910	7	7	50½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	113
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	51½
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,033,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	4,774 400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 — @	36 —
Pig, American, No. 1		— — @	31 —
Pig, American, No. 2		— — @	30 —
Pig, American, Forge		27 — @	29 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		77 50 @	82 50
Bar, Common		72 50 @	75 —
Scroll		97 50 @	125 —
Ovals and Half-round		97 50 @	125 —
Band		92 50 @	95 —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		82 50 @	— —
Hoop		102 50 @	140 —
Nail Rod	per lb.	— — @	6½
Sheet, Russia, as to No.'s	(gold)	— 10½ @	11½
Sheet, Single D. and T. Common		— 4½ @	6
Rails, English	(gold) per ton.	57 — @	59 —
Rails, American, at Works in Penna.	c'y.	70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va... (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 15 @	— 18
English Spring	(2d and 1st quality)	— 7 @	— 10
English Blister	(2d and 1st quality)	— 10 @	— 17
English Machinery		— 11½ @	— 14
English German	(2d and 1st quality)	— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool,	do.	— 16 @	— 17
American, Spring,	do.	— 9 @	— 11
American Machinery	do.	— — @	— 12
American German	do.	— 9 @	— 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½ @	4 50
Clinch		5 87½ @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— — @	— 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 38
Straits	(gold).	— 32½ @	— 32½
English	(gold).	— 32½ @	— 32½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....	per box.	8 — @ 8 50	9 25 @	9 75
I. C. Coke		7 — @ 7 50	8 — @	8 75
Coke Terne		5 75 @ 6 75	6 75 @	7 75
Charcoal Terne		7 25 @ 8 50	8 50 @	9 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 12½ @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, prime L. S. to W. (110 @115 test)		— 22½ @ — 23
Refined, Standard White (in ship'g order).		— 23½ @ - 23½
Refined, prime White (in shipping order).		— 24 @ — —
Refined, S. W. (in jobbing lots)		— 26 @ — —
Refined, S. W. (in tin)		— 27½ @ — 28½
Naptha, Refined, (65 @ 73 gravity)		— 8½ @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W. 7
Canton Co.	....	....	91½	....	91½	91½
Central Pacific 6s.	91	91	91½	91½	91½	91½
Central of N. Jersey	108½	....	108½	109	108½	108½
Chicago & Alton	115	115½	115½	115½	115½	116
" pref.	117½	....	....	....	....	....
" 1 M.	....	....	....	103	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	92½	....	....	....
Chicago, Burl. & Q.	152	....	153	153	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	81½	81½	81	....	....	80½
" pref.	90½	89½	89½	90	89½	89½
" 1st M.	....	....	93½	94	94	94
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	111½	110½	110½	110½	109½
Chi., R. I. & Pa. 7s, 1896	....	99½	....	100½	100½	....
Clev., Col., C. and Ind.	....	80½	80½	80½	....	....
Clev. and Pittsburg	105½	....	105½	....	105	....
" 2 M.	98	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	79	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	19	18½	....	19½
" 1 M.	....	82½	83½	83½	....	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	....	120½	....	121	120½
Del. Lack. & Western	109½	109½	109½	109½	109½	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	95½	....	....	....	....
Erie Railway	24½	24½	24½	24½	24½	24½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	92	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	81
Hannibal & St. Joseph	106	106	....	105	104	....
" pref.	114	....	....	113	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S.	93	92½	92½	92½	92½	92½
Lake Shore Div. bonds	....	....	93	93	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	121	121	121	121	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	97½	97½	97½	97½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10½	....	10	10	10	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	60	60	59½	59½	59½	59½
" pref.	81½	81½	81½	81½	81½	81½
" 1st mort.	94½	94½	....	....	....	94½
" 2d mort.	....	....	....	....	....	....
" 8s.	105	....	....	105	105½	....
" 7 3-10s con.	....	....	....	93	....	....
Missouri 6s	....	92½	....	92½	92½	....
" H. & St. J. 1s.	92½	....	....	....	....	....
Morris and Essex	91½	91½	92	....	91½	91½
" 1st mort.	100	....	....	....	....	....
" 2d mort.	96	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	101	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	89½	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92	91½	91½	91½	90½	....
" certificates	86½	86	85½	85½	85½	84½
N. York and Harlem	132½	....	....	132	....	131½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	47½	47	....	46
" new	....	26½	26	25½	25	....
Ohio and Miss.	31½	31½	31½	31½	31½	31½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	99½	....
Pacific Mail S. S. Co.	41½	42½	42½	42½	42½	43½
Panama	....	76½	76	76½	76½	77
Phila. and Reading	101½	....	....	101½	102	102½
Pitts., Ft. W. & Chi. gtd.	94½	....	94½	94½	94½	94½
" 1 M.	....	....	....	....	....	103
" 2 M.	....	96½	....	....	....	....
" 3 M.	....	....	....	....	92½	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	25	....	23
" pref.	51	51½	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	80	....
" Income bds.	....	....	....	....	71	72
Tennessee 6s, old	....	60½	....	....	....	60½
" new	58	57½	57½	58½	58½	....
Tol., Wab. & Western.	51½	52	51½	51½	51½	51½
" pref.	....	....	....	....	73	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment.	70½	....	....	....	....	....
Union Pacific	18½	19	18	17½	18½	17½
" 1st mort.	81½	81½	81½	81½	81	....
" L. Gt. 7s	69½	....	....	....	....	....
" Inc. 10s.	60½	63	....	....	....	....
Virginia 6s, old	64	68½	....	67½	69	68
" new	....	....	....	....	....	65

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	106⅛	106⅛	....	106⅛	106⅛	106⅛
U. S. 5s, 10-40s, reg.	106⅛	....	....	106⅛	106⅛	....
U. S. 6s, 1881, reg.	110⅛	....	109⅞	....	....	....
U. S. 6s, 1881, coup.	113⅛	113⅛	113⅛	113⅛	....	113⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	106⅛	....	106⅛	....	106⅛	....
U. S. 6s, 5-20s, c. 1862	107⅛	107⅛	107⅛	....	....	107⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	107
U. S. 6s, 5-20s, c. 1864	106⅛	106⅛	106⅛	106⅞	107	106⅞
U. S. 6s, 5-20s, reg. '65	....	....	....	107	....	....
U. S. 6s, 5-20s, c. 1865	106⅛	106⅛	106⅛	106⅛	106⅛	106⅛
U. S. 6s, 5-20s, r. n. '65	....	....	106⅛	....	....	....
U. S. 6s, 5-20s, c. n. '65	109⅛	109⅛	109⅛	109⅛	109⅛	109⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	109⅛	109⅛	109⅛	109⅛	109⅛	109⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109⅛	110	109⅛	....	109⅛	....
U. S. 6s, Pac.R.R.issue	111	110⅛	....	110⅛	110⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
.. preferred	.....	37⅛	....	....	37⅛	....
Camden and Amboy	115	115⅛	115⅛	117	117⅛	117⅛
.. 6s, 1870	.....	.....	.....	.....	.....	.....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	 94	....	....	....	....	....
.. 6s, 1889	.....	.....	.....	.....	.....	.....
.. mort. 6s, '80	95	....	94	....	....	....
Elmira & Williamsport	.....	...	.....	.....	.....	.....
.. pref.	.....	....	....	....	....	....
.. 7s	.....	.....	.....	.....	93	.....
Lehigh Navigation	.... 33⅛	33⅛	33⅛	33⅛	34⅛	34⅛
.. 6s, 1884	.... 84⅛	....	....	....	....	....
.. Gold L.	.... 89⅛	....	90	90	90⅛	90⅛
.. R. R. L.	.....	....	....	89	....	88⅛
Lehigh Valley R. R.	.... 59⅛	60	61	60⅛	60⅛	60⅛
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	...	....	44	....	44⅛	....
.. 7s	.....	....	....	....	....	....
Minehill	.....	52	....	....	....	....
Morris Canal	.....	....	....	....	....	....
.. pref.	.....	....	....	....	....	....
.. 1st mort	.....	....	....	....	....	....
North Pennsylvania	.....	48	....	47	....	....
.. 6s, 1880	.....	100⅛	100⅛	....	....	....
.. 7s	.....	....	92⅛	....	93	93⅛
.. 10s, 1887	.....	....	....	....	....	....
Northern Central	.....	....	40⅛	40⅛	....	....
Pennsylvania R. R.	.... 60⅛	61⅛	62⅛	62⅛	61⅞	61⅛
.. 1st M.	.....	....	....	....	....	....
.. 2d M.	.....	....	100	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	104⅛	....
.. 6s, 2d series	.....	105	105	....	105⅛	....
.. 6s, 3d series	.....	....	....	....	107⅞	....
.. 6s, W L.	.....	104⅛	....	....	....	....
Philadelphia City, 6s	.....	....	....	....	....	....
.. new	.... 102⅛	99⅛	100	....	99⅛	99⅛
Philad., Germ. & Nor.	.....	....	....	....	....	....
Phila. & Reading	 51	51	50⅞	52⅞	51	51⅛
.. 7s, 1893	.....	104⅛	....	....	....	104⅛
Philadelphia and Erie	.. 26⅛	26⅛	26⅛	26⅛	26⅛	....
.. 6s	.....	....	....	....	92⅛	....
.. 7s	.....	89	....	....	....	....
Schuylkill Navigation	.. 7⅛	....	....	....	7⅛	....
.. pref.	.....	....	16⅛	....	....	....
.. 6s, 1882	.... 74⅛	....	75	75	....	75⅛
.. 6s, 1876	.....	....	....	....	....	....
.. 6s, 1872	.....	....	....	....	....	....
Susq. Canal	.....	....	....	....	....	....
.. 6s, 1878	.....	....	....	....	....	....
Union Canal, pref.	.....	....	....	....	....	....
.. 6s, 1878	.....	....	....	....	....	....
Hestonville, (Horse)	.. 15⅛	....	15⅛	16⅛	16	16⅛
Chestnut & Wal.	.. ..	.. ..	....	....	....	....
Green & Coates	.. ..	....	....	....	....	....
2d and 3d streets	.. ..	....	55⅛	....	....	56
Spruce and Pine	.. ..	....	....	....	....	....
13th and 15th sts.	.. ..	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	.....	93	....	....	....	....
.. 1886	.....	....	....	....	....	....
.. 1890	..... 94⅛	94⅛	....	....	94	94
.. 1884	.....	....	....	....	....	....
.. 1900	..... 93⅛	94	....	....	....	....
Balt and Ohio	.....	....	....	....	....	....
.. bonds, 1875	.....	....	....	....	97	....
.. .. 1880	.....	....	....	....	95	....
.. .. 1885	.....	....	....	....	93⅛	....
Marietta & Cin. 1st M.	.. 92⅛	....	92	92⅛	93	93
.. 2d M.	..... 72⅛	72⅛	73⅛	73⅛	74	74
Northern Central	.....	....	40⅛	....	40⅛	....
.. bonds, 1885	.....	94	....	....	94	....
.. .. 1900	.....	....	....	....	....	....
N. W. Va. 1st mort.	.....	....	....	....	....	....
.. 2d mort.	.....	....	....	....	....	....
.. 3d mort.	.....	....	....	....	....	....
City Passenger R. R.	.....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	154⅛	154⅛	154⅛	154⅛	....	154⅛
Boston and Lowell	....	....	139⅛	....	....	139⅛
Boston and Maine	150	....	150⅛	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	3⅛	3⅛	3⅛	....	2⅞	2⅞
.. 7s, new	.....	22⅞	22⅞	22	21⅞	21⅞
Cheshire, pref.	..... 86⅛	....	....	....	....	86⅛
Concord	.....	....	....	....	....	....
Connecticut River	138	....	137⅛	....	138	137⅛
Eastern	123	....	....	....	123⅛	....
Fitchburg	137	....	137	....	....	136⅛
Manchester & Lawr'ce	.....	....	133⅛	....	....	....
Michigan Central	.....120⅛	121	121	121	....	121
Northern, N. H.	.....	....	....	....	112	....
Ogdens. & Lake Champ	90	....	90⅛	90⅛	....	90⅛
.. pref.	.....	....	106	....	....	106
Old Colony & Newport	.....	97⅛	....	98	98	97⅛
Ph., Wil. & Baltimore	.. 55⅛	....	55⅛	55⅛	....	55⅛
Portl'd, Saco & Ports.	.....	....	113⅛	....	....	....
Union Pacific	..... 18⅛	....	....	....	17	....
" 6s	 78	79⅛	79	....	....	....
" Land Grant 7s	69	69	69	....	....	....
" Income 10s	.. 59⅛	60	....	....	60	60
Vermont & Canada	.....	105	104⅞	105	....	....
Vermont & Mass.	..... 65⅛	....	66⅛	67	....	....
South Boston (Horse)	.....	....	....	....	....	....
Cambridge ..	 99	....	....	....	....	....
Metropolitan ..	..... 70⅛	....	....	....	....	....
Middlesex ..	.....	....	....	....	....	68⅛
Central Mining Co.	.....	....	....	....	....	....
Copper Falls ..	..... 7⅛	....	....	....	....	....
Franklin ..	.....	....	....	....	....	....
Huron ..	.....	....	....	....	....	....
Isle Royale ..	.....	....	....	....	....	....
National ..	.....	....	....	....	....	....
Pewabic ..	.....	....	....	....	....	1⅛
Pittsburg ..	.....	....	....	....	....	....
Quincy ..	.....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 25.	Nov. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	68 — 72	67 — 70
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	68 — 72	67 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27⅛— 29⅛	26 — 27
Detroit and Milwaukee 1st mort. 7s	67 — 71	67 — 71
Do. 2d mort. 8 p. c.	67 — 71	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	89 — 91
Do. 100 dol. shares, all paid	110 —111	108 —109
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	88 — 92	89 — 91
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	91⅝— 93	91 — 92
Do. $50 shares	48 — 52	48 — 52
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, December 10, 1870.

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LOCKWOOD & CO., No. 94 Broadway.

Stock Exchange and Money Market.

Money has been in more general demand for speculative and mercantile purposes and with somewhat less liberal offerings, rates have shown a little more firmness, the range on call having been from 5@7, generally 6@7 per cent.; and on strictly prime to very good commercial credits, at from 7@8⅛ per cent. per annum. There has been some outflow of currency chiefly to Cincinnati and New Orleans, but not of sufficient magnitude thus far to make any very serious impression on the bank reserves. The city banks, on last week's business made a gain of $576,246 in their deposit line; while reporting a loss of $568,900 of legal tender notes, and $1,114,551 of specie. They added $1,655,027 to their loan and discount averages. The U. S. Sub Treasury added half a million to its specie balance, while reducing its currency balance $1,188,193. The President's message and accompanying documents, as published by the daily journals, had little, if any influence on financial or commercial movements.

The specie reserve of the city banks according to the latest return is $17,108,066, against $30,633,539 same time last year. The city bank deposits are now $194,991,319, against $182,690,140 week ending Dec. 4, 1869. The legal tender reserve amounts to $51,257,656, against $45,989,274 same time last year. The circulation now stands at $32,238,388, against $24,140,468 same time last year. The loans are now $266,263,143, against $253,235,996 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $81,952,824 a day, against a daily average of $84,805,289 the preceding week. The current week's exchanges average about 101⅝ millions a day. The city banks, last week, reported a loss of $1,114,551 of specie, with a gain of $576,246 of deposits, and a loss of $568,900 of legal tender notes. They increased their loans $1,655,551; and reduce their circulation, $115,291.

The city bank exchanges on Wednesday were 87 millions.

National Bank notes to the amount of $452,130 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $336,802,798, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,086,304 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $303,716,494. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,567,650; and for the public deposits, $15 834,500—making a total of $361,402,150. The Treasury Department last week redeemed and destroyed $815,215 of worn and mutilated fractional currency, and issued $719,017 of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 3, were $3,216,742 in coin, (including $2,053,000 from customs duties,) and $3,084,408 in currency; payments, $2,759,630 in coin, (including $124,483 of coin interest,) and $4,272,601 in currency; balance at the close of the week, included $60,491,363, of coin, against $60,034,251 the preceding Saturday, and $7,078,812 of currency, against $8,267,005 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $258,434 in coin, (including $225,046 from customs,) and $314,325 in currency; payments $418,833 of coin (including $364,964 of coin interest), and $445,198, of currency. On Tuesday, receipts, $353,887 in coin (including $284,047 from customs), and $128,448 in currency; payments, $245,835 in coin (including $236,361 of coin interest) and $305,904 of currency. The balance at the close of business on Tuesday included $6,770,483 of currency, and $60,439,016 of coin, against a balance a week

previous of $7,949,167 currency, and $60,296,872 coin.

The aggregate receipts of the U. S. Sub-Treasury in November were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,666,848 of coin certificates, received for customs.

The U. S. Sub-Treasury balance at the close of business on Wednesday was $60,382,535 of coin, and $6,660,594 of currency.

Government revenues have been yielding moderately since our last. The excises during the week yielded about three millions; customs at the port of New York, $1,904,848, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $5,873,362 in currency. The income of the Government, from excises, since July 1, 1870, has been $75,680,904.

The Gold movement has been on a comparatively steady basis, though without remarkable activity. The speculative demand has been fair. The customs call has been light. There has not been much of an export drain reported within the week. The range of the price has been from 110⅝ to 111⅜; and closing quotation on Wednesday was 110¾ against 111 the preceding Wednesday. There has been a livelier borrowing inquiry for Gold, and gold loans have been quoted rather stringent, though closing with renewed ease. On Wednesday, Government sold $1,000,000 of gold at from 110 59@110 65. The aggregate of the bids was $5,229,500. The specie exports on Wednesday were $200,000.

The customs revenue on Wednesday was $350,170. The coin interest disbursements at the Sub-Treasury were $492,462.

Under the December programme of the Treasury Department Government will sell Gold, during the month, as follows: Wednesday, December 14, $1,000,000; Wednesday, December 21, $1,000,000; Wednesday, December 28, $1,000,000. And will buy in, during the month, of Five-Twenties as follows: Thursday, December 15, $1,000,000; Thursday, December 22, $1,000,000; Thursday, December 29, $1,000,000.

The export drain was $519,863 week ending with Dec. 3, against 449,984 week ending with November 26; $655,078 week ending with November 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 56¾ millions, against 30⅜ millions same time in 1869; nearly 69⅛ millions same time in 1868; 45 millions same time in 1867; over 58½ millions same time in 1866; and 27⅜ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 49¼ millions on Friday, of last week, were 37¼ millions on Monday of this week, 45½ millions on Tuesday, and 27⅛ millions on Wednesday.

The customs demand for Gold last week, averaged $342,166 a day; thus far, this week, it has averaged $254,546, a day, or equal to a weekly aggregate of $1,527,276. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $102,581; and since Jan. 1, 1870, $11,387,557, against $14,876,852 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $132,764,278 against $123,735,833, same time in 1869.

The exports of specie, from this port, last week, were $519,863 against $190,489 same week last year; and since Jan. 1870, $56,738,294, against $30,846,340 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $124,463; and since Jan. 1, 1870, $83,228,416 against $88,407,134 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 24th, was $7,005,000, against $7,716,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 24th, were $31,013,000, against $31,816,000 same time last year.

Foreign exchange has been in slack request and quoted cheaper, on a freer offering of bills. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, 109⅛@109¾. The offerings of produce bills have been unusually liberal. The week's exports of domestic produce have been to the currency value of $7,077,229, and since January 1, 1870, $180,168,855, against $185,627,995 same time in 1869.

Government securities have been quoted generally firm as to price, through the week; but the demand has been unusually limited for all issues. The offerings of bonds have been light. The last monthly exhibit of the public debt showed a further liquidation of $7,475,000 in November, making the total reduction in the funded and unfunded debt, since March 4, 1869, $191,154,764.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113½; U. S. Five-Twenties of 1862, 107⅜@107½; U. S. Five-Twenties of 1864 at 106⅞@107; U. S. Five-Twenties of 1865, 106⅞@107; U. S. Five-twenties of 1865 consolidated, 109¼@109⅜; U. S. Five Twenties of 1867, 109¼@109⅜; U. S. Five-twenties of 1868, 109¾@109⅞; U. S. Ten-forties at 106¼@106⅜; U. S. Six per cent. currency bonds, 110⅜@110⅞.

State bonds have been in fair demand, through the week, and have been quoted generally stronger, though closing irregularly.

Railway bonds have met with a more ready sale for investment purposes at generally buoyant prices. Central Pacific Sixes have been in good request and buoyant in price, closing at 91⅛@91¾. The earnings of the Central Pacific road in November were $761,600, against $535,366 same month last year; and from Jan. 1 to Dec. 1, $7,417,317, against $5,260,882 same time in 1869, showing a gain thus far this year of $2,156,435. The present promise is that the earnings for the whole of the current calendar year will exceed $8,000,000. Chesapeake and Ohio First Mortgage Bonds have been selling at 90 per cent. and interest. Union Pacific Sixes closed at 80½.

Railway and miscellaneous share property has been less active, at depressed and variable prices, closing heavily as a rule, though in Pacific Mail, and Western Union Telegraph the later dealings indicated buoyancy.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 23.	Nov. 30.	Dec. 7.
Consols	92¾	93 3/16	*92⅛
U. S. 5-20's of 1862	88	88¼	89
U. S. 5-20s, 1865	87¼	87⅝	88¼
" 1867	89¼	89¾	90½
" 10-40s	87	87	87¼
Erie	18½	20¾	20¾
Ill. Central	111	111	111⅛
At. and Gt. West	32	28	28

* Ex-dividend.

General Business has been moderately active in the line of Cotton and Breadstuffs but without notable animation in most other kinds of produce. The tendency of Breadstuffs has been to higher values, under a reduced offering. The cotton market closed more steadily. Middling upland cotton closed on Wednesday at 15⅝@15¾ cts. per lb. The stock of cotton now here is given at about 70,000 bales. The receipts at the port this week, have averaged about 7,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,057,989 bales, against 877,850 bales same time in 1869–'70; exports same time 587,900 bales, against 448,400 bales same time in 1869–'70; stock on hand at latest dates, 388,819 bales, against 277,767 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 13,696 pkgs., against 20,046 pkgs., same time in 1869. From Boston, 7,064 pkgs. in 1870, against 6,878 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in moderate request from 8@16c. per lb.; week's receipts, 6,684. Milch cows quiet at $40@$110 each, receipts, 80. Veal calves continue in limited demand at from 5@11½c. per lb.; receipts, 1,457. Sheep have been moderately sought after at from 3½@6¼c.; lambs at 5@7½c. per lb.; receipts, 32,620. Swine have been in more demand at 6⅞@7⅜c. per lb.. all live weight; receipts, 24,527.

Ocean freights have been more active, and rates have been firmer. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. by steamer per bbl.; grain at 7¾d. by sail, and 8¼d. by steamer per bushel; cotton at 5/16@⅜d. by sail and 9/16d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 520.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending December 6th, and since the beginning of the year:

	1869.	1870.
For the week	$4 413,422	$7,077,229
Previously reported	181,214,573	173 091,626
Since Jan. 1	$185,627,995	$180,168,855

The imports for the week ending Dec. 8, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,287,657	$1,788,120
Gen. merchandise	4,233,8 2	4,159,559
Total for the week	$5,521,529	$5,947,679
Previously reported	268,445,761	276,161,015
Since January 1	$273,967,290	$282,108,694

Foreign Goods have been moderately dealt in at less buoyant prices. The dry goods entries at this port, last week, were $1,788,120, making with the general merchandise imports a total of $5,947,679, against $5,899,787 the preceding week.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 92; do., 6s, 81⅞; South Carolina 6s, new, Jan. and July, 68½; North Carolina Fund Act, 1866, 37; do., 1867, 27½; Alabama 8s, 101½; Mil. and St. Paul 1st mort., Iowa Div., 88; North Missouri 1st mort., 87½; Pacific R. R. 7s, guar. by Mo., 98; Hannibal and St. Joseph 8s, conv., 105½; St. Louis and Iron Mt. 1st mort., 90; Toledo, Wabash and Western consol. bonds, 83; Buffalo, New York and Erie 1st mort., 88¾; Ohio and Miss. consol. bonds, 90; Jefferson R. R. 1st mort., 90¼; N. Y. Central R. R. 6s, Real Estate, 89; Morris and Essex const. bonds, 88½; Dubuque and Sioux City 1st mort., 95½; Cedar Falls and Minnesota 1st mort., 83½; Clev., Painsv. and Ash. 1st mort., 94; Galena and Chicago 1st mort., 100; Toledo, Peoria and Warsaw 1st mort., W.D., 81¼; Rensselaer and Saratoga R. R., 92; New Jersey R. R., 117; New York and New Haven R. R. scrip, 144; Western Union Telegraph, 44¾; Jersey City W. L., 93½; Brooklyn 6s, W. L., 95¾; Adams Exp. Co., 65¼; Wells Fargo Exp., 81½; Am. Mer. Union Exp., 46; U. S. Exp., 34½.

Philadelphia.—Oil Creek and Allegheny River R. R., 46¾; do., 7s, 78¾; West Jersey R. R., 62; do., 7s, 97; do. 6s, 91½; Belvidere Delaware 3d mort., 86; Warren and Franklin 7s, 85½; Penn. and New York Canal 7s, 90½; Philadelphia and Reading R. R. Debt bonds, 83; Lehigh Valley old bonds coupon, 100; Wilmington and Reading 7s, 91; Allegheny R. R. 7-30s, 91; Sunbury and Erie 7s, 102¼; Delaware Division Canal, 45¼; Germantown Passenger R. R., 30; Phila. City 6s, new, prior to 1862, 101½; Allegheny County 5s, 77; Pennsylvania State 5s, coupon, 103¾; Dalzell oil, ¾; Big Mt. Coal, 6¼. The latest quotations are: City 6s, 96@—; do. free of tax, 99¾@99¾; State 5s, coupon, 103¾@104; do., 6s, W. L., 104@104¾; do. 1st series, 104½@105; do., 2d series, 105⅛@105⅝; do., 3d series, 107½@107¾; Reading, 51¼@51¼; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 98½@98½; Camden and Amboy, 117@117½; do., mort. 6s, 1889, 94@95; do., 1888, 92½@93¼; do., 1889, 89⅝@—; Penn. R. R., 61½@61⅝; do., 1st mort., 103¾@104; do. 2d mort., —@100½; do. Gen'l mort. coupon, 96@96⅜; do. reg., 95@—; Little Schuylkill R.R., 44@44½; Morris Canal, 31½@36; do. pref., 72@72; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 3¼@—; do., 6s, 42@—; Schuylkill Nav., 7½@7¾; do. pref., 16½@17; do., 6s, 1882, 75@75⅝; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 92¾@95; do., 5s, 58@60; Lehigh Coal and Navigation, 34@34¼; do., 6s, 1884, 84@84⅜; do., R. R. Loan, 88@88; do. Gold Loan, 90⅜@90½; North Pennsylvania, 45@47; do., 6s, 100½@102; do., 7s, 93½@—; do. Chattle 10s, 111@112; Philadelphia and Erie, 26⅜@26¾; do., 6s, 91@91½; Minehill, 52@52¼; Catawissa, 12@16; do. pref., 37½@37¾; Lehigh Valley, 60¼@60½; do. 6s, 96@96⅛; do. 6s, reg., —@—; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 55@56; Thirteenth and Fifteenth, 21½@22½; Spruce and Pine, 24@25½; Green and Coates, 40@45; Chestnut and Walnut, 44½@44¾; Hestonville, 16¾@17; Union, 47@—.

Boston.—Dixon, Peoria and Hannibal R. R. 8s, 96¾; Cedar Rapids and Missouri 7s, 1916, 87½; Vermont Central and Vermont and Canada 8s, 1889, 102¼; Michigan Central R. R. 8s, 1890, 106½; Old Colony and Newport 6s, 95⅞; Stanstead, Shefford and Chambly 7s, 83½; Iowa Central R. R. 7s, 83½; Vermont and Massachusetts 6s, 1883, 92½; Vermont Central 1st mort., 85; do. 2d mort., 38; Quincy and Warsaw R. R. 8s, 94⅞; Boston, Hartford and Erie 7s, old, 55; Rutland pref., 78; do. 7s, new, 80; Union Club 7s, 98; Essex R. R. 6s, 1876, gold, endorsed, 96; Cincinnati, Sandusky and Cleveland R. R., 23½; do. pref., 35; do. 7s, 1890, 75⅛; Summit Branch, 38⅛; Indianapolis and Cincinnati R. R., 6½; Norwich and Worcester R. R., 105½; Rutland R. R., 28; Troy and Greenbush R. R., 48; Eastern (N. H.) R. R., 116; Conn. and Pass. Rivers pref., 85¼; Essex Co., 133; Boston Water Power Co., 20¼; Cary Imp., 8; Maine 6s, 1889, 97¾; New Hampshire 6s, 1878–'84, 99½; Vermont 6s, 1871, gold, 105½; Missouri 6s, 1874, 94½; Massachusetts 5s, 1890, gold, 95; do. 1894, gold, 95¾; Worcester 6s, 1885, 99; Portsmouth 6s, 1884, 94¼; Chicago 7s, 96; Cook Co., Ills, 7s, 97½; St. Louis City 7s, 1885, 95¾; Bath 6s, 1891, 87¾; Boston 6s, 1880, currency, 100⅛; Calumet Mining Co., 125; Hancock, 1½; Hanover, 30c.

Baltimore.—Maryland Defense bonds, 104¾; Virginia 6s, old, 52; do. 1867, 56⅛; Memphis City 6s, 56½; Western Maryland R. R. 1st mort., guaranteed, 93; do. unindorsed, 77; do. 2d mort. guar. by Wash. Co., 81; do. 2d mort. pref., 59; Orange and Alexandria 4th mort., 78½; do. 2d mort., 76¾; Orange, Alex. and Manassas bonds, 78⅛; Northern Central R. R. bonds, 1900, gold, 94. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93⅛; Baltimore and Ohio, 133@136; do. 6s, 1875, 95½@96½; do. 1880, 93¾@94¼; do. 1885, 92½@93; Northern Central, 40⅝@41; do. 6s, 1885, 94@94¼; do., 1900, 89@90½; do. 6s, 1900, gold, 93@94; N. W. Va. 1st mort., 95@97; do. 2d mort., 95@—; do. 3d mort., 1885, 91½@92; Marietta and Cincinnati 7s, 1892, 92@92; do., 2d mort., 73⅞@74; Central Ohio, 23¾@26; do. 1st mort., 85@86; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 92@94; do. 2d mort., guar., 89@—; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80½@81; Richmond and Danville bonds, 74½@75; Orange and Alexandria 1st mort., 6s, 80@—; do., 2d mort., 6s, 76¾@79; do. 3d mort., 8s, 82@82½; do., 4th mort., 8s, 78⅜@79; Orange, Alex. and Manassas 7s, 78½@79; Virginia and Tennessee 8s, 82@82½; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 93@94; do. 1884, 93½@94; do., 1886, 92½@93; do., 1890, 93½@93¾; do., 1893, —@92; do., 1900, 93@94; do., 5s, 1838–'70, 75@80; Memphis City 6s, 56¼@58; Maryland Defense Loan, 1883, 104¾@—; City Passenger R. R., 20@20½; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

☞ John W. Van Valkenburg, late Superintendent of the Albany and Susquehanna Railroad, has been appointed Superintendent of the Eastern Division of the Erie Railway.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Dec. 6, 1870.

FUNDING FIVE TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

They are all Coupon Bonds of $1,000 each, interest payable Jan. 1 and July 1.

☞ *They are well known, and have a ready market in all the money centres in this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

The EARNINGS of the Road for 1870 will reach *Eight Million Dollars*, and the increase is shown in the following figures:

Earnings from Jan. 1 to Dec. 1, 1870...	$7,417,317
Earnings from Jan. 1 to Dec. 1, 1869...	5,260,882
Increase	$2,156,435

We keep a supply of these Securities on hand, and furnish them at current market price, which to-day is 91½.

This price includes the coupon due Jan. 1, for which three per cent. in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109¼	$1,092 50
Cost of $1,000 Central Pacific bond, to-day at 91½	912 50
Difference realized	$180 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

☞ LOUISVILLE AND NASHVILLE SEVEN PER CENT. CONSOLIDATED MORTGAGE BONDS.—The small amount left of the last issue of these bonds will be sold at 90 and accrued interest. Parties desiring an *entirely safe* investment are invited to call for information on either of the undersigned.

J. B. ALEXANDER & CO.,
19 Nassau-st.
JOHN J. CISCO & SON,
59 Wall st.

☞ The Littlestown, Pa., *Press* learns from Captain A. W. Eichelberger, the efficient and enterprising president of the Hanover Branch Railroad Company, and also one of the directors of the Frederick and Pennsylvania Line Railroad, that the iron for this latter road has been purchased, and will, in all probability, be laid as far as Taneytown by the first of January.

☞ The Philadelphia and Reading Railroad Company have declared a semi-annual dividend of 5 per cent., payable in cash on the 27th instant.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool.....	$926,451	$1,490,077
" cotton...	476.496	1,055,620
" silk	1,293,266	2,432,821
" flax	621,676	867,962
Miscellaneous dry goods..	510,462	641,822
Total entered for consump.	$3,823,851	$6,488,302

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$630,162	$568,583
" cotton...	214,491	269,713
" silk	392,659	337,368
" flax	399,235	352,666
Miscellaneous dry goods..	96,281	123,799
Total withdrawn from warehouse	$1,732,828	$1,652,124
Add entered for consump.	3,828,351	7,488,302
Tot. thrown on the market.	$5,561,179	$8,140,426

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	$596,969	$741,600
" cotton...	218,104	344,709
" silk.....	291,725	631,653
" flax	604,453	467,055
Miscellaneous dry goods..	206,583	83,919
Total entered for wareh'g..	$1,917,834	$2,468,936
Total entered for consump.	3,828,351	6,488,302
Total entered at the port..	$5,746,185	$8,957,238

The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool ...	$15,947,248	$20,033,847
" cotton..	12,399,158	14,650,396
" silk	18,774,406	22,086,072
" flax	9,069,707	9,807,222
Miscellaneous dry goods.	6,635,053	8,434,036
Tot. entered for consump.	$62,825,572	$75,011,573

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool ...	$11,419,811	$10,960,300
" cotton..	3,923,506	4,957,831
" silk	4,684,022	5,107,551
" flax	4,612,074	5,325,420
Miscellaneous dry goods.	1,213,915	1,297,764
Total withdrawn from warehouse	$25,853,328	$27,648,866
Add entered for consump.	62,825,572	75,011,573
Total thrown on the market....	$88,678,900	$102,660,439

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	$11,648,547	$10,623,330
" cotton..	4,470,854	4,699,950
" silk	5,311,399	5,426,750
" flax	5 371,264	4,533,966
Miscellaneous dry goods.	1,330,002	1,268,719
Total entered warehouse.	$28,132,066	$26,552,715
Add entered for consump.	62,825,572	76,011,573
Total entered at the port..	$90,957,638	$101,564,288

☞ The Connecticut Western road is now nearly ready for laying track between Collinsville and Hartford. By the 1st of July, 1871, the entire road will be in running order. At this time over $1,400,000 have been expended on the road, all of which has been received from the stockholders.

Journal of Railroad Law.

RAILROAD COMPANIES—CARE TO BE SHOWN INVALIDS—WHEN DUTY IS DISCHARGED—EXPOSURE TO PERSONAL DANGER.

The facts in the late case of The Pittsburg and Connellsville Railroad Company *vs.* McClurg, (56 Penna., 294,) are fully and clearly stated in the following opinion by

THOMPSON, C. J.—The plaintiff below, as we learn from the very brief history of the case by the plaintiff in error, no portion of the testimony being given, was injured while a passenger in the cars of defendant, by reason of the protrusion of his elbow beyond the sill of the car window next to which he sat during the journey, or part of it, coming in contact with a car standing on a switch on the defendant's road. The plaintiff had a verdict on the ground of negligence on the part of the company, as we are informed, in carrying the plaintiff, by reason of which he was hurt, but in what the negligence consisted it is not easy to say, as neither the *narr.* nor its substance is given. Was it for negligence in constructing the switch? Or was it because the defendant had not barricaded its car windows? We do not know: but still, perhaps we may be able to discuss the only point of importance presented, without knowing this.

Assuming the fact, or claiming that negligence on part of the company in performing their duty towards the plaintiff in carrying him had been proved, his counsel prayed the Court below to charge as follows:—

"A passenger on a railway car who has unconsciously suffered his elbow to slip beyond the window sill is not necessarily guilty of negligence: N. J. Railroad Co. *vs.* Kennard, 9 Harris, 203."

This learned Judge unqualifiedly affirmed, doubtless on the authority of the case referred to in the point. He did right in following the precedent cited; even if wrong he was bound to do so. If, therefore, there was error in the instruction, it was not his fault.

That unconsciousness, arising from insensibility, the result of disease or injury, might qualify what would otherwise be negligence, may be conceded, but that would arise from the difference in the degree of care required on part of the carrier. If a passenger was known to be afflicted with epileptic fits, or was entirely insane, it would be reasonable to require of the carrier more care and attention than in the case of ordinary passengers: but then the carrier must know the condition of the passenger, and that extra care and control were necessary, and his duty. This, however, we need not discuss, for nothing like this existed in this case. We must regard the remark "unconsciously suffering his elbow to slip out beyond the window sill," to mean inattentively. In that sense it was negligently suffered to slip. Of course, this was negligence *in se*, unless he was under no obligation to take care of himself. But no case asserts that, and every case the contrary. Out of the omission to do so springs the doctrine of contributory negligence, which defeats a plaintiff, and which is so firmly established as a principle of law that nobody dreams of doubting it. We have the case, then, broadly, I think, that negligence is not to be inferred, when injury accrues from an exposure of an elbow or an arm out of a car window, while the train is moving, if it be not willfully done.

This cannot be maintained on any reasonable principle, we think. When a passenger on a railroad purchases his ticket it entitles him to a seat in the cars. In the seat no part of his body is exposed to obstacles outside of the cars. He is secure there, ordinarily from any contact with them. When he is thus provided with a seat, safe and secure in the absence of accident to the train, and the carrier has a safe and convenient car, well conducted and skillfully managed, his duty is performed towards the passenger. The duty of the latter on entering arises, namely, that he will conform to all the reasonable rules and regulations of the company, for occupying, using and leaving the cars; and after doing so, if injury befall him by the negligence of the carriers, they must answer: if he do not so conform, but is guilty of negligence therein, and is injured; although there may be negligence on the part of the carriers, their servants and agents, he cannot recover: Sullivan *vs.* Read, Railroad Co., 6 Casey, 234: The Penna. Railroad Co. *vs.* Zebe and wife, 9 id., 318, and other authorities. In the latter case we said what is quite apposite to this: "We hold on these principles, that the company's liability could not be fixed for the injury consequent on a choice of the passenger in disregard of the provisions made by it for his safety. It was we think, error in the Court, to submit the question of the right of the parties to leave the cars at either side to the jury in the absence of proof or justifying necessity for so doing. It was not negligence on the part of the company, that they did not by force of barriers prevent the parties from leaving at the wrong side. People are not to be treated as cattle; they are to be presumed to act reasonably in all given contingencies and the company had no reason to expect anything else in this case."

Here the duty of care on the part of the passenger is asserted: and it was a case in which two passengers, the plaintiff and son instead of leaving the cars by the platform on the station, left on the opposite side, and the son was killed by a passenger train on the other track. We held that this was negligence *in se* on part of the passengers, and, in the absence of circumstances justifying the exit on that side of the car, the Court erred in not charging that it was negligence in law. The authority of this case has not been shaken in this particular. We have repeatedly held that it is the duty of Courts in cases of clear negligence, arising from an obvious disregard of duty and safety, to determine it as a question of law: 2 P. F. Smith, 282. 11 Casey, 71: 9 id., 318. Numerous other authorities might be cited for this. Where the inference from the facts is necessarily that there is negligence, the Court ought to determine the negligence as a matter of law. Of course the assertion of the principle in this way presupposes no answer to the facts, so as to rebut the inference to be drawn, and implies that this may be done in all cases, if there be facts to that effect.

A passenger, on entering a railroad car, is to be presumed to know the use of a seat, and the use of a window: that the former is to sit in, and the latter is to admit light and air. Each has its separate use. The seat he may occupy in any

way most comfortable to himself. The window he has a right to enjoy—but not to occupy. Its use is for the benefit of all, not for the comfort alone of him who has by accident got nearest to it. If, therefore, he sits with his elbow in it, he does so without authority; and if he allows it to protrude out and is injured, is this due care on his part? He was not put there by the carrier, nor invited to go there; nor misled in regard to the fact that it is part of his seat, nor that its purposes were not exclusively to admit light and air for the benefit of all. His position is, therefore, without authority. His negligence consists in putting his limbs where they ought not to be, and liable to be broken without his ability to know whether there is danger or not approaching. In a case, therefore, where the injury stands confessed, or is proved to have resulted from the position voluntarily or thoughtlessly taken, in a window, by contact with outside obstacles or forces, it cannot be otherwise characterized than as negligence, and so to be pronounced by the Court. This is undoubtedly the rule in Massachusetts: Todd *vs.* The Old Colony Railroad Co., 30 Allen, 21, and again in 7 Allen, 207. In that case the point was distinctly presented whether it was negligence to ride with an arm or an elbow out of a car window, and was declared that it should have been so ruled by the Court instead of referred to the jury: and the Court below was reversed for not so ruling. (See opinion C. J. Bigelow in the last case.) So in substance is Holbrook *vs.* The Utica and Sch. Railroad Co., 236. It is true, the judge below having given a very decided opinion on the fact of negligence in sitting with an elbow on the window, and that it was negligence, the Court of Errors and Appeals refused to interfere: but Ruggles J., indicated his opinion to be in favor of the doctrine. We held, in North Penna. Railroad Co. *vs.* Heilman, 13 Wright, 60, that a failure of a traveller, when crossing a railroad track, to look out for passing trains, is negligence in law, and so to be pronounced. This was fully in accord with what we had repeatedly held, that "what in a given state of facts constitutes negligence, is generally a question of law:" per Woodward C. J. in Catawissa Railroad Co. *vs.* Armstrong, 2 P. F. Smith, 286: and in Penna. Railroad Co. *vs.* Ogier, 11 Casey, 71, we said "there may undoubtedly be cases in which only the facts proved may present so clearly and incontestably features of negligence in regard to the specific ground of complaint, that it may become the duty of the Courts to pronounce it such as matter of law." There are many cases in other States in support of this rule.

In the absence of some justifying necessity or incapacity to take care of himself on part of the passenger, no one can doubt, I think, from the reason of the thing, in view of the nature of the vehicle used, being a railroad car, that to extend an arm or a hand beyond the window sill is dangerous, and is recklessness or negligence. Whenever the facts present such a case singly and without any controlling or justifying necessity, we think the Court ought to declare the act negligence; and as there was nothing like this shown in the case before us, we think the Court ought not to have affirmed the plaintiff's point. Unconsciously exposing himself did not help the plaintiff's case, as it was not shown that this unconsciousness was not the result of a want of prudent attention to his situation on part of the plaintiff. It would be a novel answer to the allegation of negligence, to allege that the plaintiff had slept in the position he was in when hurt: and that would be a condition of unconsciousness. Sleeping when due care would require one to be awake, or in dangerous circumstances, is negligence, and no answer to the company can be given to such act. Of course these views are predicated of a case in which there are no facts to qualify or justify the act. It is possible that a state of facts might be found to show an exception to the rule, and where that occurs the rule ceases. But none such appear as this case is presented.

It must be admitted that the case of New Jersey Railroad Co. *vs.* Kennard, 9 Harris, 203, announces a different rule. There the plaintiff's elbow came in contact with a post or upright of a bridge. The case was not put upon the ground that there was negligence on the part of the company in constructing the bridge, but upon the ground that the company were negligent in not placing barriers around the window to prevent passengers from exposing their limbs outside. The learned Judge, Gibson, C. J. instructed the jury that a car which was not so provided was not, to use his peculiar expression, "roadworthy." Predicated of this idea, he held that passengers had a right to ride as they pleased, and to sit with elbows on the window sills and beyond if they chose. In fact, he seems to have required no duty of care on part of the passenger in this particular; for, had he, it seems to me he would, even on his own theory of the duty of the company to barricade the windows, have come to the conclusion, if the want of it was negligence it was also negligence on part of the passenger not to take greater care on account of the want of the precaution, and that would have been contributory negligence, which would have prevented the plaintiff from recovering.

The case was affirmed in a *per curiam* opinion, for the reasons given by the learned judge below, but with a reservation of approval of that which was really the ground on which the case was put. "The language of the learned Judge," says the opinion, "who presided at the trial seems to be too broad as a general principal, where he says that no car is good if the windows are not so constructed as to prevent the passengers from putting their limbs through them. But in its application to a road which in places is so narrow as to endanger projecting limbs, the instruction is proper."

It is not unjust to this *per curiam* to say that it repudiated the main ground on which the case was put in the Court below, and affirmed it on a principal not in the case at all, namely, the narrowness of the passage-way under the bridge. The bridge was not built by the railroad company. As it was over a canal, it was probably built by the canal company. The passage-way was wide enough for the cars to pass conveniently, but that is nothing to the purpose: the narrowness of the passage-way was not the ground of the recovery. The report of the case says the "whole question was whether the defendants were obliged to construct their cars with slats, bars, wire gauze or other barricades, so that a passenger could not put his arms out of the windows? If the defendants did not do so, whether they are liable? It is evident the case was very little considered, and, in the presence of authorities cited, ought not now to be regarded as the law. It is very remarkable that it should have been said in the opinion, that the doctrine of barricades about the car windows was too broad, as a general principle, but just in its application where the passage-way was so narrow as to endanger projecting limbs. This was a limitation of the principle impracticable in practice. The windows would necessarily be the same on the entire road, if made to suit any particular portion of it. In this again is shown that it was not a case which had been considered much.

In conclusion, we have simply to reassert, that where a traveller puts his elbow or an arm out of a car window, voluntarily, without any qualifying circumstances impelling him to it must be regarded as negligence *in se* and when that is the state of the evidence it is the duty of the Court to declare the act negligence in law.

We think the Court erred in answering the plaintiff's point in the affirmative, and the defendants' in the negative, and for these reasons the judgment must be reversed.

Judgment reversed, and a *venire de novo* awarded.

Union Pacific Railroad.

There appears to be a very needless panic in the Union Pacific securities, which started on account of a rumor from Washington that the Secretary of the Treasury will refuse to pay the one-half earnings for Government transportation. No communication of the kind has been received by the Company from Mr. Boutwell. The amended act of Congress, passed in 1864, is very explicit upon the subject. Sect. 5 declares that "only one half of the compensation for services rendered for the Government by said Companies shall be required to be applied to the payment of the Bonds issued by the Government in aid of the construction of said roads." The amount, however, is not a matter of vital interest to the road, although at present, while its earnings are small compared with its future prospects, it is a convenience to the Company. The whole amount of earnings on freight and mails for Government for the year ending July, 1870, was $657,945 36, and the half received $328,972 68. The community may feel no sort of apprehension that there will be a failure on the part of the corporation to pay the interest on all its Bonds.—*Boston Journal.*

☞ The Pine Bluff (Ark.) *Republican* says that six hundred men are pushing the work on the Little Rock, Pine Bluff and New Orleans Railroad from the Mississippi toward Pine Bluff, while the three sections of ten miles each, extending from Pine Bluff are already let to enterprising contractors, who will shortly begin work on that end of the line, and the two working parties will meet about thirty miles from town. Forty-five miles of this road are graded, thirty miles of ties are laid, three miles of track are down, and twelve miles of iron are landed.

☞ The following gentlemen have been elected directors of the Parkersburg Branch Railroad Company: Johns Hopkins, Wm. McKim, Thomas Swann, John W. Garrett, Albert Schumacher, Galloway Cheston, Columbus O'Donnell, Wm. Keyser and Charles M. Keyser of Baltimore, and P. G. Van Winkle and J. N. Camden, of Parkersburg. Wm. Keyser, Esq., was elected President *vice* P. G. Van Winkle who declined a re-election.

Chesapeake and Ohio Railroad.

At the third annual meeting of the stockholders of this company, held at the Exchange Hotel, Richmond, Va., on the 24th ult., the following gentlemen were unanimously elected directors for the ensuing year: C. P. Huntington, of New York; A. A. Low, of New York; W. H. Aspinwall, of New York; Pliny Fisk, of Pennsylvania; Richard Irvin, of New York; Jonas B. Clark, of New York; Wm. B. Hatch, of New York; H. C. Parsons, of West Virginia; John Echols, of Virginia; Wm. C. Wickham, of Virginia; Jos. R. Anderson, of Virginia. The Committee to whom was referred the report of the President and directors of the Chesapeake and Ohio Railroad Company, and the accompanying documents, made the following report:

That they have examined the report and find in it the most gratifying assurance of the prosperous condition of the road. The receipts have steadily increased, notwithstanding the unfavorable seasons for agriculture and the suspension of operations occasioned by the destruction of bridges and other injuries to the road by the extraordinary freshet. More than eighteen miles of the road between Richmond and Staunton have been relaid with new rails of the most approved pattern and in the best manner. Many thousands of new ties have been substituted for those that were decayed, and a large quantity of ballasting has been done. In regard to the portion of the work extending from Millboro' to the Ohio River, the report furnishes the most substantial grounds for the belief that the present temporary tracks between Millboro' and the White Sulphur will, within two years, be replaced by a new and permanent line of railway, and that within the same period the entire line from Richmond to the Ohio River will be finished and in actual operation.

The Committee, therefore, cordially congratulate the stockholders on the flattering prospects of the road, and concur with the President in the opinion that "the Chesapeake and Ohio Railroad will, at no distant day, assume a position second to none of the great lines leading westward from the Atlantic coast."

They therefore recommend the adoption by the stockholders of the following resolution:

Resolved, That the stockholders of the Chesapeake and Ohio Railroad Company, in general meeting assembled, do approve and adopt the report of the President of the Company, and also the reports of subordinate officers thereto appended.

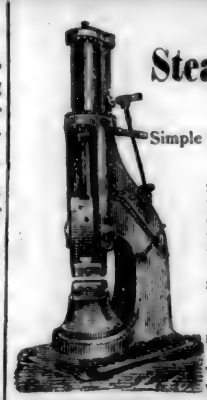
The report and resolution of the Committee were unanimously adopted by the meeting.

Locomotive Building—Extensive Establishment.

The locomotive works of M. Baird & Co., North Broad street, are the largest in this country, or perhaps in the world. 1,900 men are now employed in the various shops which occupy the space from Willow street to near Spring Garden, and from Broad to Fifteenth streets. Rather more than one locomotive is completed and sent out for every working day in the year, to supply the wants of railroads in every part of the United States and portions of Europe. Three locomotives, one nearly completed, are intended for the Don Pedro Railroad, in Brazil. Each of them weighs 90,000 pounds, being the heaviest locomotives yet constructed. They are to be used as freight engines, and on a road with heavy mountain grades. This firm are also constructing small mining locomotives, that weigh bit 14,000 pounds, and are to be used in place of mule power, in hauling coal from the head of mines. They are five feet high and five feet broad.—*Philadelphia Ledger.*

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NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc, etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK

By the Governor:

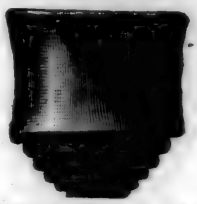
ROBERT H. ATKINSON,
Executive Secretary.

VOSE, DINSMORE & CO.,

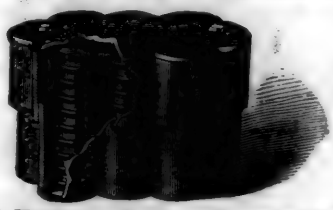
National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,

MANUFACTURERS OF

RAILWAY CAR SPRINGS



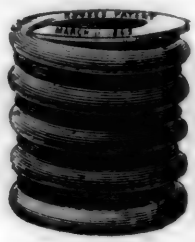
The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral



Large Rubber Centre Spiral.



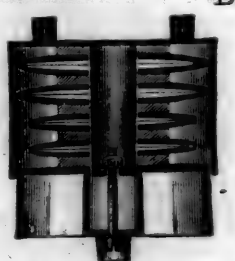
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



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Axles, Fire Box and Boiler Plate,
REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

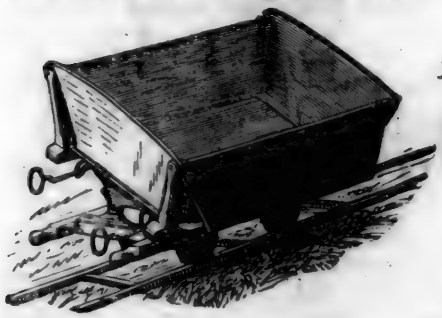
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Peteler Portable Railroad Company.



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For Excavating and Moving Materials of all kinds; Manufacturers of
Portable Cars, Tracks,
&c., for
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according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Dec. 20, HENRY CHAUNCEY, CAPT GRAY, connecting with the SACRAMENTO, CAPT. FARNSWORTH

Departure of 20th every month will touch at San Jose Guatemala.

Steamer JAPAN, will leave San Francisco Dec. 31, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Dec. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Dec. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$50.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, December 17, 1870.

For the American Railroad Journal.

Lowthorp on the Use of Cast and Wrought Iron in Bridge Construction.

BY THOMAS C. CLARKE.

In the AMERICAN RAILROAD JOURNAL for October 22d and 29th, is a paper stated to have been read before the American Society of Civil Engineers by F. C. Lowthorp, a member of the Society and builder of iron bridges.

Whatever prestige this paper may derive from the fact of its having been read before a learned body, its author is welcome to. But when it was read, there was no time for discussion; and had it been published by the Society in the usual course of its papers, we should have combatted its deductions and opinions before the Society, in the usual way.

But as Mr. Lowthorp has seen fit to publish it himself, without waiting for the action of the Society, he has made it public property, and we feel no delicacy in criticising it in the public press, and pointing out wherein we think his recommendations would lead to a dangerous style of construction.

This paper is made up, according to its author, of "facts and observations." The "facts" consist in giving a list of iron bridges built by him, in which the upper chords and posts were made of cast iron. The "observations" are mainly to the effect that because these bridges have successfully borne the traffic of the railways for a number of years, therefore cast iron is better than wrought for the compressive members of a bridge truss.

But there are many cast iron bridges that have done the same thing, and there are some wrought iron bridges that have utterly failed. The natural inference is that the former were well proportioned and the latter not. The success of Mr. Lowthorp's bridges does not prove anything as to the value of the two materials.

If moreover it can be shown that some of his bridges are strained beyond what the best practice of the engineering profession has fixed as the limit of safety, this merely shows that Mr. Lowthorp has more hardihood than most of his professional brethren. It certainly does not prove that the practice is safe.

Mr. Lowthorp quotes various authorities to show that the power of cast iron to resist compression much exceeds that of wrought iron. Everybody knows that this is true; but there is another fact to be taken into account, and that is that a compressive force acting along the axis of a column will produce a tensile strain at right angles to it. In other words, if the length of the column exceeds a certain ratio of the diameter, it will first bend and then break, as it would do if laid horizontally and loaded with a weight in the centre. All of Mr. Lowthorp's columns are long enough to come under this law.

Mr. Lowthorp quotes Hodgkinson, whose experiments are our sole authority upon the strength of cast iron struts. From these experiments Hodgkinson derived a formula which is the best means we have of ascertaining the strength of any cast iron column. By this formula, a hollow cylindrical cast iron column whose length does not exceed 14 or 15 diameters, which is about the proportion of Mr. Lowthorp's upper chords, will bear before failing, about 50,000 lbs. per sq. inch. The factor of safety as usually taken by engineers, is from one-fifth to one-seventh of the ultimate strength. Mr. Lowthorp admits that in one instance he has subjected his cast upper chords to a strain of 19,000 lbs. per sq. inch, and wishes us to believe, on his sole authority, that the elasticity of the metal is not impaired.

It is evident that Mr. Lowthorp has not followed the excellent advice of Mr. Whipple, quoted by himself. "It is necessary to take into account the length and diameter, as well as the area of cross section, in order to determine the amount of negative (compressive) strain which a piece of cast iron, or any other material may be relied upon to sustain."

We have thus shown that the value of a cast iron column depends upon its tensile as well as its compressive strength. Now we do not mean to say that it is not possible to procure cast iron of a high tensile strength; for the Government specification for artillery requires cast iron of a tensile strength of over 30,000 lbs. per sq. inch, which is more than double that of ordinary cast iron.

But such iron is obtained by a special process of re-melting several times and "boiling," that is keeping it in a state of fusion for several hours in an air furnace, in which the fuel is burnt on a separate grate, and only the natural draft employed.

Neither Mr. Lowthorp nor any other bridge builder ever puts such cast iron as this into their chords and columns, for the simple reason that it would cost more than wrought iron. Moreover, although its tensile strength is so great, it is by no means a tough iron; it is hard and brittle, and would not make as strong a column as would wrought iron of the same tensile strength.

As there is a greater range in the quality of cast irons than of wrought, the chances are greater that the owners of a bridge, which admitted cast iron in the chords and columns, would pay the price of a good material for a poor one, than if they insisted on the use of wrought iron only.

It is not only more difficult to detect an inferior quality of material in cast iron than in wrought, but it is almost impossible to detect flaws, honeycombs, etc., in column castings, and very difficult to ascertain whether the core has remained truly centred.

The main difference between the two kinds of material is this: in wrought iron the very pro-

cess of manufacture eliminates flaws; in cast iron it conceals them. Wrought iron moreover gives warning before it begins to fail, under compression at least, while cast iron snaps like glass.

The greater elasticity of cast iron under a compressive strain, has the effect of causing greater deflection in a bridge built with cast iron chords than in one which has them of wrought iron. And here we prefer the authority of Edwin Clark to that of Mr. Lowthorp.

E. Clark in his work on the Brittania and Conway bridges, shows as the result of experiments (see p. 305 to 320) that cast iron under equal loads per sq. inch with wrought iron, compresses twice as much, and that while cast iron takes a sett even under the first ton, wrought iron does not do so until about 10 tons per sq. inch are put on it; and he farther shows that in all cases cast iron breaks under the ultimate strain, while wrought iron bends, and still remains useful.

But we may be asked, "would you condemn the use of cast iron altogether in bridge construction?" Certainly not, if used *legitimately*, that is to say in circumstances where *there can be neither tensile nor cross strain upon it.* Here it is as safe and as fit to be used as in the case of car-wheels, quoted by Mr. Lowthorp. Any other view would exclude its use in bed-plates, washers, and in those pieces used for connecting parts of wrought iron together, which are subject to compressive strain only.

No one in their senses would allow of the use of cast iron in the floor beams of a bridge; but very few consider that the upper chords and posts are subject to a precisely similar strain, and yield, when they do, in the same manner as a beam placed horizontally and loaded in the centre. Hence we say, that the use of cast iron, for the upper chords and posts of bridges is as dangerous as it would be to use it for floor beams.

And the fact that Mr. Lowthorp's bridges are still standing—(and we hope they will stand for many a day, along with the Quincy bridge, and other bridges where upper chords are of cast iron,)—does not reconcile us to what we always have considered and shall consider the improper use of cast iron.

Little Miami and Columbus and Xenia Railroads.

Since December 1, 1853, and to November 30, 1868, the L. M. and the C. and X. companies were united in partnership. In January, 1865, the joint companies leased the Dayton and Western R. R., and in February of the same year purchased the Dayton, Xenia and Belpre R. R. This connection was dissolved December 1, 1868, and from that date the L. M. company took a 99 years' lease of the C. and X. and of all the interest of that company in the D., X. and B. and the D. and W. railroads, agreeing to pay all partnership and other debts of the leased roads, except the principal of the bonds of the C. and X. company, and to pay the last named company a sufficient sum to yield 7 per cent. on its capital stock free of taxes, etc. In December last a further change was effected. The L. M. company then leased their property and rights in perpetuity to the Pittsburg, Cincinnati and St. Louis company, the lease being guaranteed by the Pennsylvania company, at an annual rental of $480,000, free of tax, etc. This rental is equivalent to 8 per cent. on $6,000,000, and to that amount the stock of the L. M., including that of the C. and X. company, has been increased. By this arrangement a through line of 668 miles under a consolidated administration has been established between Philadelphia and Cincinnati with several converging branches of no little importance. The report of the L. M. and Col. and X. railroads for the year ending Nov. 30, 1869, recently issued, will be the last separate statement for that line, and hence, though late after date, we transfer to our columns the main facts of the statements made therein.

The following statement compares the earnings of the fiscal years 1867-'68 and 1868-'69:

	1867-'68.	1868-'69.
Passengers	$708,923 33	$694,631 55
Freight	812,054 69	848,247 45
Expresses and mails	120,193 06	115,331 42
Rents of depots	3,304 50	3,109 81
Mileage of engines & cars	23,723 99	32,014 20
D. & W. R.R. earn'gs.	94,593 56	96,018 75
Interest on investments, &c	64,353 51	43,642 00
	$1,837,146 64	$1,832,995 18

The working expenses in the same years were as follows:

Transportation	$504,597 74	$525,133 89
Cars	120,677 42	111,451 66
Locomotives	95,068 91	69,933 31
Roads	288,452 80	228,909 42
General	63,655 38	58,220 30
Loss and damage	24,647 96	15,846 42
D. & W. R. R. exp.	86,123 38	65,266 02
	$1,183,223 59	$1,073,761 02
Net Earnings	$653,923 05	$759,284 16

From which deduct—

Interest and rents	$126,813 92	
Taxes	83,754 50	
D. and W. R. R. interest and taxes	58,255 26	
Dividend No. 47 May, 1869	131,614 74	
" No. 48 Nov., 1869	131,614 74	
Lease, &c., C. and X. R.R.	100,664 44	
		532,717 60
Leaving undivided surplus		$126,516 56
L. M. surplus, Nov. 30, 1868	$290,480 89	
L. M. and C. and X. surplus, Nov. 30, 1868	565,478 64	
		855,959 53
Total surplus		$982,476 09
Transferred to C. and X. Co. on execut'n of lease	$45,523 76	
Charged to profit and loss	341,760 74	
		387,284 50
Surplus Nov. 30, 1869		$595,191 59

The following is the chief substance of the Director's Report:

Since your last annual meeting many important changes have taken place in the railroad system of the country, changes involving in many particulars, the immediate interests of this Company.

The consolidation of the lines of road between Buffalo and Chicago became the subject matter of serious consideration. So long as the companies owning the roads between Cleveland and Buffalo had no interests west of Cleveland, this company had no reason to doubt that by continuing the policy which it had always pursued toward those companies in connection with the Cleveland and Columbus company, the relations heretofore existing would continue, and our road would continue to be used by them as their line to Cincinnati, the South and Southwest, but when their interest became identified with the roads west of Cleveland, it was not difficult to foresee that a state of things might arise in which their interests might be adverse to those of this company, and in which this company, without a large expenditure of money, would be powerless for its own protection. Shortly after this consolidation, and before the combined companies had given any evidence of what might be expected in the future, the Pittsburgh, Cincinnati and St. Louis company, the immediate ally and representative of the Pennsylvania company, became the owner by purchase of the Cincinnati and Zanesville road, with arrangements already made for the extension of the latter road from Zanesville to Dresden, there connecting with its own line of road, thus bringing the road of that company within thirty-six miles of the City of Cincinnati. To wait for the completion of the road between Zanesville and Dresden, was in the opinion of your Board of Directors, but to wait until the alternative was presented of giving to the Pittsburgh, Cincinnati and St. Louis company an unrestricted right to use your road between Morrow and Cincinnati, or the building of an independent road between Morrow and Cincinnati.

The Baltimore and Ohio company had already obtained the control of the Cincinnati and Marietta road, and adopted that as their Cincinnati connection. The Erie company had, in like manner, such control as it desired over the Hamilton and Dayton road, and had its independent Cincinnati connection.

Under these circumstances it became a serious question for those in charge of your property and interests to determine what was proper, best and wise for them to do, and giving to the subject that consideration its importance demanded, they could not doubt that their true line of duty led to an alliance of some kind with the Pennsylvania interests, and thus impressed, interviews and negotiations followed, which have resulted in a lease of your road to the Pittsburgh, Cincinnati and St. Louis company.

Without going into the details of the lease, its general provisions may be stated as follows:

It is perpetual in its terms and provisions.

It includes the Little Miami road, and all roads and other property, by the Little Miami company owned or operated under leases from other companies.

It takes effect as of the first day of December, 1869, and vests in the lessee in addition to the leased property, all the property of every kind and description owned by this company on that day.

It provides that the capital stock of this company may be increased so that the aggregate capital stock of this and the C. and X. companies will be $6,000,000,—and that the rental to be paid shall be equal to eight per cent. on that amount of capital, or $480,000 per annum, payable in quarterly instalments at the office of this company in this city; that such rental shall be free from all taxes, State and National; that the lessee will pay all taxes upon the property, leased, assigned or conveyed; will assume and pay all debts, obligations and liabilities of every kind and description against this company, accrued or accruing, on the day on which the lease is to take effect.

It contains all the provisions deemed necessary to the full and perfect protection of this company, and the property leased.

The performance of the terms and covenants of the lease by the lessee is guaranteed by the Pennsylvania Railroad company.

The lengths of the roads owned and leased by the L. M. Co. are described as follows:

	Line.	2d track.	Sidings.	Total.
L. M. R. R.	82.50	26.30	18.61	127.41
C. and X. R.R.	54.50	—	12.74	67.24
D. and X. R.R.	15.25	—	1.50	16.75
Total	152.25	26.30	32.85	211.40
D. and W. R.R.	42.00	—	3.20	45.20

The L. M. company own 47 locomotives of

which 15 are for passenger and 82 for freight service. The number of passenger cars owned is 85, of baggage, mail and express, 20, and of freight cars, 714. Of the freight cars 438 are box, 140 stock, 35 low rack, 20 coal, 67 flat and 14 caboose cars. Thirty-six of the above are in the White Line and forty in the South Shore Line.

Passenger trains run 521,562, freight 319,868, wood and construction 41,173 and other 139,732, or a total of 1,021,335 miles. Passenger cars run 2,691,657 and freight cars, 6,778,631 miles—total, 9,470,288 miles.

The total number of passengers carried exclusive of commuters (115,008) was 455,370, of which 126,374 were through and 328,996 local. The freight movement was 465,887 tons, of which 263,658 tons were through and 202,284 local.

The increase over the previous year was: trains 80,118 miles, and cars 728,043 miles. Passengers decreased by 16,712. Freights increased by 96,044 tons.

The Auditor in his report explains certain items in the general and balance sheet as follows:

Under the terms of our lease of the C. and X. R. R., the entire interest of the C. and X. company in the joint assets and liabilities of the L. M. and C. and X. partnership, was transferred to us, as specified and conditioned in sections 3 and 8 of the lease. This interest is stated among our liabilities in the amount standing to the credit of the C. and X. company.

The following is an abstract of the general balances as found at the close of the fiscal year 1868–'69:

Liabilities.	
Capital stock	$3,572,400 00
Cincinnati Loan due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1883	1,480,000 00
Bills payable	27,031 58
Due to agents	2,579 21
Due to Transportation Cos.	134,767 38
Unpaid dividends	147,721 41
C. and X. R. R. Co	643,989 54
Street Connection Loan	125,000 00
Personal accounts, pay rolls and supplies	219,869 49
Surplus	595,191 59
Total	$7,048,490 20

Property and Assets.	
Construction	$2,964,723 85
Real estate and depots	965,803 68
Rolling stock and shop machinery	1,061,094 12
Street Connection track	64,639 00
Dayton and Xenia Branch	412,285 12
Col. and Xenia stock	529,550 00
L. M. Elevator stock	20,000 00
Col. and X. R. R. bonds	54,000 00
L. M. R. R. bonds	13,000 00
P. C. and St. Louis R. R. bonds at 80 per cent	160,000 00
Street Connection bonds at 80 pr ct.	158,000 00
Dayton on Western R.R. b'ds at cost	22,900 00
Yellow Springs Impv. bonds at par.	2,000 00
Wharf boat	4,874 76
Supplies on hand	171,484 19
Bills receivable	51,510 50
Personal and company accounts	172,731 11
Cash	229,353 27
Total	$7,048,490 20

President.—H. J. Jewett.

Directors.—Jos. C. Butler, Chas. P. Cassilly, W. H. Clement, Edmund Dexter, Henry Hanna, L. B. Harrison, H. J. Jewett, Richard Lewis, and J. H. Rogers, of Cincinnati; John Bacon, of Springfield; Abraham Hivling, of Xenia, and Jos. R. Swan, of Columbus.

Treasurer.—Chas. P. Cassilly.

Secretary.—Joseph C. Butler.

State Tax on Passenger Travel.

In the Superior Court of this city, yesterday, the important and much-talked-of case of the State of Maryland *vs.* The Baltimore and Ohio Railroad Company, which has been on trial for the past week, terminated, under the instructions of the court, by a verdict in favor of the company. This suit, as our readers are aware, was instituted in pursuance of joint resolutions to that effect passed at the last session of the Legislature, for the purpose of compelling payment by the company of the one fifth of the gross receipts of the road from passenger travel on the Washington Branch, required by the act of 1832, chapter 175, and its supplements, to be paid into the State treasury, but which for the past two years the company has refused to pay over, upon the ground that such exaction by the State was in the nature of a tax or restriction upon passenger travel, declared by the Supreme Court of the United States, in the case of Crandall *vs.* The State of Nevada, to be unconstitutional.

In the case before the Superior Court two questions were involved—First whether the reservation of the one-fifth receipts was in the nature of a passenger tax, and within the application of the principle of the Nevada case; secondly, whether admitting the unconstitutionality of the State law requiring the company to pay over one-fifth of its receipts from passenger travel, the company had any right to retain the amount already collected on that account, it being conceded that no reduction in the rate of fare charged on the Washington Branch has taken place since the company refused to pay over to the State. Both points were ruled in favor of the company by Judge Dobbin, which ruling necessarily put an end to the case, leaving no question to be determined by the jury.

An exception was reserved by the counsel for the State, with the view of taking the case to the Court of Appeals.

Another important point in the case, however, it will be recollected, had been previously determined adversely to the company, that is, its claim of set-off for $185,000 alleged to have been advanced for the premium on gold to pay interest in London, the court holding that as the State, as a sovereign, could not be sued no cross-action in the shape of a set-off could be allowed, and it was necessary to rely on the justice of the State in all claims against her.

To the public at large, perhaps the most interesting feature connected with the case is the announcement that from and after to-day the rate of fare between Baltimore and Washington will be reduced from one dollar and fifty cents to one dollar and twenty cents—the reduction representing the one-fifth heretofore claimed by and for more than thirty years paid to the State, but which the court has now decided that the State has no right to exact. A corresponding reduction will be made in the rate of fare between intermediate stations on the same road. This measure, it will be remembered, was recommended by the finance committee of the company at the time their resolution was taken to contest the legality of the State's claim, and has only been deferred pending the decision of the legal questions in controversy. —*Baltimore Sun, Dec.* 10.

☞ The Boonton Branch of the Delaware, Lackawanna and Western railroad is now open for travel. The new route leaves the main road at Denville Station, running directly through Boonton, Beavertown, Meade's Basin, Paterson, Clifton and Rutherford Park, to Bergen Tunnel. Two daily trains will run the entire length of the Branch, 34 miles.

☞ The stockholders of the Camilla and Cuthbert Railroad, at their meeting at Newton, Ga., on the 15th instant, choose Gen. A. H. Colquitt as President, and A. L Hawes as Secretary and Treasurer.

Sale of the St. Paul and Pacific Railroad to the Northern Pacific.

The New York *Tribune*, of November 23, has the following very important announcement:

"The Northern Pacific Railroad Company has purchased from E. D. Litchfield, of London, the main and branch lines of the St. Paul and Pacific Railroad—about 300 miles in length. Mr. Litchfield is to complete the main line to Breckinridge. From this point it will be extended to the Great Bend of the Missouri. The extension of the branch to Pembina, on the British boundary line, will be commenced immediately. We understand that the principal officers of the St. Paul and Pacific retain their positions."

Mr. E. D. Litchfield, the gentleman referred to, arrived in this city last evening, accompanied by Mr. L. Wilmar, of London, the gentleman through whom the bonds of the St. Paul and Pacific Railroad Company were negotiated at Amsterdam. On being applied to by a reporter of the Press, to ascertain whether the startling information contained in the above paragraph was correct, it was corroborated by them in every particular. The sale was effected in New York on last Tuesday, Mr. Litchfield disposing of his entire interest, and he and Mr. Wilmar return on Tuesday next to complete the arrangements. While the principal officers of the company will retain their positions at present, there will be some change in the directory in consequence of the retirement of Mr. Litchfield from the company.

Mr. Litchfield declined to give any information at present as to the terms and conditions of the sale, and as to the future policy of the Northern Pacific Railroad Company in relation to these lines, beyond what is contained in the above paragraph to the *Tribune*, except to express his belief that the sale would redound to the advantage of the State at large and of St. Paul in particular, as it removed all ground of conflict between the companies, and made them one in interest. We understand from another source that Mr. Wilmar, to whose agency in the negotiation of the bonds of the St. Paul and Pacific that enterprise is mainly due, will now take hold of the bonds of the Northern Pacific, and that the Amsterdam parties are to be financial agents of that company in Europe.

There can be no question of the correctness of Mr. Litchfield's judgment, that the consolidation of the St. Paul and Pacific with the Northern Pacific will redound to the advantage of the State, of St. Paul, and both of the systems of roads which it now unites under one control. They are, in fact, inseparable parts of the same great system, and by their consolidation, the Northern Pacific obtains the much needed advantage of a direct outlet to the Mississippi river and Chicago; makes the St. Paul and Pacific an integral part of that great highway between the oceans, and lifts it up from a mere isolated local system to the importance of a leading continental trunk line. It solves, too, the question of the position of St. Paul in relation to the Northern Pacific Railway system, and makes it the Mississippi base or starting point of that great thoroughfare.

Two highly important results are already assured by the sale of the road:

First, The immediate extension of the main line of the St. Paul and Pacific to Breckinridge, and thence to the Great Bend of the Missouri; and

Second, The immediate extension of the branch line from St. Cloud to Pembina.—*St. Paul Press, Nov.* 27.

☞ At a meeting of the stockholders of the Salt Works and Coal Mine Railroad Company, held at Lebanon, Va., on the 9th inst., W. A. Stuart, Esq., of Saltville, was elected President. The Chief Engineer estimates the total cost of the road at $1,700,000.

☞ The Baltimore, Pittsburg and Chicago Railroad company was organized at Aurora, Ind., a few days since, by the election of a board of directors with Hon. Wm. M. Clapp as President,

The Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $33,783,000 of which $33,762,300 has been paid. The receipts for the transportation of passengers, freight, &c., for the year ending June 30, 1870, were $8,344,371 08, and expenses $5,649,573 45, leaving as net earnings $2,694,797 63. The entire cost of the road and fixtures at that date, not including unadjusted balances to contractors, was $108,722,134 35, and the then indebtedness of the company $76,480,698 61, of which $27,286.512 was for bonds of the United States, and $1,602,157 98 on account of interest paid thereon by the Treasury and not refunded by the company.

A copy of "articles of association, of amalgamation and consolidation of the Central Pacific Railroad Company of California with the Western Pacific Railroad Company," certified to by the Secretary of the State of California, has been filed in this Department, as proof that these two companies, on the 22d of June, 1870, were consolidated, in conformity with the laws of the State of California, under the name of the "Central Pacific Railroad Company." Stock of the Central Pacific Railroad Company to the amount of $48,400,100 has been subscribed, and $48,378,740 paid. The receipts from transportation of passengers and freight for the year ending June 30, 1870, were $6,070,172 90, and their expenses $3,542,212 59, leaving net earnings to the amount of $2,527,960 31. At its close the indebetdness of the company amounted to $67,079,730 54, of which $27,851,000 was to the United States.

The act of Congress approved May 6, 1870, provides for fixing the point of junction of the Union and Central Pacific Railroads within the limits of certain sections of land therein specified. I have not been officially advised of the selection of such point.

The last section of the Western Pacific Railroad, of 20.16 miles, was accepted January 21, 1870. This, with the preceding sections accepted, makes the whole length of the road 123.16 miles.

The stock subscription of the Central Branch Union Pacific Railroad is $1,000,000, of which $980,600 has been paid. The receipts for transportation of passengers from August 1, 1869, to June 30, 1870, were $67,899 96, and for freight $114,663 50. The expenses on account of the road and fixtures have been $3,723,700, and the indebtedness of the company, for borrowed money, railroad iron and freights, is $43,561 80.

Stock of the Kansas Pacific Railroad Company to the amount of $5,072,500 has been subscribed and paid in. The receipts for the transportation of passengers, freight, &c., from September 1, 1869, to June 30, 1870, were $2,530,283 90, and the expenses $1,488,815 75. The net earnings of the company were $1,041,468 15. The indebtedness of the company at the last date was $18,462,350, of which $6,303,000 was to the United States. The cost of construction and equipment of 533 miles of the main line and branch is estimated at $26,000,000. The line has been definitely located to Denver, 639 miles distant from the initial point. On the 30th of June last the road was in successful operation to the 500th mile-post, and work was energetically prosecuting on the remaining 139 miles. The cost of surveys during the year has been about $50,000.

The initial point of the Atlantic and Pacific Railroad is near the town of Springfield, Mo., "upon the west line of the northeast quarter of the southeast quarter of section 12, township 29, range 22 west." Work was commenced on the 4th of July, 1868, and fifty miles of road completed, equipped and opened for business on the 13th day of last June. On the report of the commissioners you accepted the work. In October, 1866, stock to the amount of $1,000,000 was subscribed, on which ten per cent. was paid. Certificates of stock to the amount of $3,008,200 have been issued in payment for the Southwest Pacific Railroad. The cost of surveys to July 1, 1870, was $30,585 57. The amount received from passengers to same date was $1,937, and that for freight $311 40. The cost of the road and fixtures, west of Springfield, to that date, was $2,760,841 63. The company has issued bonds, secured by mortgage on its lands, to the amount of $3,000,000, of which $1,281,561 64 have been sold; and there is a floating debt, on account of construction and equipment of $1,735,592 32.

The amount of the stock of the Sioux City and Pacific Railroad Company subscribed is $4,470,000, of which $1,788,000 has been paid. The receipts from the transportation of passengers, freights, &c., for the year ending June, 30, 1870, were $201,428 10, and the operating expenses $189,900 10, the net earnings being $111,528. The cost of the road and fixtures is $4,644,820, and the indebtedness of the company, $5,044,320.

At the close of the last fiscal year the amount of subscribed stock of the Southern Pacific Company was $1,800,000, and the amount actually paid in $280,800. Two corps of engineers have been in the field, and explored 510 miles. Notes for a full topographical map of the country thus examined have been taken. The cost of the surveys has been $4,037 50. The completed portion of the road between San Jose and Gilroy has not been surrendered by the contractors. The company has been at no expense in running it, nor has it received any of the income from transportation of freights and passengers. The indebtedness of the company is $480,000. It has contracted for the purchase of the San Francisco and San Jose Railroad for the sum of $2,770,000 in gold coin. Payment is to be made and possession taken on or before the 31st of December next.

The Northern Pacific Railroad Company filed a map designating the route of their road from the mouth of the Montreal river, in Wisconsin, to Cimiahmoo Bay, at the forty-ninth parallel of latitude, in Washington Territory. Instructions were thereupon issued for a withdrawal in Wisconsin, Minnesota and Oregon, of the odd numbered sections of land, to which prior adverse rights had not attached, within twenty miles, and in Washington Territory, south of Seattle of such sections within forty miles of each side of the road.

The first section of twenty miles of the Oregon Central Railroad Company, commencing at East Portland, Oregon, and terminating near Parrott's Creek, has been accepted as constructed in conformity with the requirements of the act of Congress. Evidence has been filed in this department that this company, on the 29th of March, 1870, assigned all their rights and interests to the Oregon and California Railroad Company of Portland, Oregon.

The commissioner appointed to examine and report on the first section of twenty miles of the Little Rock and Fort Smith Railroad reported that it was properly constructed, except as to ballasting. It was, therefore, accepted but on the express condition that this deficiency should be supplied prior to the completion of the whole line.

The report of the commissioners on 77.6 miles of the California and Oregon Railroad, commencing at Roseville and terminating near Chico, was received some time since. I declined to advise the acceptance of this portion, as it did not meet the description of a first class railroad. I informed the commissioners that on being duly notified by the company that these sections had been brought up to the standard adopted for the construction and equipment of the Union Pacific Railroad, they should re-examine them and report to me the result. I subsequently received representations on the subject from a source entitled to great respect, and I so far modified the order as to allow the chief engineer of the company to file with the commissioners a sworn statement, setting forth specifically the deviations from that standard, and showing in what manner the interests of the public would be thereby benefited. The commissioners were directed to forward such statement when received, with their report thereon, for the final determination of my successor.

The attorneys of the Union Pacific Railway Company, southern branch (now the Missouri, Kansas and Texas Railway Company) the Kansas and Neosho Valley Railroad Company, and the Leavenworth, Lawrence and Fort Gibson Railroad Company were fully heard on the right of their respective companies to construct a railroad from the southern boundary of Kansas through the Indian Territory. I also considered the objections of the representatives of certain Indian tribes through whose lands the projected lines of road would pass. After a most careful examination I reached the conclusion that existing laws and treaties authorized the construction of but one such road on certain conditions, which neither company had then performed. On a subsequent hearing it was shown that the first named company had completed its road to the designated point on that boundary, and I held that it was entitled to extend its line through said Territory. My action in the premises received your approval, and the companies were duly notified thereof.

The semi-annual accruing interest, paid by the United States and not refunded or otherwise discharged by a railroad company on the bonds issued in aid of the construction of its road, forms a part of its just debts. The companies furnish no statement of it. I called their attention to this obvious omission, but in no instance was it supplied except by the Union Pacific Railroad Company. On the 30th of June last there was due from the other companies, on account of such interest, $8,131,891 87.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Dec. 6, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,797.—Car Coupling, Henry Blanchard, Jr., Boston, Mass.

109,808.—Railway Reclining Chair, John B. Curry, New York, N. Y.

109,809.—Nut Lock, Milo A. Cushing and Otis R. Glover, Ottawa, Ills.

109,819.—Snow Plow, Cornelius F. Hornbeck and William I. Carns, Slaterville, N. Y.

109,823.—Head Rest for Car Seats, Edward M. Judd, New Haven, Conn.

109,830.—Car Coupling Stephen Mahurin, Liberty, assignor to himself, James W. Singleton and William A. Richardson, Quincy, Ills.

109,870.—Journal Lubricator, James A. Cowles, Chicago, Ills.

109,877.—Locomotive Head Light, Samuel W. Davies, Chicago, Ills.

109,886.—Iron Culvert, Moody G. Freeman, Wenona, Ills.

109,908—Lubricator for Steam Engines, Francis J. Wigan, assignor to Wm. Prosser, Manchester, England.

109,932.—Car Coupling, Jay R. Palmer, Mariposa, Cal., assignor to himself and James M. Hatch.

STEAM ENGINES.

109,878.—Rotary Engine, William A. Davis, Salem, Ohio.

109,904.—Direct Acting Steam Engine, Wm. D. Hooker, San Francisco, Cal.

109,951.—Direct Acting Engine, Sidney F. Shelbourne, New York, and Charles E. Ewery, Brooklyn, N. Y.

109,968.—Direct Acting Steam Engine, William J. Stevens, New York, N. Y.

List of Railroad Purchasing Agents.

Alabama and Chattanooga	G. W. Tallant,	Chattan'ga,Tenn.
Albany and Susquehanna	D. W. C. Ramsey,	Albany, N. Y.
Androscoggin	Oliver Moses,	Bath, Me.
Atlantic and North Carolina	E. R. Stanley,	Newbern, N. C.
Avon, Geneseo and Mt. Morris	G. W. Phelps,	Mt. Morris, N. Y.
Baltimore and Ohio	Jno. Oliver,	Baltimore, Md.
Baltimore and Potomac	Wm. Worrell,	Baltimore, Md.
Baton Rouge, Gros Tete & Opelousas	D. C. Montan,	Baton Rouge,La.
Blossburg and Corning	R. J. Burnham,	Corning, N. Y.
Boston, Clinton and Fitchburg	S. A. Webber,	Fitchburg, Mass.
Boston, Concord and Montreal	Lyon & Vose,	Boston, Mass.
Boston and Maine	Alfred Perkins,	Boston, Mass.
Buffalo, Corry and Pittsburg	N. M. Whiteside,	Mayville, N. Y.
Burlington and Missouri River	J. W. Ames,	Burlington,Iowa.
Calais and Baring	E. M. Sawyer,	Calais, Me.
California and Oregon	J. R. Watson,	Sacramento, Cal.
California Pacific	C. A. Haskin,	Vallejo, Cal.
Cape Cod	E. N. Winslow,	Wareham, Mass.
Catawissa	George Webb,	Williamsport,Pa.
Central Pacific (Cal.)	J. R. Watson,	Sacramento, Cal.
Chesapeake and Ohio	G. Netherham,	Richmond, Va.
Cheshire	H. H. Stone,	Keene, N. H.
Chicago and Alton	A. V. Hartwell,	Chicago, Ill.
Chicago, Burlington and Quincy	H. J. Higgins,	Chicago, Ill.
Chicago, Cincinnati and Louisville	C. W. Bradley,	Laporte, Ind.
Chicago and Northwestern	Adam Thayer Jr.,	Chicago, Ill.
Chicago, Rock Island and Pacific	Allen Manvell,	Chicago, Ill.
Chicago and Southwestern	C. J. Burnes,	St. Louis, Mo.
Cincinnati, Hamilton and Dayton	P. Hickey,	Cincinnati, O.
Cincinnati, Richmond and Chicago	P. Hickey,	Cincinnati, O.
Cincinnati, Sandusky and Cleveland	A. J. Morrison,	Sandusky, O.
Cleveland and Pittsburg	Wm. Mullins,	Pittsburg, Pa.
Clinton and Port Hudson	G. A. Neafus,	Clinton, La.
Columbus and Hocking Valley	J. W. Dougherty,	Columbus, O.
Concord	J. R. Kendrick,	Concord, N. H.
Concord and Portsmouth	J. R. Kendrick,	Concord, N. H.
Connecticut and Passumpsic Rivers	A. H. Perry,	Lyndonville, Vt.
Connecticut River	J. Mulligan,	Springfield,Mass.
Danville, Hazleton and Wilkesbarre	S. P. Case,	Danville, Pa.
Dayton and Union	S. R. Stimson,	Dayton, O.
Detroit and Milwaukee	R. C. Falconer,	Detroit, Mich.
Delaware	G. E. Bent,	Philadelphia,Pa.
Delaware and Hudson Canal	G. L. Haight,	New York.
Delaware, Lackawanna and Western	G. W. B. Cushing,	Scranton, Pa.
Denver Pacific	C. W. Fisher,	Denver, Col.
Des Moines Valley	George E. Kilborne,	Keokuk, Iowa.
Eastern	J. B. Newell,	Boston, Mass.
East Tennessee, Virginia and Georgia	R. C. Jackson,	Knoxville, Tenn.
Edgefield and Kentucky	R. A. Bacon,	Nashville, Tenn.
Erie Railway	G. C. Hall,	New York.
Erie and Pittsburg	J. A. Tracey,	Erie, Pa.
European and North American (N.B.)	Samuel Watson,	St. John, N. B.
European and North American (Me.)	J. W. Lunt,	Bangor, Me.
Evansville, Henderson and Nashville	Alex. Sinclair,	Hopkinsville,Ky.
Fitchburg	Jno. Adams,	Boston, Mass.
Flint and Perre Marquette	G. C. Kimball,	E.Saginaw,Mich.
Georgia	John Vaughn,	Augusta, Ga.
Grand Trunk (Ca.)	Jno. Taylor,	Montreal, Ca.
Great Western (Ca.)	James Howard,	Hamilton, Ca.
Greenwich and Johnsonville	Wm. M. Holmes,	Greenwich, N.Y.
Hannibal and Naples	A. J. Stillwell,	Hannibal, Mo.
Hannibal and St. Joseph	G. H. Nettleton,	Hannibal, Mo.
Hanover Branch	H. A. Young,	Hanover, Pa.
Harlem Extension	R. C. Moore,	New York.
Hastings and Dakota	E. B. Allen,	Hastings, Minn.
Houston and Texas Central	D. H. Paige,	New York.
Hudson River	C. V. DeForrest,	New York.
Illinois Central	S. Hoyt,	Chicago, Ill.
Indianapolis and St. Louis	J. W. Morse,	St. Louis, Mo.
Indianapolis, Cincinnati and Lafayette	G. L. Barringer,	Cincinnati, O.
Jackson, Lansing and Saginaw	A. Watson,	Jackson, Mich.
Jeffersonville, Madison and Indianap	R. J. Elvin,	Jeffersonv. Ind.
Junction (Cin. and Ind.)	J. Walters,	Cincinnati, O.
Kansas Pacific	T. F. Oakes,	St. Louis, Mo.
Kentucky Central	G. H. Pendleton,	Covington, Ky.
Kings Mountain	R. S. Moon,	Yorkville, S. C.
Lackawanna and Bloomsburg	G. W. B. Cushing,	Scranton, Pa.
Lake Superior and Mississippi	Frank Bishop.	St. Paul, Minn.
Leavenworth and Des Moines	C. F. Burnes,	St. Louis, Mo.
Leavenworth, Lawrence and Galveston	W. C. Ramson,	Lawrence, Ka.
Lehigh and Susquehanna	W. B. Whitney,	Philadelphia, Pa.
Lehigh Valley	L. Chamberlain,	Philadelphia, Pa.
Lexington and Big Sandy	J. G. Peebles,	Portsmouth, O.
Little Miami, Columbus and Xenia	James Lamb,	Cincinnati, O.
Long Island	O. Charlick,	Hunters Pt., L.I.
Louisville and Nashville	Thatcher Perkins,	Louisville, Ky.
Louisville, New Albany and Chicago	J. R. Parker,	New Albany,Ind.
Lowell and Lawrence	F. H. Nourse,	Lowell, Mass.
Machiasport	Daniel Hammond,	Boston, Mass.
Macon and Western	James McAlpine,	Macon, Ga.
Maine Central	Edwin Noyes,	Waterville, Me.
Manchester and Lawrence	Jas. R. Kendrick,	Concord, N.H.
Memphis and Charleston	T. W. Robertson,	Memphis, Tenn.
Michigan Central	Jno. Newell,	Detroit, Mich.
Middleburg and Schoharie	E. H. Dunham,	Middleburg,N.Y.
Midland (Ca.)	A. F. Williams,	Port Hope, Ca.
Milwaukee and St. Paul	Robert Wason Jr.,	Milwaukee, Wis.
Mineral Point	G. W. Cobb,	Mineral Pt. Wis.
Mississippi Central	E. D. Frost,	Water Val., Miss.
Missouri Valley	A. McDonald,	St. Joseph, Mo.
Mobile and Ohio	C. E. Rushing,	Mobile, Ala.
Mobile and Montgomery	G. Jordan,	Montgom'ry,Ala.
Montgomery and Eufaula	B. Dunham,	Montgom'ry,Ala.
Montgomery and West Point	J. T. Todd,	Montgom'ry,Ala.
Morris and Essex	G. W. B. Cushing,	New York.
Nashville and Chattanooga	J. W. Thomas,	Nashville, Tenn.
Naugatuck	G. W. Beach,	Bridgep'rt,Conn.
Nesquehoning Valley	E. M. Cook,	Philadelphia,Pa.
New Bedford and Taunton	Warner Ladd,	N.Bedford,Mass.
New Haven and Northampton	C. N. Yeamans,	N. Haven, Conn.
New Orleans, Jackson & Gt. Northern	A. Wang,	New Orleans,La.
New York Central	Milton H. St John,	Albany, N. Y.
New York and Harlem	R. C. Moore,	New York.
New York and New Haven	R. W. Dowd,	N. Haven, Conn.
New York, Providence and Boston	A. J. Matthews,	Stoningt'n,Conn.
Norfolk and Petersburg	Joseph P. Minitree,	Petersburg, Va.
North Missouri	D. R. Bates,	St. Louis, Mo.
Norwich and Worcester	P. St. M. Andrews,	Norwich, Conn.
Ogdensburg and Lake Champlain	Thos. Upham,	Boston, Mass.
Ohio and Mississippi	F. Beschotmann,	Cincinnati, O.
Oil Creek and Allegheny River	John Pitcairn Jr.,	Corry, Pa.
Old Colony and Newport	W. H. Bullock,	Boston, Mass.
Orange and Newark	J. W. Poinier,	Newark, N. J.
Pacific (E. D.)	J. H. Wyeth,	St. Louis, Mo.
Pennsylvania	Enoch Lewis,	Philadelphia,Pa.
Peoria, Pekin and Jacksonville	James F. Kelsey,	Havanna, Ill.
Petersburg	Jno. E. Wells,	Petersburg, Va.
Philadelphia and Baltimore Central	Henry Wood,	Philadelphia,Pa.
Philadelphia, Ger. and Norristown	W. S. Wilson,	Philadelphia,Pa.
Philadelphia and Reading	J. W. Jones,	Philadelphia,Pa.
Pittsburg, Cincinnati and St. Louis	G. B. Whitcomb,	Pittsburg, Pa.
Pittsburg and Connellsville	J. C. Cox,	Pittsburg, Pa.
Pittsburg, Ft. Wayne and Chicago	Wm. Mullins,	Pittsburg, Pa.
Portsmouth and Oxford Central	D.A.VanValkenb'rg,	Canton, Me.
Portland, Saco and Portsmouth	Wm. D. Hilton,	Providence, R.I.
Providence, Warren and Bristol	C. T. Child,	Providence, R.I.
Providence and Worcester	W. D. Hilton,	Providence, R.I.
Reading and Columbia	J. W. Jones,	Philadelphia,Pa.
Richmond, Fredericksb'g & Potomac	J. L. Courtney,	Richmond, Va.
Rockford, Rock Island and St. Louis	Henry Roberts,	Chicago, Ill.
St. Louis and Iron Mountain	E. B. Cordell,	St. Louis, Mo.
St. Louis, Macon and Omaha	P. M. Wright,	Macon, Mo.
St. Paul and Sioux City	J. F. Lincoln,	St. Paul, Minn.
Salem and Lowell	F. H. Nourse,	Lowell, Mass.
San Francisco and San Jose	R. B. Bishop,	San Francisco,C.
Selma and Meridan	Chas. B. Wallace,	Selma, Ala.
Selma, Rome and Dalton	W. J. Farrell,	Patona, Ala.
Sheboygan and Fond du Lac	S. M. Barrett,	Sheboygan, Wis.
South Pacific	Rodney McLanglin,	St. Louis, Mo.
South Side (Va.)	I. P. Minitree,	Petersburg, Va.
Southern Minnesota	J. H. Gardiner,	La Crosse, Wis.
South Western (Ga.)	W. S. Brantley,	Macon, Ga.
Springfield, Illinois and South Eastern	E. C. Davis,	Cincinnati, O.
Sussex	T. Case,	Newton, N. Y.
Sycamore and Cortland	Norman Beckley,	Sycamore, Ill.
Syracuse, Binghamton and New York	G. W. B. Cushing,	New York.
Taunton Branch	A. E. Swasey,	Taunton, Mass.
Terre Haute and Indianapolis	Chas. R. Peddle,	TerreHaute,Ind.
Tioga	L. H. Shattuck,	Blossburg, Pa.
Toledo, Peoria and Warsaw	J. A. Winner,	Peoria, Ill.
Toledo, Wabash and Western	J. N. Nessle,	Toledo, O.
Union Pacific	J. R. Nicholls,	Omaha, Neb.
Virginia and Tennessee	J. Clark,	Lynchburg, Va.
Western and Atlantic	E. F. Blodgett,	Atlanta, Ga.
Western North Carolina	S. McD. Tate,	Morganton, N.C.
Western Pacific (Cal.)	J. R. Watson,	Sacramento,Cal.
Western Union	Robert Wason Jr.,	Milwaukee, Wis.
Wilmington, Columbia and Augusta	J. C. Winder,	Wilmington,N.C.
Wilmington and Weldon	W. G. McRea,	Wilmington,N.C.
Worcester and Nashua	C. S. Turner,	Worcester,Mass.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800		July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	609,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le*.. 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000		Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref..100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy .. 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c Rivers.100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,390,646		
Delaware*.....50	694,280	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,200	J. & J.	July '70 4
Eastern (N. H.).....100	492,500	J. & J.	July '70 4
East Pennsylvania 50	654,600		July '70 3
East Tenn. and Georgia ...100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec' 70 1½
Evansville & Crawfordav.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000		Aug'70 3½
Do. do. pref.100	5,253,830		Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	320,000		
" pref.....100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n '68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Dec. '70 2
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*.....50	2,016,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	823,375	J. & J.	Jan. '70 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,268	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '70 3½
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern.....100	895,000		July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,606,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400		
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,088,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Aug. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan.'71 2½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi..... 100	20,000,000		
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	432,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July '70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000		Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref.....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nor'th 50	1,585,550	J. & J.	Oct. '70 6
Phila. and Trenton*.....100	1,259,120	A. & O.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,053,200	F. & A.	Aug. '70 4
Philadelphia City..... 50	100,000	J. & J.	Dec. '70 4
Philadelphia and Darby... 20	100,000	J. & J.	Jan. '70 3
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 —
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Jan.'71 2
Pittsfield and N. Adams..100	450,000	J. @ J.	Apl.'70 1½
Portland and Kennebec...100	562.3 00	J. & J.	July '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	.....
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000		July'70 2
17th & 19th streets (Ph.).. 50	130,000		July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	656,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000		May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W.D.) pref.100	1,300,000		
Tol., Wabash and West....100	11,700,000		
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,478	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	857,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 4
CANALS.			
Chesapeake and Delaware 50	1,318,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,092,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,083,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 4
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000		Dec. '70 2
Am. Merchants Union Exp.100	18,000,000		July'70 2
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,851	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	480,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	364,244	415,982	408,999	426,752	359,102	330,168	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	322,825	344,366	334,658	395,044	411,986	421,485	501,049	498,635	488,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,184	1,959,267
1864	158,735	175,482	243,150	185,013	196,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,923
1867	292,047	224,621	272,454	288,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,368,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,656	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,542	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305.673	1,371,780	1,140,145	845,706	13,355,467
1870	706,025	753,782	853,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	769,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,635	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,665	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,1[illegible]2	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,3[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,1[illegible]2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,369	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	266,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,627	411,514	403,646	366,623	329,950	358,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,080	406,283	363,187	326,891	378,880	467,990	511,447	453,878	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,296	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	.96,066	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	755,787	686,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,886	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,960	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,100	326,236	277,424	288,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,286	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 020
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198,884	244,634	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,985,753
1869	132,623	127,617	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	628,560	617,585	788,467	999,665	807,395	716,829	5,709,182
1870	598,599	600,129	699,284	706,008	803,586	746,480	648,058	664,061	728,521	719,624	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¼
" " " " ..... coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	4,410,000	5	" "	1871	....
" " " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	110
" " " " ..... coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,209,300	6	May & Nov.	1882	107½
" " " (5-20s)....coupon		6	" "	1882	107⅝
Loan of March 3, 1864 (5-20s)...registered	3,123,600	6	" "	1884	107
" " " (5-20s)....coupon		6	" "	1884	107½
Loan of June 30, 1864 (5-20s)...registered	105,141,750	6	" "	1884	107
" " " (5-20s)....coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s)...registered	186,799,450	6	" "	1885	106½
" " " (5-20s)....coupon		6	" "	1885	107½
" " 2d series (5-20s)...registered	270,309,350	6	Jan. & July.	1886	106⅝
" " " (5-20s)....coupon		6	" "	1886	109½
" " 3d series (5-20s)...registered	339,846,000	6	" "	1887	106½
" " " (5-20s)....coupon		6	" "	1887	110½
" " 4th series (5-20s)...registered	39,667,250	6	" "	1888	106½
" " " (5-20s)....coupon		6	" "	1888	110¼
Loan of March 3, 1864, (10-40s)...registered	194,567,300	5	Mar. & Sept.	1904	106⅝
" " " (10-40s)....coupon		5	" "	1904	106⅞
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'96–'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,050,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000.000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33.050	6	.....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242.000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89.625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	229.082	var	.....	Due.	....
Treasury Notes (7-30s).....	565,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,995.920	6	.....	Due.	....
Temporary Loan of June 30, 1864	180.810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,166,916	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168.900	5	May & Nov.	1872	72
" — " " (extended).....	2,414.800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732.800	5	" "	1886	....
" — " " (new).....	660.200	8	" "	'94–'95	101½
Arkansas—State Funded Debt Bonds.....	4,300.000	6	Jan. & July.	18 9	63½
" — " Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	112½
" — " 1860.....	177.500	7	" "	1880	....
" —Soldiers' Relief Bonds	470.500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71–'81	101½
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	...
" — " " (" ")		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164.500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
" — " " (" " ")	75.000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322.925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	....
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	71
" — " " (Levees)	1,000,000	6	Various.	1886	....
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	69
" — " " (" 1868).....	3,000,000	8	" "	1908	87
" — " " (Funding).....	494,800	6	Various.	'86–'88	65½
Maine—Civil Loans.....	250.000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	100
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted	2,252,112	5	" "	'89–'90	....
" — " "	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1857.....	269,000	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	96
" — " " 1836–'39.....	525,008	6	" "	'89–'99	95½
" — " " 1838–'39.....	46,232	5	" "	1890	79
" —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102
" —South Relief Loan of 1867.....	100,000	6	" "	1878	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar	1,166,500	5	" "	'90–'94	95½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	105
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70–'72	....
" — " "	50,000	6	" "	1877	107½
" — " "	200,000	6	Jan. & July.	1871	112½
" — " "	650,000	6	" "	'72–'73	106½
" — " "	720,000	6	" "	'74–'75	....
" — " "	1,430,000	6	" "	1876	105½
" — " " 1862.....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " ..... dol.	4,379,500	5	" "	1894	95½
" —Coast Defense Loan of 1863..	888,000	6	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73–'83	100
" —War Loan.....	896,000	7	" "	1866	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	93½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84–'89	99½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,761	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — " "	5,726,800	6	" "	1873	107
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" —Bounty Bonds.....	22,186,000	7	" "	1877	104
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	45½
" — " (new).....	3,959,045	6	" "	'92–'98	24
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	103
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	...
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
" — " " "	7,909,600	6	" "	1877	105⅜
" — " " "	9,273,050	6	" "	1882	107½
" — " " "	910,200	5	" "	'72–'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
" — " (stg.).....	434,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
" —Funding Bonds	1,282,971	6	" "	'70–'90	68½
Tennessee—State Bonds	1,388,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	61
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	105½
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
" — " Bonds	10,983,000	6	" "	"	....
" — " " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	64
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct.	London.	'68-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	304,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	20
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	[88½
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,068	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1880	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	306,000	6	Feb. & Aug.	Phi lphia.	1897	88½
Cape Cod Central:						
7st Mortgage	125,000	6	Jan. & July.	Boston.	'68-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	92½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1903	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	85½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1878	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	80
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	100½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	82½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincannati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1886	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1870	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	98
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	90
Consol. S. F. Mort. $5,000,000	876,000	7	May & Nov.	" "	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	98½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Dany., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $000,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,961,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,000	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Wlan.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	86
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1883	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,686	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'72–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1866	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	"	" "	1886	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1896	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	"	" "	1874	105½
Ten per cent. Loan	1,000,000	10	"	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 20.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1876	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1896	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	82
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	....	6*	....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	338,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,298,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	6	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	509,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,600	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st Mortgage, Sterling	4,583,000	6*	May & Nov.	London.	1882	....
1st Mortgage, Sterling		6*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1867	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1895	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	89
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'79–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110,800	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,300	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (B. & O. R. R. Co.)	149,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York!	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	104
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	90½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1336-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1336, Sterling	152,400	5*	" "	London.	1880	....
Bonds of 1336, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	81½
Philadelphia and Trenton:						104½
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1883	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'78–'79	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1868	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 62 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,800,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98!
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	341,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'78–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	326,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	60½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	46
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'99	102½
Vermont and Massachusetts:						
1st Mortgage	560,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1866	....
2d Mortgage	293,200	7	" "	New York.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	350,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,736,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	606,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,090,000	6	" "	"	1897	89
Gold Loan	2,000,000	6*	" "	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,495,879	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1886	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,870	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	42
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	760,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p-c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,736	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania	7,918,532	*			2,169,550	7,550,564	511,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000	*				425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	85	36	3,270	Atlantic and Great West.N.Y. Penn.& O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶.N.Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*			2,494,900	3,483,992			—	(Leased	& oper. by	Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. ....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bondholders.		—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,225,000	1,752,774	269.6	(Leased	to Fall Brook Coal	Co.)	6,796,056	2,918,129	10	100	155
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .... Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	14
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	139½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	849,949	10	100	153
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,959	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	462,381	10	100	152
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	to Erie.)		.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Trunk of Ca.)	96,338	—	—	100	....
Sept. 30, 1869	142.0	—	18.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated	by Erie.)	—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ....Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns	100 miles	recently	completed.)		—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	119
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	995,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	5	15	2	67	Cape Cod .....Mass.	1,277,489	123,864	64,258	28,051	801,906	125,000	78,489	8,214	66.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by	West Jersey.)	150,265	69,591	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	20
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1869	271.6	2.6	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	104½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,196	970,890	49,521	3½	100	25
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,077,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns	published.)		.....	.....	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,065,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	718,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila.	and Read.)	101,714	2,381	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,088	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	116
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	*	.....	.....	3,910,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	557,950	10	100	....
May 31, 1870	803.1	—	166.8	—	259	194	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,928	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	112½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,028,906	*	262,682	1,441 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	180,683,871	6,996,266	2,413,475	8½	100	108½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,660,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentucky Central.)	.....	.....	—	100	....
Jun. 30, 1869	98.0	25.0	66.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,388	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,866	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	53	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	.....	.....	.....	.....	390.4	2,155,245	29,770,918	98,179,690	2,068,514	220,264	—	100	....
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning.....	.....	.....	.....	.....	11,620,000	1,997,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

Dec. 31, 1869	340.5	42.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	...	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	81½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	.....	2,056,750	1,652,100	.....	.....	.....	(Leased	to Atl. &	Gt. Western.)	.....	.....	8	100	.....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265	.....	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	17½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,091	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*	.....	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,199	3,529.411	262,452	—	100	105½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio	2,034,200	.....	.....	.....	.....	1,786,200	248,000	.....	.....	.....	(Leased	& operated	d by Little	Miami.)	.....	6½	100	.....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire	1,500,000	*	138,029	92,610	1,500,000	.....	.....	75,000	155,639	110.5	544,126	9,898,097	14,984,458	806,150	153,168	10	50	160½
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire	698,258	*	.....	.....	595,587	374,500	300,000	.....	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	.....
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth	New Hampshire	1,108,859	.....	.....	.....	350,000	.....	.....	.....	.....	.....	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	18	11	7	334	Connecticut and Passump. Riv.	Vermont	2,996,181	*	11,573	163,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts	1,842,423	201,499	109,086	249,400	1,700,000	250,000	.....	18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	137
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania	2,278,300	.....	215,000	.....	1,278,300	1,000,000	.....	.....	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	50	.....
Mar. 31, 1869	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River	New Hampshire	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Oper.	by Northe	rn N. H.)	.....	38,458	15,931	—	100	.....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	.....	523,993	143,479	8	50	110
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	362,300	.....	.....	74.0	226,576	.....	.....	.....	169,418	62,768	10	100	.....
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....	.....	(N	ot yet in o	peration.)	.....	.....	.....	—	100	.....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	.....	(U	nder cons	truction.)	.....	.....	.....	—	100	.....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	.....	1,061,856	421,277	—	100	.....
Jun. 30, 1869	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	.....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	.....	.....	.....	309,276	715,000	.....	.....	.....	(Leas. &	oper.by L'	tleMiami.)	loss.	42,652	—	100	.....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	.....	.....	.....	891,206	892,750	.....	.....	.....	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	50	.....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,106,600	3,3 8,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	109½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	.....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	.....
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	.....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	.....	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	95½
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	.....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	.....	(In	progress.)	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....	.....	(Leased	to Boston,	Hart.& Fis	hkill.)	.....	.....	—	50	.....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	.....	2,500	.....	89,800	175,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	50	.....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern [1]	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,857,609	8,896,106	1,675,238	529,914	8	100	124
Dec. 31, 1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore [1]	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	.....	50	.....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	.....	6	50	.....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. & Va. Georgia [1]	Tenn & Ga.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,968	130.0	.....	.....	.....	1,278,864	562,682	—	100	.....
Jun. 30, 1870	—	—	—	—	...	23	4	209	East Tennessee and Virginia [1]	Tenn.	.....	.....	.....	.....	(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky [1]	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evansville, H	enderson	& Nashv.)	.....	.....	.....	—	100	.....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Norther	n Central.)	25,000	25,000	5	100	.....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Cent.)	562,938	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,456,158	817,829,190	16,721,500	2 179,396	—	100	23½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	.....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	96	European and North American [1]	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	.....	58,493	.....	.....	129,726	56,195	—	100	.....
Jun. 30, 1869	106.0	32.0	15.2	....	14	18	9	115	European and N. American [1]	N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	.....
Jun. 30, 1869	33.5	—	....	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*	.....	.....	803,750	1,853,907	18,001	.....	.....	(Not	in comp	lete opera	tion.)	.....	.....	—	100	.....
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	.....	.....	516,804	166,699	—	100	.....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,069	.....	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	396,465	.....	29,687	6,815	—	100	.....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	90,000	.....	.....	60	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	.....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	.....	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	.....	.....	.....	150,000	100,000	100,000	.....	.....	(Oper. b	y Belvide	re Delaw	are.)	.....	.....	—	100	.....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,289,094	*	173,976	1,149,692	1,099,100	1,867,500	441,208	124,864	90.0	208,113	.....	.....	466,737	232,707	—	100	.....
Dec. 31, 1869	184.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	.....	(Not	in complet	e operatio	n.)	.....	.....	—	100	.....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,206	.....	280,845	.....	94,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	.....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	575,000	.....	.....	.....	52.0	(Operat	ed by Rec	eiver.)	.....	.....	.....	—	100	.....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	861,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	...	*Grand Rapids and Indiana*	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	(In prog	ress and n	o part in c	ompl'te o	pera'n.)	.....	100	.....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)	.....	100	.....
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk [1]	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,380.0	7,071,893	.....	.....	7,158,924	1,607,631	—	100	.....
July 31, 1869	229.0	106.5	132.0	—	99	146	45	1,829	Great Western [1]	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	73[illegible],218	280,496	334.5	2,676,893	.....	.....	3,934,114	1,780,516	4	100	.....
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia [1]	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	366,528	146,211	—	100	.....
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* [1]	Missouri.	17,947,078	*	.....	.....	8,000,000	8,938,000	1,009,078	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	103
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069	.....	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,899	18,592,276	5,172,157	848,563	79,028	—	100	.....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,566	500,000	100,000	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	.....
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	158,257	119.8	.....	.....	.....	743,808	166,231	—	100	.....
Dec. 31, 1869	144.0	36.0	7.2	323.0	18	12	10	340	Houston and Texas Central [1]	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,400	601,933	—	100	.....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	continued	to Whar	ton Color	do Riv.)	—	100	.....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	.....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	.....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.0	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	134
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progress	, is now o	perating	St. Louis,	Alton &	T. H. R. R.)		194.0	.....	.....	.....	1,774,867	Loss.	—	100	.....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	18,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Project	ed.]	.....	.....	.....	.....	—	100	.....
Jan. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132.411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	.....
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	.....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,398	116.0	.....	.....	.....	391,849	212,727	—	100	.....
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	.....	35,000	.....	603,077	1,000,000	658,228	.....	.....	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	.....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,928	225.0	.....	.....	.....	1,140,099	408,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,800,000	500,000	.....	.....	.....	(Leased	and oper.	by Chicago	& Alton.)	.....	7	100	90
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	and oper.	by Mich'gan	Central.)	.....	8	100	.....
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	398,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49.533	—	100	.....
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	839,670	—	100	.....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,209,000	[St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.)	.....	.....	—	100	.....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston [1]	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]		—	—	—	100	.....
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky [1]	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]		—	—	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	H. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,876	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	98
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....								100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						160.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased Dec. 1, 1869 to Pitts Cin'ti & St. Lou				$4 80,000 p.a.]		196.5	954,319	22,208,215	35,730,006	1,709,708	562,293	6¼		....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	916,658	.....	2,646,100	796,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	3	50	38½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	920,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,869,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	.....	200,000	67,700	1,623	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	155.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869,no accounts yet published.								10,000 p. m	Bonds &							
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by Reading.)	State rec eiver.)	.....	.....	.....	100	....
Oct. 31, 1869	12.7	28.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,016	250,000	217,907	.....	.....	(Leased to Phila.&			128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,689	—	50	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned & oper. by Concord.)						100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977	.....	82.6	233,364	.....	.....	1,549,090	468,661	—	100	55
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	307,987	6,903	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	514,376	64,343	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	4,707,288	1,594,177	10	100	121
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper. by Erie.)			44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operated by New Jersey.)			14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	57½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased to Phila.& Reading.)			305,282	305,282	8	50	104½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	(Southern R.R. Association Lessees.)					—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	247,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	159,766	284,206	85,468	1,232,728	581,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	.....	—	69	32	10	799	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.5	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	23.0	24,1.8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	23.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased to Dels., Lacka. and West'n.)			.....	.....	7	100	89
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,065,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	182.5	324,580	.....	.....	479,317	207,935	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,.55	*	.....	.....	1,157,786	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,168	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	39.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased & oper. by P.Ft.W.& Chicago.)			.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	.....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned & oper. by P.,W.&B.)			77,837	44,644	—	50	....
Nov. 30, 1869	88.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,899,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(Included in United Companies)			.....	.....	10	100	119
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	236,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern...Conn. and Mass.	1,486,023	*	23,641	5,500	1,008,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,864	562,383	—	100	51
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	(Owned and operated by Charles Morgan of New York City.)				692.2	5 907,030	206,185,089	474,419,758	15,586,616	6,581,131	8	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,000	11,398,426	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,553	9,244,621	8	100	92
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....									
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....									
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,088,930	.....	.....	156.9	745,703	27,963,142	17,178,696	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,280	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	205.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	120	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,468	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	.....	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793 000	253,717	.....	81.0	138,430	1,335,359	6,842,357	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	.....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	.....	26,176	26,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....
Dec. 31, 1869	72.0	—	3.0	118.0	—	—	14	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶.....Missouri.	20,500,000	*	.....	.....	7,500,000	13000.0 0	.....	.....	381.0	.....	.....	.....	.....	.....	—	100	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania.....Pennsylvania.	6,059,105	965,987	991,064	.....	3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	2,084,456	432,124	—	50	21
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,332,731	463,114	5a	50	50

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	North Louisiana and Texas	La.											72.0							—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000			381.0				2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	5s	50	92	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	82	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			85.3	146,773			325,389	65,764	3	100	109½	
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			66.4	418,172	7,312,851	11,066,863	741,607	171,957	8	100	105	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	67.7	460,143			1,132,731	463,114	5s	50	92	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	887,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	92	
Dec. 31, 1869	340.0	68.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	28,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,888,274	2,915,547	643,720	—	100	30½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,880,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,196	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	97½	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,396	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	28	—	181	Panama	New Granada.	9,500,000	*			7,000,000	3,734,136			47.6		nine m	onths.	1,105,219	340,861	—	100	77	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000					(Leased	to Erie.)			53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000				(Leased	to Erie)				—	100	....	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				(Leased	to Erie.)			26,500	6	100	....	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542			(Leased	to Camden	and Amboy.)			—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,064,452		643.0	9,574,632			17,260,812	4,757,785	10	50	128½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,060	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	*			1,061,700	3,000,000				(Complet	ed Sept. 1	3, 1869.)			—	100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Pennsylvania and Bureau Valley	Illinois.	1,800,000	*			1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	88.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			88.0		(Complet	ed July 1,	1869.)		—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)			—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	8	100	....	
Dec. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,346,812	70,164			218,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	54½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	200	
Dec. 31, 1869	96.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	6,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	98	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	329,675		1,259,100			80,555	26.5				1,077,589	274,081	10	100	115	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	106	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pitts, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	....	
Oct. 31, 1869	50.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	466.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,283,584			8,131,531	2,891,199	9½	100	94	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½	
Dec. 31, 1869	68.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,768	217,872	6	100	....	
May 31, 1869	57.8	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266			575,086	175,586	6	100	113½	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	*			350,000					(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1869	96.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	....	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100	....	
Nov. 30, 1869	48.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,436	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100	....	
Dec. 31, 1869	40.0	5.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	962,859		54.0	155,070			207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,080,700	228,674	1,906,158	190.5	812,139	4,860,025	6,271,192	609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	569,887	75.5				332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,268,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)			—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,064,197	1,274,184	501,998	10	100	130	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,281,400		331,828		188.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	28	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800	—	100	25	
Dec. 31, 1869	195.0	15.0	18.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000						abo	ut 90 000		—	100	47½	
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)	240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100	....	
May 31, 1870	168.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5.0	200.0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,300	81,989	2,732,515	186,000	531,072	79,514		189,152			338,093	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,833	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91						17,500	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	68	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	*			576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0						—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100	....	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000		—	100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased	by N	orthern C	entral.)		6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,504	22,091	—	100	....	
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0				310,182	47,424	6	100	....	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320							294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				800,000	500,000				(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)	36,298	6	100	....	
Dec. 31, 1869	137.0	108.0	10.9	—	43	24	24	302	South Carolina ¶	South Carolina.	9,920,801	*	1,137,797	168,729	5,819,275	4,057,351	855,501			801,171			(I	n progres	s.)	1,262,167	596,507	—	100	....	
Dec. 31, 1869	500	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000									—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	8.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100	....	
Sept. 30, 1869	128.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,668	*	192,420	430,168	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,006	10,725,243	440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000									—	100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.															—	100	....	
Dec. 31, 1869	148.3	—	....	169.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0				348,218	203,473	—	100	....	
July 31, 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,156	41,811	257.5	384,922			910,116	360,388	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	*	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,249	.....	.....	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.0	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384	*	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	.....	—	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 1870.)						—	50	....
Sept. 30, 1869	81.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,560,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	3	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	.....	.....	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620 000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. L. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	50½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	*	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)								
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)			.....	.....	7	100	46½
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069	*	.....	.....	swamped	.....	.....	.....	.....	(Leased to Pennsylvania.)			32,000	.....	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	108,345,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			.....	.....	—	100	13½
Sept. 30, 1869	59.0	—	3.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	226,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)								
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,306,789	15,650,086	54,177,218	1,949,430	543,331	—	var.	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	286,607	5,603,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	616,164	793,200	.....	.....	.....	(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La. & W'n.)			929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	—					Warwick Valley .....New York.	199,161	*	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	—	—	.....	98.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,280	.....	.....	330,571	63,761	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	138.0	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	.....	.....	.....	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	36,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul							—	(Leased to Pennsylvania.)					—	50	51
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]					—	100	....
Dec. 31, 1869	20.0	—	.....	51.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	.....	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.8	—	.....	28.0	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	(Operated during construct'n by M. & Con. and Montreal.)					—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(Leased to Boston, Con. and Montreal.)			12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M. RR. sold	Jan. 5, '70	$525,000.	.....	5,000,000	.....	.....	.....	.....	(no returns.)			.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased to Northern Central.)				—	100	...
Dec. 31, 1869	15.4	—	.....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—					Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Recently opened.)		1,254	550,936	80,873	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,908	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	121
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb. R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	.....	.....	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			405,174	213,874	—	50	69
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	431,246	184,848	—	100	33
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,158	7,165,256	588,689	—	109.2	—	—	—	735,303	258,436	—	50	46
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	1,159,085	598,519	—	50	15½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	167.435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800.000	600,000	—	—	—	—	—	—	.....	.....	—	50	13
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	125,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	99
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	126	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	50	19½
Oct. 31, '69	9.06	139	28	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.04	12	3	Easton and S. Easton.....Pa.	25,280	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¼	50	49¼	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	.....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	30
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	17
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	.....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	.....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	238,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark.....N.J.	800,000	800,000	560,000	—	169,688	29,747	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,205	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	66,642	26,385	8.	50	25	26
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,800	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.)....Pa.	47,468	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.85	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.33	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	206	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	398,732	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	636,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	600,000	7	....	....
Catawissa,* pref. and guar....	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung, guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	86
Chicago and Alton, pref....	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	84½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	85½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	[illegible]	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	48
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,253,836	....	....	110
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	19
" " 2d pref....	4,051,744	6	....	5
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref....	3,500,000	7	7	75
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*	557,580	....	7	....
Rutland, preferred....	....	7	7	77
St. Louis, Alton and T. H., pref....	2,040,000	7	7	54½
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	217,050	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref....	2,888,997	6	6	32½
Union, preferred....	....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1.....per ton.	34 — @ 36 —
Pig, American, No. 1.....— —	@ 31 —
Pig, American, No. 2.....— —	@ 30 —
Pig, American, Forge.....25 —	@ 27 —
Bar, Refined, English and American.....— —	@ 75 —
Bar, Swedes, assorted sizes.....(gold).	85 — @100 —
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined....	77 50 @ 82 50
Bar, Common....	72 50 @ 75 —
Scroll....	97 50 @125 —
Ovals and Half-round....	97 50 @125 —
Band....	92 50 @ 96 —
Horse Shoe	96 — @ — —
Rods, ½@3-16 inch....	82 50 @ — —
Hoop....	102 50 @140 —
Nail Rod .....per lb.	— — @ — 6½
Sheet, Russia, as to No.'s.....(gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English.....(gold).....per ton.	57 — @ 59 —
Rails, American, at Works in Penna..c'y.	70 — @ 71 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cts. ts per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and, 0 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 16
American Blister "Black Diamond"....	— — @ — 1'
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb	4 37½@ 4 50
Clinch....	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold). per lb.	— 37½@ — 38
Straits.....(gold).	— 33 @ — 33½
English .....(gold).	— — @ — 33

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.....per box.	8 — @ 8 50	9 25 @ 9 75
I. C. Coke....	7 — @ 7 50	8 — @ 8 75
Coke Terne....	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne....	7 25 @ 8 75	8 50 @ 9 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)..per gall.	— 12 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 15½@ — 16
Refined, prime L. S. to W. (110 @115 test)	— 22½@ — 23
Refined, Standard White (in ship'g order).	— — @ — —
Refined, prime White (in shipping order).	— 24 @ — —
Refined, S. W. (in jobbing lots).....	— 25 @ — —
Refined, S. W. (in tin)	— 27½@ — 28½
Naptha, Refined, (65 @ 73 gravity).....	— 9 @ — —
Residuum.....per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 80....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
Canton Co....	67½	....	....	68	....	....
Central Pacific 6s.....	91½	91½	92	92½	92½	92½
Central of N. Jersey.....	108½	....	....	....	108½	109½
Chicago & Alton.....115½	115½	116½	116½	....	....	116
" pref.... ...118	....	....	....	....	118½	....
" 1 M.....	....	....	....	....	102½	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	....	....	152½	152
" 8s, 1885	....	....	....	....	....	....
Chic. & Northwestern . 79½	80½	80½	75½x	....	....	....
" pref..... 89½	89½	90½	85½x	84½	83½	
" 1st M.....	....	....	....	94	....	
" S. F.....	....	....	....	....	....	
" Consol.	....	88½	....	....	....	
Chic., Rock Isl. & Pac..100	108½	108½	108½	109½	108½	
Chi., R. I. & Pa. 7s, 1896....	....	100	....	....	....	100½
Clev., Col., C. and Ind.. 80½	....	....	81	80½	....	
Clev. and Pittsburg.....104½	105	105	....	....	....	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	80	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 18½	....	....	18½	18½	18	
" 1 M..... 82½	83½	83½	83½	83½	83	
" 2 M.....	....	....	....	....	....	
Cumberland Coal pref.....	....	....	....	....	....	
Del. & Hudson Canal...120	119	119	....	120	120	
Del. Lack. & Western.....	109½	109½	110	109½	109½	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M. 7s.....	....	....	....	....	....	
Dubuque & Sioux City.....	95½	....	....	....	....	
Erie Railway..... 24	24½	24½	24½	24	23½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1897.....	....	....	....	....	....	
" 2 M. 7s, 1879.....	93	....	....	....	....	
" 3 M. 7s, 1883.....	....	85	....	....	....	
" 4 M. 7s, 1880 82	....	....	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
Great Western 2d mort.....	80½	....	80½	....	....	
Hannibal & St. Joseph.104½	104	104	104	....	....	
" pref.....	....	112	112	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	....	134½	....	
" bonds	106½	....	....	....	....	
Lake Shore & Mich.S'th. 92½	92½	92½	93½	93½	92½	
Lake Shore Div. bonds.....	....	....	....	....	....	
Marietta & Cin. 1st pref.....	19	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....120½	121	....	121½	....	....	
" S.F. 8s, 1882.....	....	....	....	....	....	
" conv. 8s, '69.....	....	....	....	....	....	
M. S and N. I. 1 M. S. F. 97½	97½	....	....	....	....	97
" 2 M.....	....	....	....	....	....	
Mariposa Mining Co.....	....	....	....	....	....	
" pref..... 10½	11	11½	10½	....	10½	
" Tr. 10s ctfs.....	....	....	....	....	....	
Milw. and St. Paul..... 59½	59½	60½	60	59½	58½	
" pref..... 81	81½	82	82	81½	81½	
" 1st mort.... 94½	94½	....	94½	....	94½	
" 2d mort.....	....	....	....	....	....	
" 8s.....105½	....	105½	....	....	....	
" 7 3-10s con.....	93½	....	....	....	....	
Missouri 6s.....	93	93	92½	93	93½	
" H. & St. J. 1es. 92½	....	92½	92½	....	....	
Morris and Essex.....	....	....	....	89x	88½	
" 1st mort....100½	100½	100½	....	....	100½	
" 2d mort.....	96½	98	....	97	....	
New York Central.....	....	....	....	....	....	
" 7s, S.F.1876.....	....	....	....	....	....	
" 7s, conv. '76.....	....	....	....	....	....	
" 6s, S.F. 1883.....	....	....	91½	91	90½	
" 6s, S.F. 1887.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 91	91½	91½	92½	91½	91½	
" certificates. 85½	85½	85½	87½	86½	86½	
N. York and Harlem.....	133½	133	....	134	134	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. Carolina 6s, old..... 45½	....	....	....	....	....	
" new	....	....	24½	....	....	
Ohio and Miss..... 30½	30½	30½	31	31½	30½	
" pref.....	....	....	75	....	....	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 43	42½	....	42½	42½	41½	
Panama	77	....	....	77½	77½	78
Phila. and Reading.....102½	103½	103½	103½	104	103½	
Pitts., Ft. W. & Chi. gtd. 94½	94½	94½	94½	....	94½	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	97	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	....	5	....	....	....	8
St. L., Alton & T. H.... 23	....	25	....	25½	....	
" pref.....	52	....	....	....	54½	
" 1 M.....	....	....	....	....	94½	
" 2 M. pref.....	81½	....	....	....	81	
" Income bds.....	....	71	....	71	71	
Tennessee 6s, old..... 60	59	61½	61½	61½	61½	
" new..... 58½	59½	60	60½	60½	60½	
Tol., Wab. & Western.. 51½	....	51½	51½	51½	51	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	94½	
" 2 M.....	....	....	....	....	85	
" Equipment.....	....	....	....	....	....	
Union Pacific..... 17½	16½	16½	16½	16½	14½	
" 1st mort.. 80½	81	80½	81	81	80½	
" L. Gt. 7s.....	....	....	....	....	....	
" Inc. 10s.... 61	....	....	....	....	52½	
Virginia 6s, old.....	68½	68	....	68	....	
" new	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106⅜	106⅜	106⅜	106⅜	106⅜
U. S. 5s, 10-40s, reg	106¼	106⅜	106⅜	....	106⅜	....
U. S. 6s, 1881, reg	....	....	110½	....	....	110
U. S. 6s, 1881, coup	....	....	113⅜	....	113⅜	113⅜
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ly	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	107½	....	107⅜	107½	....	....
U. S. 6s, 5-20s, c. 1862	....	107⅜	108	107⅜	107⅜	107⅜
U. S. 6s, 5-20s, reg. '64	107	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	107	107⅜	107⅜	107⅜	107⅜
U. S. 6s, 5-20s, reg. '65	106⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107	107	107⅜	107⅜	107⅜	107⅜
U. S. 6s, 5-20s, r. n. '65	106	....	....	....	106⅜	....
U. S. 6s, 5-20s, c. n. '65	109½	109⅜	109½	109⅜	109⅜	109⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	106⅜	106⅜
U. S. 6s, 5-20s, c. 1867	109	109⅜	110	109⅜	110	110½
U. S. 6s, 5-20s, reg. '68	....	106⅜	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	110½	110⅜	110⅜	110⅜	110⅜
U. S. 6s, Pac.R.R.Issue	....	110½	110⅜	....	110⅜	110⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
" preferred	37⅜	37½	....	....	....	....
Camden and Amboy	118	....	119½	119	119	119½
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	93	92½	92½	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	94½	94
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	40	....
" 7s	....	....	93½	....	....	....
Lehigh Navigation	34½	34	34	34½	33⅜	33⅜
" 6s, 1884	....	84½	....	....	....	....
" Gold L	90⅜	90⅜	90⅜	91	....	90½
" R. R. L	....	....	89	....	....	....
Lehigh Valley R. R	60	60⅜	60⅜	60½	60⅜	60⅜
" 6s new coup	94	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	44⅜	44⅜	44⅜	44½	44½	44½
" 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	46	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	91	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	41
Pennsylvania R. R	61½	61	61½	62	62	62
" 1st M	....	....	....	....	....	....
" 2d M	100	....	....	....	....	100
Penn. State, 6s. 1st series	104½	....	....	....	....	104⅜
" 6s, 2d series	105⅜	....	....	....	....	....
" 6s, 3d series	107⅛	....	....	....	107½	....
" 6s, W L	....	....	....	104⅜	....	....
Philadelphia City, 6s new	100	99⅜	100	100	100	100
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	51½	51⅜	51⅜	51⅜	51⅜	51⅜
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26⅜	....	27½	27½	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	7⅜
" pref	....	....	....	16⅜	....	....
" 6s, 1882	....	....	....	....	....	76½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	16⅜	17	17	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	55½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	22½	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	....	....	....	93½	....	93
" 1886	....	....	....	95	....	....
" 1890	....	93⅜	93⅜	93½	....	....
" 1884	133	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	97	....	....
" " 1880	....	....	95½	....	....	....
" " 1886	95	....	....	93½	....	93
Marietta & Cin. 1st M	....	92½	....	....	93½	93
" 2d M	74	....	....	....	....	....
Northern Central	40⅜	....	....	....	....	....
" bonds, 1885	94	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	90	....	....	91
City Passenger R. R	....	....	....	....	....	20½

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	....	....	155	155	155	156
Boston and Lowell	....	....	139½	....	....	139½
Boston and Maine	....	....	....	....	....	153
Boston and Providence	....	....	151	....	....	152
Boston, Hartford & Erie 2½	....	....	2½	....	2½	....
" 7s, new	20½	21½	20½	....	20½	20
Cheshire, pref	....	....	85½	....	....	86
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	137
Eastern	....	....	....	124	....	....
Fitchburg	....	136⅜	....	136⅜	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	120⅜	121	120½	121	121
Northern, N. H	....	....	111	....	....	109½
Ogdens. & Lake Champ	....	....	90½	....	....	92
" pref	....	....	106	....	....	105½
Old Colony & Newport.	98	98	....	....	98	97⅜
Ph., Wil. & Baltimore	....	55	54½	55	53⅜	....
Portl'd, Saco & Ports	....	....	113½	....	....	....
Union Pacific	....	17	....	16½	16½	....
" 6s	....	77⅜	78	....	78	....
" Land Grant 7s	....	66½	....	....	61⅜	60⅜
" Income 10s	....	59	52½	50	51	49
Vermont & Canada	....	105	105½	105	105	105
Vermont & Mass	....	....	....	....	....	70
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	62½	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	7⅞	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	21½	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 25.	Dec. 2
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	68 — 72	70 — 75
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	68 — 72	70 — 75
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	67 — 71	67 — 71
Do. 2d mort. 8 p. c.	67 — 71	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	78 — 82
Do. 100 dol. shares, all paid	110 —111	— — —
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	88 — 92	88 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	91 — 93	91 — 93
Do. $50 shares	48 — 53	47 — 49
Philadelphia and Erie 1st mort. 1881	92 — 95	92 — 95
Do. with option to be paid in Phila.	92 — 95	92 — 95

American Railroad Journal.

Saturday, December 17, 1870.

Stock Exchange and Money Market.

There has been a less urgent inquiry noted for Money, since our last, and the advantage as to rates has been in favor of borrowers. The offerings of capital have been liberal, especially through private channels. There has been a moderate outflow of currency reported, chiefly to Cincinnati, and New Orleans. Call loans have been quoted generally at 5@6; and mercantile credits at 7@8¼ per cent. per annum. The City banks, in their last weekly return, show a loss of $2,133,634 of legal tender notes, $1,172,218 of specie, and $809,964 of deposits. They added $1,884,089 to their loan and discount average. The U. S. Sub Treasury lost $379,193 of specie, and $689,382 of currency, as the result of the week's business.

The specie reserve of the city banks according to the latest return is $15,935,848, against $29,716,362 same time last year. The city bank deposits are now $194,181,355, against $182,179,798 week ending Dec. 11, 1869. The legal tender reserve amounts to $49,124,022, against $46,884,429 same time last year. The circulation now stands at $32,185,477, against $24,128,117 same time last year. The loans are now $268,147,232, against $252,729,955 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $88,932,250 a day, against a daily average of $81,952,324 the preceding week. The current week's exchanges average about 93 millions a day. The city banks, last week, reported a loss of $1,172,218 of specie, $809,964 of deposits, and $2,133,634 of legal tender notes. They increased their loans $1,884,089; and reduced their circulation, $52,911.

The city bank exchanges on Wednesday were 88 millions.

National Bank notes to the amount of $204,260 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $337,007,058, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,143,524 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $303,863,534. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $346,181,750; and for the public deposits, $15,834,500—making a total of $361,716,250. The Treasury Department last week redeemed and destroyed $567,906 of worn and mutilated fractional currency, and issued $589,557 of new.

The cash balance in the Treasury Department at the close of business on Monday, was $29,000,000 in currency, and $97,600,000 in coin, including $16,900,000 in certificates.

The U. S. Sub-Treasury receipts, week ending with Dec. 10, were $3,024,735 in coin, (including $1,808,759 from customs duties,) and $3,090,387 in currency; payments, $3,408,929 in coin, (including $1,541,048 of coin interest,) and $3,779,769 in currency; balance at the close of the week, included $60,112,170, of coin, against $60,491,363 the preceding Saturday, and $6,889,480 of currency, against $7,078,812 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $273,566 in coin, (including $187,064 from customs,) and $280,695 in currency; payments $609,793 of coin (including $81,017 of coin interest), and $382,465, of currency. On Tuesday, receipts, $789,848 in coin (including $367,890 from customs), and $210,653 in currency; payments, $295,614 in coin (including $278,976 of coin interest) and $444,684 of currency. The balance at the close of business on Tuesday included $6,053,628 of currency, and $60,269,677 of coin against a balance a week previous of $6,770,483 currency, and $60,439,016 coin.

The aggregate receipts of the U. S. Sub-Treasury in November were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,579,759 of coin certificates, received for customs.

The U. S. Sub-Treasury balance at the close of

business on Wednesday was $60,707,233 of coin, and $5,944,255 of currency.

Government revenues were on a moderate scale, during the week. The excises during the week yielded about 2¾ millions; customs at the port of New York, $1,808,759, and at the outports about $600,000 (in coin) more, making the grand total income for the week equal to about $5,500,000 in currency. The income of the Government, from excises, since July 1, 1870, has been about 78 millions.

There has been less activity in the Gold speculation, since our last, and less buoyancy has been noted in the price. The range has been from 110⅛@111⅛, and the closing quotation on Wednesday was 110⅞@111, against 110¾@110⅞ the preceding Wednesday. The customs call has been light. The export drain was rather heavier. On Wednesday, Government sold $1,000,000 of gold at from 110 64@110 71. The aggregate of the bids was $5,900,000.

The customs revenue on Wednesday was $260,000. The coin interest disbursements at the Sub-Treasury were $55,353.

Under the December programme of the Treasury Department Government will sell Gold, during the month, as follows: Wednesday, December 21, $1,000,000; Wednesday, December 28, $1,000,000. And will buy in, during the month, of Five-Twenties as follows: Thursday, December 22, $1,000,000; Thursday, December 29, $1,000,000.

The export drain was $800,468, week ending with Dec. 10, against $519,868 week ending with December 3; $449,984 week ending with November 26; $655,078 week ending with November 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,328 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 57⅛ millions, against 30⅛ millions same time in 1869; nearly 69⅜ millions same time in 1868; 45⅜ millions same time in 1867; over 59⅛ millions same time in 1866; and 27⅞ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 26⅛ millions on Friday, of last week, were 26¾ millions on Monday of this week, 39⅞ millions on Tuesday, and 21¾ millions on Wednesday.

The customs demand for Gold last week, averaged $301,460 a day; thus far, this week, it has averaged $277,472, a day, or equal to a weekly aggregate of $1,664,832. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $105,227; and since Jan. 1, 1870, $11,492,784, against $14,928,616 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $134,711,673 against $125,403,841, same time in 1869.

The exports of specie, from this port, last week, were $800,468 against $380,399 same week last year; and since Jan. 1870, $57,538,762, against $30,536,829 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,541,048; and since Jan. 1, 1870, $84,769,464 against $89,085,346 same time in 1869.

Foreign exchange has been in quite moderate demand, but, with reduced offerings, has been quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@109⅞. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $4,679,671, and since January 1, 1870, $184,848,526, against $189,274,281 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 30th, was $7,147,000, against $7,804,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 30th, were $31,439,759, against $34,883,581 same time last year.

Government securities have been in more active demand, especially the later issues of the Five Twenties, which have advanced in price, closing firmly and buoyantly, on a lighter offering of bonds.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅛@113⅜; U. S. Five-Twenties of 1862, 107⅝@107¾; U. S. Five-Twenties of 1864 at 107⅛@107⅜; U. S. Five-Twenties of 1865, 107⅜@107⅝; U. S. Five-twenties of 1865 consolidated, 109¾@109⅞; U. S. Five Twenties of 1867, 110⅜@110¼; U. S. Five-twenties of 1868, 110⅜@110½; U. S. Ten-forties at 106⅜@106½; U. S. Six per cent. currency bonds, 110¼@110½.

State bonds have been in moderate demand, through the week, but irregular in price.

Railway bonds have been more sought after for investment purposes at generally firmer prices. Central Pacific Sixes have been in lively demand, and have been quoted decidedly stronger in price, closing with 92⅛ bid, and 92¾ asked, on a reduced offering of the bonds. The inquiry has been largely stimulated by the reports of the very remarkable growth of the business of the road, which yielded gross earnings to the company last year of $6,000,000, and will produce a total of about $8,000,000 for the whole of 1870, or an aggregate of $14,000,000 for the two years, of which aggregate full 50 per cent., or equal to $7,000,000, are net earnings over and above expenses. Chesapeake and Ohio Sixes have been in request at 90 and interest; Union Pacific Sixes have been quoted at 80⅞@81.

Railway and miscellaneous share property has been moderately active, at variable prices, closing heavily as a rule. Union Pacific stock has been pressed for sale, and quoted down to 13⅛@13⅞ closing at 14@14¼. Western Union Telegraph closed at 46¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 30.	Dec. 7.	Dec. 13.
Consols	93 3/16	*92⅛	91⅞
U. S. 5-20's of 1862	88¼	89	88¾
U. S. 5-20s, 1865	87⅝	88¼	88⅛
" 1867	89¾	90½	90¼
" 10-40s	87	87¼	87¼
Erie	20¾	20¾	19⅞
Ill. Central	111	111⅛	110½
At. and Gt. West	28	28	27⅛

* Ex-dividend.

General Business has been less active, and as a rule, values have been more favorable to purchasers. Flour and Wheat closed with more steadiness, on an improved export inquiry. Provisions have been depressed. Middling upland cotton closed on Wednesday at 15¼ cts. per lb. The stock of cotton now here is given at about 75,000 bales. The receipts at the port this week, have averaged about 8,450 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,209,275 bales, against 976,325 bales same time in 1869–'70; exports same time 640,500 bales, against 510,500 bales same time in 1869–'70; stock on hand at latest dates, 434,500 bales, against 300,325 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 14,129 pkgs., against 20,268 pkgs., same time in 1869. From Boston, 7,478 pkgs. in 1870, against 7,002 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in more request from 9@16¼c. per lb.; week's receipts, 7,056. Milch cows quiet at $40@$110 each, receipts, 89. Veal calves have been in more demand at from 5@11c. per lb.; receipts, 2,175. Sheep have been in request at from 3½@6¼c.; lambs at 5@7½c. per lb.; receipts, 33,853. Swine have been in fair demand at 7¼@7⅝c. per lb., all live weight; receipts, 26,670.

Foreign Goods have been less freely dealt in as a rule, at less buoyant prices. The dry goods entries at this port, last week, were $1,380,918, making with the general merchandise imports a total of $6,012,490, against $5,947,679 the preceding week.

Freights have been less active, and rates have been quoted weaker. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. by steamer per bbl.; grain at 6¼@6½d. by sail, and 7½d. by steamer per bushel; cotton at 5/16@3/8d. by sail and 5/16@⅜d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 551.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending December 13th, and since the beginning of the year:

	1869.	1870.
For the week	$3,646,286	$4,679,671
Previously reported	185,627,995	180,168,855
Since Jan. 1	$189,274,281	$184,848,526

The imports for the week ending Dec. 10, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,041,720	$1,380,918
Gen. merchandise	3,839,963	4,631,572
Total for the week	$4,881,683	$6,012,490
Previously reported	273,967,290	282,108,694
Since January 1	$278,848,973	$288,121,184

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, old, 71; do. new, 65½; N. Y. State 7s, Bounty Loan reg., 104; Georgia 7s, 92; North Carolina 6s, Special Tax, 18; South Carolina 6s, new, Jan. and July, 69⅞; do. April and Oct., 67; do. old, 89; Alabama 8s, 101¼; Jersey City W. L., 94; Brooklyn 6s, W. L., 96¼; New York 6s, 1873, 102½; Albany and Susquehanna 2d mort., 92½; Ohio and Mississippi consol. bonds, 90; St. Louis and Iron Mt. 1st mort., 90; Jefferson R. R. 1st mort., 90¼; Great Western (Ills.) 1st mort., 1888, 89½; Mor-

ris and Essex const. bonds, 89; Peninsula R. R. 1st mort., 89; North Missouri 1st mort., 87¼; Chicago and North Western Interest bonds, 92; Quincy and Toledo 1st mort., 82; Central of New Jersey new bonds, 102¼; Norwich and Worcester, R. R., 105; New Jersey R. R., 119; Hartford and New Haven R. R., 165; New York and New Haven R. R., 150; do. scrip, 143; do. 6s, 98; Rome, Watertown and Ogdensburg R. R., 130; U. S. Exp., 33; Adams Exp. 65½; Am. Mer. Union Exp., 46½; Wells Fargo Exp., 80¾; Western Union Telegraph, 45¾; Brunswick City Land, 7; Central gold, 0.13; Grass Valley gold, 0.15; Gunnell gold, 0.17.

Philadelphia.—West Jersey R. R., 62½; do., 7s, 97; do. 6s, 91½; Perkiomen R. R. 7s, 76; Oil Creek and Allegheny River R. R., 46½; do., bonds, 78½; Pennsylvania R. R. Gen'l mort., 96; Philadelphia and Reading Debt bonds, 81½; Penn. and New York Canal 7s, 90¾; Lehigh Nav. 6s, conv. loan, 79; Swedesboro' R. R. 1st mort., 96; Wilmington and Reading 7s, 90½; Warren and Franklin 7s, 85½; Germantown Passenger R. R., 81; Fifth and Streets R. R., 40; Pittsburg 5s, 74; New Jersey 6s, free, 104½; Pennsylvania Canal, 23; N. Y. and Middle Coal Fields, 4⅞; Shamokin Coal, 5¼; Big Mt. 7½. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100⅜; State 5s, coupon, 103½@104; do., 6s, W. L., 104⅛@104¾; do. 1st series, 104½@105; do., 2d series, 105½@105⅝; do., 3d series, 108@—; Reading, 49⅛@49¼; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 98½@98½; Camden and Amboy, 118@118¾; do., mort. 6s, 1889, 94½@94¾; do., 1883, 92@93; do., 1889, 89@90; Penn. R. R., 61¾@61⅞; do., 1st mort., 103½@104; do. 2d mort., 99¾@100; do. Gen'l mort. coupon, 96@97; do. reg., 96@96¼; Little Schuylkill R.R., 44@44¼; Morris Canal, 32@36; do. pref., 71@80; do., 6s, 80@84; do., scrip 7s, 70@—; Susquehanna Canal, 3¼@—; do., 6s, 43@—; Schuylkill Nav., 7½@7¾; do. pref., 16¼@16½; do., 6s, 1882, 76@—; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 92½@93½; do., 5s, 58@60; Lehigh Coal and Navigation, 34¼@34⅜; do., 6s, 1884, 84½@85; do., R.R. Loan, 89@89½; do. Gold Loan, 90@90½; North Pennsylvania, 46@47; do., 6s, 101@101½; do., 7s, 93½@—; do. Chattle 10s, 111@112; Philadelphia and Erie, 27⅛@27⅜; do., 6s, 89@90; Minehill, 52@52¾; Catawissa, 12@16; do. pref., 37½@37⅝; Lehigh Valley, 59⅜@59½; do. 6s, 95½@96; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55@56; Thirteenth and Fifteenth, 21@22½; Spruce and Pine, 24@25; Green and Coates, 42@45; Chestnut and Walnut, 44½@44¾; Hestonville, 16@17; Union, 47@—; Germantown, 30@31.

Boston.—Rutland R. R., 28; do. pref., 77; do. 7s, new, 79⅛; Vermont Central 1st mort., 85; do. 2d mort., 38; Connecticut and Passumpsic Rivers R. R. 6s, 94; do. 7s, 1876, 98¾; Stanstead, Shefford and Chambly 7s, 82½; Middlesex Horse R. R. 6s, 1884, 81; Vermont and Massachusetts 6s, 1883, 92¼; Vermont Central and Vermont and Canada 8s, 1889, 102¼; Michigan Central 8s, 1890, 106¼; Eastern 6s, 1889, 95; Old Colony and Newport 6s, 96; Chicago, Burlington and Quincy bonds, new, 95; Summit Branch, 40; Cincinnati, Sandusky and Cleveland R. R., 23¼; do. 7s, 76¾; Troy and Greenbush R. R., 46¾; Indianapolis and Cincinnati R. R., 6½; Vermont Central old stock, 25c; Boston Water Power Co., 19¼; Vermont 6s, 1871, gold, 105⅜; New Hampshire 6s, 99; Maine 6s, 1889, 97¾; Massachusetts 6s, 5 20s, currency, 100½; do. 5s, 1894, gold, 95⅞; Worcester 6s, 1885, 99; Hartford 6s, 1884, 95¾; Portland 6s, 1887, 94¼; St. Louis City 6s, 1887, 86; do. 1881, 87; St. Louis County 7s, 1885, 96; Chicago 7s, 96; Boston 5s, 1883, 95¾; do. 1882, 95⅞; do. 6s, 1880, currency, 100⅝; Roxbury 5s, 1880, 93; Bath 6s, 1891, 87⅝; Albany 6s, 1879, 92½; Lowell 6s, 1890, 98½; Wymouth Town 5s, 1875, 96⅛; Dorchester Town 5½s, 1872, 99; Calumet Mining Co., 125.

Baltimore.—Virginia 6s, old, reg., 51; do. 1867, 57; do. 1866, 60½; Maryland Defense bonds, 102; Orange and Alexandria 2d mort., 6s, 77; do. 3d mort., 8s, 83½; do. 4th mort., 8s, 78. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 132@140; do. 6s, 1875, 96@97; do. 1880, 95¼@97; do. 1885, 92½@94; Northern Central, 41@41¼; do. 6s, 1885, 94@94; do., 1900, 88½@90; do. 6s, 1900, gold, 92½@93; N. W. Va. 1st mort., 95@97; do. 2d mort., 95@—; do. 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 93@93¼; do., 2d mort., 74@76; Central Ohio, 24@27; do. 1st mort., 85@86; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93@95; do. 2d mort., guar., 89@—; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80¼@83; Richmond and Danville bonds, 73@76; Orange and Alexandria 1st mort., 6s, 80@—; do., 2d mort., 6s, 76⅞@77¼; do. 3d mort., 8s, 83@83½; do. 4th mort., 8s, 77½@79; Orange, Alex. and Manassas 7s, 78@79⅛; Virginia and Tennessee 8s, 82@82½; do., 6s, 1st mort., 80@83; do., 6s, 2d mort., 73½@74; Baltimore 6s, 1875, 92¾@93¼; do. 1884, 91@92; do., 1886, 94@95; do., 1890, 91½@92; do., 1893, —@92; do., 1900, 93@93½; do., 5s, 1838-'70, 75@80; Memphis City 6s, 56½@58; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R., 20@20⅝; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

☞ Articles of association of the Baltimore, Pittsburg and Chicago Railroad have been filed with the Secretary of State at Indianapolis. The capital stock is fixed at three millions of dollars, in sixty thousand shares. One hundred and forty-five miles of the road runs through the State of Indiana, in the counties of DeKalb, Noble, Kosciusko, Elkhart, Marshal, St. Joseph, Porter and Lake.

☞ The earnings of the Richmond and Danville Railroad for the year ending September 30, 1870, were $692,366, and the operating expenses $467,633, leaving the net earnings over working expenses $224,733. Of the net earnings $163,000 was applied to the payment of interest on the bonded debt of the company, $45,000 for lease of the Piedmont Railroad, and the balance for additions to the permanent property of the company.

☞ The first section of the new Milwaukee and Northern Railroad, from Milwaukee to Cedarburg, twenty miles, was completed last week. The line has been surveyed to Green Bay, and the right of way acquired to Fox river.

☞ The Macon and Augusta road was opened for the transportation of freight and passengers on the first of December.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Dec. 15, 1870.

FUNDING FIVE TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

They are all Coupon Bonds of $1,000 each, interest payable Jan. 1 and July 1.

☞ *They are well known, and have a ready market in all the money centres in this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

The EARNINGS of the Road for 1870 will reach *Eight Million Dollars*, and the increase is shown in the following figures:

Earnings from Jan. 1 to Dec. 1, 1870...	$7,417,317
Earnings from Jan. 1 to Dec. 1, 1869...	5,260,882
Increase	$2,156,435

We keep a supply of these Securities on hand, and furnish them at current market price, which to-day is 92½.

This price includes the coupon due Jan. 1, for which three per cent. in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109¼	$1,100 00
Cost of $1,000 Central Pacific bond, to-day at 92½	925 00
Difference realized	$175 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

☞ LOUISVILLE AND NASHVILLE SEVEN PER CENT. CONSOLIDATED MORTGAGE BONDS.—The small amount left of the last issue of these bonds will be sold at 90 and accrued interest. Parties desiring an *entirely safe* investment are invited to call for information on either of the undersigned.

J. B. ALEXANDER & CO.,
19 Nassau-st.
JOHN J. CISCO & SON,
59 Wall st.

☞ The Missouri, Kansas and Texas railroad has been completed from Sedalia, on the Missouri Pacific railroad, to Fort Scott, in Kansas, which opens up Southern Kansas to St. Louis by a short route. The Company is pushing the road southward from Fort Scott at the rate of two miles per day, and expect to reach Fort Gibson, on the Arkansas river, by the 1st of May, and cross Red river within a year. Thence the road will be vigorously constructed to the Rio Grande and beyond.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES TO OWNERS OF REAL ESTATE DEPRIVED OF PROPERTY IN CONSTRUCTION OF RAILROAD.

The facts in the late case of The Western Pennsylvania Railroad Company *vs.* Hill, (56 Penn., 460,) are fully stated in the following able opinion by

THOMPSON, C. J.—The Court admitted evidence and submitted as a ground of recovery in favor of the plaintiffs below, whether the direct and immediate effect of the construction and use of the company's railroad over the plaintiffs' land, had the effect to destroy the business of their mill, and consequently to lessen its value. The testimony is full to this point, and leaves no doubt of the fact. If the taking of the plaintiffs' land directly resulted in this, in a way capable of being certainly ascertained, it is not easy to see why compensation should not result from one cause of injury as well as another. This I suppose would not be disputed as a general proposition; but it is denied that the occurrence of the injury in this particular case is a ground of damage.

What is it? Many witnesses testified that the plaintiffs owned an ancient custom mill; that after the railroad was built and begun to be operated, they ceased to carry their grain to be ground there, and that at least one-half of their custom had fallen off. The reason given for this was simply the danger in going to the mill with horses and teams, owing to the location of the railroad with reference to the mill.

The mill stands on a narrow strip of land, between the Kiskeminetas River, on the one side, and a high bluff or hill on the other. A township road starts at the mill, and after running along the narrow strip for some 15 or 20 rods, leaves the valley and passes in the open country. Side by side, with his township road is the railroad, elevated a few feet above it, and so passes the mill at a distance of some thirty feet from it door. There is no room for another road, it appears; between the township road and the river, and along this road, teams and horses must pass to and from the mill; a precipitous bank and the river being on the one side, and the railroad on the other. In the opinion of the witnesses this presented a case of such peril and inconvenience in freightening teams and horses, as to compel them and others to carry their grain to be ground at other mills. If this resulted as an immediate and direct consequence of the taking of the plaintiffs' property, on which to build the railroad, and if the fear and danger in the circumstances of the case were reasonable, and prevented people from coming to the mill, the court advised the jury that the depreciation in the value of the property, therefore, ought to be compensated by the railroad company.

This view, in its application o the admission of testimony and to the charge of the learned judge, forms the principal assignments of error in the case.

I regard the testimony as but a mode of ascertaining a measure of damage, sanctioned by the court from Thoburn's case, 7 S. and R. 411, down to Hornstein's case 1 P. F. Smith 87, namely, the difference between the value of the property after the construction of the railroad and before; the amount of deterioration, when ascertained by proper tests, being the amount the owner should be entitled to. This must almost always be arrived at through a variety of details in evidence, to enable the jury to find a result. When the deterioration results from actual and not speculative causes, and, to all human appearance, from causes which promise to continue, then it must be admitted as a ground of damage.

At common law, depreciation of property by agencies that would destroy its value, would undoubtedly be a ground for the recovery of damages. The maxim *sic utere tuo ut alienum non laedas*, embodies the duty, and the law must enforce it, or the maxim would be idle. In 3 Casey 99, repeated in 1 Wright 469, and other cases, it was held "that the construction which has been given to legislative charters for improvement companies generally, has been, that they are intended to secure compensation for such injuries as the common law recognises as fit objects for compensation." In this last case, a practical application of the rule is given, and it goes far to justify the ruling of the learned judge in this case. In the opinion of the court, my brother Strong said: "The exclusive appropriation of a part, the inconvenience arising from divisions or from increased difficulty of access, and the cost of additional necessary fencing, are alike the direct and immediate results of the construction of the rail road," and entitled to be compensated. See also Patten *vs.* The Northern Central Railroad Co., 9 Casey 426. These cases would compensate the inconvenience to a land owner, whose property is taken to build a railroad. The direct and immediate result of the construction of a road over land taken, if injurious, gives title to damages, even to the extent of estimated inconveniences.

The rule in its breadth, applies generally, only to cases where there is an exclusive taking of a portion of the owner's property under the right of eminent domain. This is apparent from the Monongahela Nav. Co., *vs* .Coons, 6 W. & S. 101, and subsequent cases.

It is not necessary to elaborate much the nature of the injury here, or its direct character. It results solely from the taking a portion of the plaintiffs' land, and the construction and use of the defendant's road. I see not much difference in the nature and certainty of the exclusion of the customers of this mill, between an absolute physical obstruction, directly in their way, and others which continually threaten their lives and limbs in the use of the ordinary means of getting there. Without enlarging, however, we think the testimony in regard to the loss of custom to the mill, from the construction of the road over the ground of the owner, and the reason for it were properly received and properly submitted to the jury as grounds of compensation to be made to the plaintiffs, for the deterioration their property.

It was not error to refuse to instruct the jury that they must state in detail the items which should constitute their verdict. It was not even necessary, under a similar provision, in case of appraisers of damages; Tucker *et al vs.* The Erie and N. E. Railroad Co., 3 Casey 281. Nor was the contrary decided in the case of Patten *vs.* The Northern Central Railroad Co. *supra.* That was not a point in that case. A jury might, if they chose, state the items composing the sum of their verdict, but it would amount to nothing. They must find an aggregate sum, no matter of how many items it is composed. We have carefully considered all the assignments of error in the case, and see nothing to correct.

The Judgment is affirmed.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of November, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	521,300	18,028,800	7,038,800	3,159,300
1870..	430,400	17,124,700	4,805,100	3,984,700
Dec..	90,900	904,100	2,233,700	*825,400

* Increase.

The barley received in 1870 is all new crop but 82,000 bushels. By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 271,700 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November in the years indicated:

	1868.	1869.	1870
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	440,900	521,300	430,400
Wheat, bushels.	13,757,900	18,028,800	17,124,700
Corn, bushels	16,810,500	7,038,800	4,805,100
Barley, bushels.	3,587,600	3,159,300	3,984,700
Oats, bushels	11,646,600	4,830,000	5,967,500
Rye, bushels	348,900	251,400	587,500
Malt, bushels	436,400	238,400	761,200
Feed, lbs.	.....	13,066,200	14,461,500

United States Mint.

The report of the Director of the Mint for the year ending with last June, gives the total deposits of bullion at $32,990,210 96; coinage, $33,334,863 91. The coinage in Philadelphia was $4,961,860 98; at San Francisco, $19,910,550; at Carson, $132,369 05. The redeemed nickels amounted to $66,872 26, or $34,592 99 less than last year. The Director opposes redeeming the lowest bronze coinage. The profit from bronze and nickel coinage last year was $275,000. Silver token coinage is again urged in pieces of ten, twenty-five and fifty cent pieces, of reduced weight but standard purity, for fractional currency and United States notes. The silver could be got from Nevada and Colorado. Tables show that from 1859 to 1869, both inclusive, the Philadelphia Mint coined $143,490,741 38, and the San Francisco branch $184,439,199 15.

☞ The Water Commissioners of Fitchburg, Mass., will, at an early day, issue Proposals for the construction of three miles of Brick Conduit, three dams containing an aggregate of about 60,000 yards of material, and the laying of from six to seven miles of cement lined wrought iron pipe. Contractors desiring to look at the surface before it shall be covered with snow will do well to examine it at once, for which purpose the Commissioners will furnish every facility in their power.

☞ Fourteen miles of track of the Pittsburg and Cumberland Railroad have been laid from Cumberland westwardly, and about twelve miles from Connellsville eastwardly. A line of telegraph follows the construction of the road from the Connellsville end.

Commerce of New York.

The foreign imports at New York for the month of October, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$10,288,541	$14,087,056
Do. for warehousing	5,841,349	7,168,067
Free goods	879,329	1,193,348
Specie and bullion	3,580,817	417,860
Total entered at port...	$20,590,036	$22,861,331
Withdrawn fr. wareh'use	10,704,752	8,802,588

The foreign imports at New York for the ten months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$132,338,648	$144,010,203
Do. for warehousing...	108,505,972	100,299,719
Free goods	12,489,960	11,174,186
Specie and bullion.....	15,319,395	8,799,031
Total entered at port...	$268,653,975	$264,283,139
Withdrawn fr. wareh'se	94,670,950	99,738,423

The revenue from customs at New York for ten months from January 1, were:

	1869.	1870.
1st quar..	$34,640,194 91	$38,568,250 47
2d quar..	28,827,215 03	34,013,560 63
3d quar..	35,865,913 58	39,858,870 39
In Oct	10,554,660 92	11,161,364 60
Ten months..	$109,887,984 44	$118,597,046 09

The exports from New York to foreign ports in the month of October, were:

	1869.	1870.
Domestic produce	$18,419,645	$16,018,569
Foreign free goods	71,862	1,905
Do. dutiable.....	577,748	638,930
Specie and bullion.....	2,531,076	2,416,356
Total exports	$21,600,331	$19,075,760
Do. exclusive of specie.	19,069,255	16,659,404

The exports from New York to foreign ports for ten months from January 1, were:

	1869.	1870.
Domestic produce.....	$135,147,985	$142,440,575
Foreign free goods	827,068	334,800
Do. dutiable	5,799,784	8,416,680
Specie and bullion..	29,248,704	51,344,339
Total exports....	$188,523,541	$202,536,394
Do. exclusive of specie .	159,274,837	151,192,055

☞ The President has appointed Isaac H. Sturgeon, of Missouri; J. A. Thatcher, of Minnesota, and Hollon Richardson, of Maryland, Commissioners of the Kansas and Denver Pacific railways, and they have been instructed by the Secretary of the Interior to meet at Kansas City on the 19th inst. to examine and report on the roads and telegraph lines of said companies.

☞ Articles of incorporation have been filed with the Secretary of State of Wyoming Territory incorporating the Cheyenne, Iron Mountain and Pacific Railroad, to start from Cheyenne and connect with the Helena, Big Horn and Cheyenne Railroad at the northern boundary of Wyoming. General Silas Reed, Surveyor General, has been elected President, and Governor J. R. Campbell Vice President of the road.

☞ The receipts of the Orange, Alexandria and Manassas railroad for the year ending September 30, 1870, were $939,697 99, and the expenditures for the same time $580,063 34, leaving a net revenue of $359,676 65. During the year the aggregate number of passengers transported over the road was 185,604, and of freight, 121,111 tons.

North Shore (Canada) Railroad.

Conferences having been held with the Quebec Government in reference to land grants for the railway running north of the St. Lawrence from Quebec to Montreal, the Quebec *Chronicle* gives the following as the answer of the Government:

The Government will grant to a company which will undertake the Piles Road and the establishment of the navigation of the St. Maurice:

1.—The North Shore Road between Quebec and Montreal.

2.—The Colonization Road north of Montreal.

3.—That part of the Central Canada Railroad continuing the road last mentioned, on the north bank of the Ottawa towards Aylmer.

Three million acres of land to be chosen by the government in the territory watered by the Ottawa, the St. Maurice, the Batiscan and their tributaries, this grant to stand in place of every previous grant in favor of these roads.

And this grant will be made subject to the following conditions:

1.—The government shall nominate one-third of the Directors.

2.—All the works to be executed in full within five years, and all the enactments contained in the 14th section of the act incorporating the St. Maurice Railroad Company, to remain in force; and it being further stipulated that no Crown Lands shall be pledged in the event of the company not proceeding diligently to the execution of the work.

3.—Every road to be of the first-class.

4.—The government can buy the works by giving 10 per cent. profit to the company.

Worthington's Valley, Hamstead and Bachman's Valley Railroad.

We have received the report of a preliminary survey of the contemplated railroad from Chestnut Hill Ore Banks to Westminster, by Joseph S. Gitt, Esq., Civil Engineer. This survey was made at the instance of a committee of gentlemen interested in the property lying upon and adjacent to the line of the contemplated road, in order to determine the feasibility of constructing it, and to ascertain the cost of the same. The proposed railroad is to run between Chestnut Hill Ore Banks and Westminster, a distance of eight and three quarter miles, through a region rich in mineral wealth, abounding in beds of valuable iron ore, and in quarries of richest lime stone; remarkable, also, for the beauty of its scenery, the fertility of its soil, its forests of valuable timber, and for the industry, enterprise and public spirit of its inhabitants. It is believed that the two articles of iron and lime, of themselves, will afford an immense carrying trade to the road, while the valuable products of the forests and the fields along the line of the road will swell its trade to dimensions fully equal to its capacity for transportation. The history of railroads has proved them to be paying institutions, wherever located, if properly conducted. They are remunerative not only in the appreciation of their stock and the value of their dividends, but also in the rapid advance in the value of property and in the general improvement of the regions through which they pass. The friends and projectors of this road will doubtless find their profit in it in this way, independent of the development of the abundant resources of their section, and of the conveniences of speedy travel and transportation of freight. Many local roads have improved the property along their routes and at their respective termini more than a hundred per cent.—*Balt. Am., Nov. 3.*

☞ By the opening of the Utica, Chenango and Susquehanna Valley Railroad to Norwich, trains can now run through from New York to that place via Scranton, and the coal fields of Pennsylvania are placed in direct connection with the Chenango Valley and Central New York.

State Tax on Railroads.

Judge Strong has rendered his decision in the case of Minot *vs.* The Philadelphia, Wilmington and Baltimore Railroad Company, recently argued in the Circuit Court of the United States in the District of Delaware. This action was one brought by Mr. Minot a stockholder in the above named company and a citizen of Massachusetts, to have the State of Delaware enjoined from levying certain taxes on the Philadelphia, Wilmington and Baltimore Railroad Company, and the Railroad Company from paying them. The Court decided that the tax on the capital stock of this company and on net earnings is constitutional; but the tax on locomotives, passenger cars and other rolling stock is unconstitutional. Judge Strong concludes as follows:

The case, in any view of it, decides that a State cannot directly or indirectly tax persons for passing through or out of it. That is enough for the case I have before me. The Delaware statute of April 8th, 1869, does directly levy a tax upon both persons and property for transit through the State, into it and out of it. It is, therefore, in my opinion, so far in conflict with the Constitution of the United States.

I shall therefore enjoin against any steps for the assessment, collection or payment of the tax prescribed by the twenty-first section of the act of April 8th, 1869, namely, the tax for the use of locomotives, passenger cars, freight cars and trucks, and I shall refuse the injunction prayed for to prevent the collection and payment of the taxes prescribed by the fifteenth section upon the actual cash value of every share of the capital stock of the company defendant, and I shall also refuse an injunction against the collection and payment of the tax described by the twentieth section upon the net earnings or increase of the company.

☞ The Secretary of War, in his annual report, says that but little progress has been made by the railway companies in settling the debts contracted by them at the close of the war by the purchase of the material of the military railroads. The total debt remaining due and unpaid on June 30, 1870, was $6,912,106 97, principally owing from southwestern companies. Their payments during the year amounted to the sum of $365,820 45, but owing to the amount of interest the entire reduction was only $58,128 04.

☞ The Arkansas *Gazette* says the Mississippi, Ouachita and Red River Railroad, under the vigorous management of Hon. Thos. M. Bowen, its president, is making rapid strides towards completion. The track has already been laid for about twenty miles running west from Eunice, and all the necessary arrangements have been made to complete the road to Camden—a distance of about one hundred miles, by the first of April next.

☞ The Bangor and Piscataquis Railroad Company have made a compromise with the European and North American Railroad Company, and in consideration of the payment of $25,000 by the latter have withdrawn their objection to the payment to them by the Governor and Council of the amount received from the Government on account of the Maine and Massachusetts war claims.

☞ Trains are now running regularly from LaCrosse to Wells, on the Southern Minnesota road, and the track is being rapidly extended northwestward to Winnebago city.

Illinois Central Railroad.

The statement of this Company for the month of November, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,888.33 for	$36,793 93
Acres Int. Fund Lands sold		
Acres Free Lands sold	160.00 for	2,961 00
Total sales during month of November, 1870	4,048.33 for	$39,754 93
To which add Town Lot Sales		120 00
Total of all	4,048.33 for	$39,874 93
Cash collected in November, 1870		$208,777 78

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 400¼ Miles.	Total. 1107¼ Miles.
Freight	$452,050 00	$91,031 00	$543,081 00
Passengers	135,381 90	44,627 85	180,009 75
Mails	6,375 00	1,029 08	7,404 08
Other sources	109,000 00	2,495 92	111,495 92
Tot. Nov., '70.	$702,806 90	$139,183 85	$841,990 75
Total actual earn'gs, Nov. 1869	$666,658 35	$177,754 80	$814,413 15

☞ Maine's portion of the certificates of indebtedness issued by the United States, in payment of the interest on Massachusetts' war claim of 1812, was transferred to the European and North American Railway Company on the 7th inst. The company had previously received Massachusetts' portion—two-thirds. The value of Maine's part is $226,000.

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THIS BANK NEGOTIATES LOANS, MAKES COLLECTIONS, ADVANCES ON SECURITIES, AND RECEIVES DEPOSITS.

Accounts of Bankers and Merchants will receive special attention.

☞ FIVE PER CENT. INTEREST PAID on CURRENT BALANCES, and liberal facilities offered to our CUSTOMERS.

Dorr Russell, President.

A. F. Willmarth, Vice-President.

Notice to Contractors.

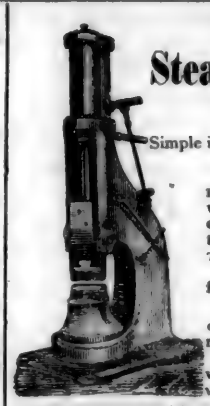
SEALED PROPOSALS addressed to the undersigned will be received until Wednesday, Dec. 28, 1870, for the gradation, masonry, and bridging of the Newburg and Midland Railway, extending from Newburg, N. Y., to a junction with the New York and Oswego Midland Railroad, near the village of Fair Oaks, a distance of twenty-five miles, or of any part thereof. Profiles and specifications can be seen at the office of the Company. The Company reserves the right to reject all proposals not deemed for their interest to accept. GEORGE CLARK, President,
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Simple in Construction—Powerful in Action—Convenient in Handling—Moderate in Price!

These Hammers have our Patent Skew Ram, which secures the most extensive die surface, and our patent valve gear; by which is accomplished, with the most perfect adjustment, either the heavy dead blow for drawing down work, or the light, quick blow for finishing, AND THIS WITH ONLY TWO MOVING PIECES—NOTHING TO GET OUT OF ORDER.

All sizes, from 100 lbs. upward, with single or double frames.

ENGINE LATHES,

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Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, *made to Order.*

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NEW YORK
Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 22, 1859) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety; and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Car Springs of the best quality *only.*

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6 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;
and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,
Receiver of the Novelty Iron Works.

Oct. 29, 1870.

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1,000 tons LLYWVI VALE.
1,000 " BAILEY BROS.
300 " EBBW VALE.

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WM. J. YOUNG & SON,

Mathematical & Engineering

Instrument Manufacturers,

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PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

FOR SALE—56 and 60 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
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—AND—
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THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested
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D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

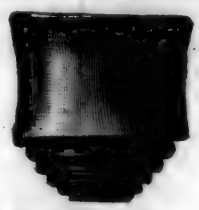
Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

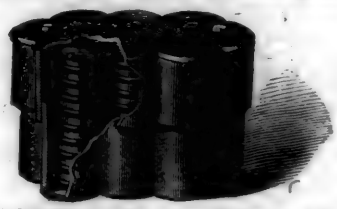
By the Governor:

ROBERT H. ATKINSON,
Executive Secretary.

VOSE, DINSMORE & CO.,
National Spring Works,
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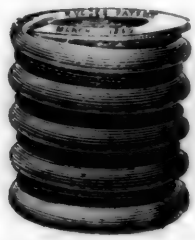
The Original Standard Volute Buffer Spring.
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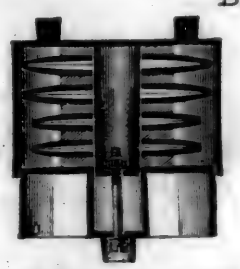
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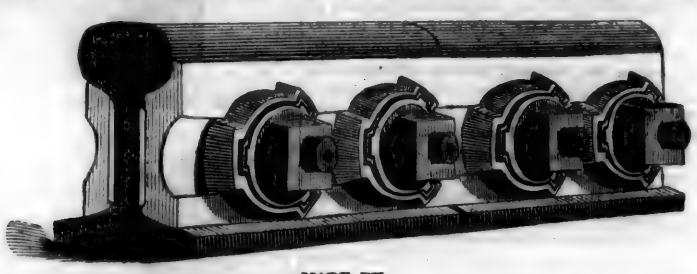
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PATENT COMPENSATING FISH-JOINT,



MADE BY

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IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class. $125 to $170.

Steerage. $60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Dec. 20, HENRY CHAUNCEY, CAPT GRAY, connecting with the SACRAMENTO, CAPT. FARNSWORTH.

Departure of 20th every month will touch at San Jase Guatemala.

Steamer JAPAN, will leave San Francisco Dec. 31, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Dec. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Dec. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket-office on the wharf, foot of Canal street. F. R. BABY, Agent.

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NEW YORK CITY.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18k Gold Cases, $30. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 52.] SATURDAY, DECEMBER 24, 1870. [WHOLE No. 1,810, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 24, 1870.

☞ TO SUBSCRIBERS.—This, being the *Fifty-second* number of the JOURNAL, closes the volume for the year. No paper will be issued from this office next Saturday. The first number of the new year will contain our usual elaborate Tables showing the Length and Cost of all the Railroads in the United States at the close of the financial year ending nearest to January 1, 1871. The Index to Volume XLIII. accompanies the present number.

☞ We gave in our issue of December 17th, a "List of Railroad Purchasing Agents," compiled from the best sources of information then at our command. We find, however, that in several instances it is not strictly correct. We shall therefore defer its re-publication until the first number of the new year, when we shall make such corrections in and additions to it as may in the meantime be brought to our notice.

☞ MR. SAMUEL L. CAMPBELL has been appointed Paymaster and Purchasing Agent of the Marietta and Cincinnati Railroad Company. Mr. Campbell's address will be Cincinnati, Ohio.

☞ MR. THOMAS L. COURTNEY, of Richmond, Va., is Purchasing Agent of the Richmond, Fredericksburg and Potomac Railroad Co.

The Hudson Suspension Bridge and New England Railway Company.

The rapidly increasing demand for the manufactured products of the New England States by the growing population of the West, and the consequent increased consumption of Western products and the Coal of Pennsylvania in the Eastern States, renders it necessary that additional facilities should be provided for the transportation of freight and passengers between these sections, by a route free from the delay and expense of transshipment and not liable to interruption from ice during the Winter months.

With a view to establishing a means of communication so urgently needed, the Hudson Suspension Bridge and New England Railway Company has been organized under a charter and amendment granted by the Legislature of the State of New York, copies of which are annexed hereto.

The proposed line will be built from a point at or near Turners on the Erie Railway running eastwardly through a very productive iron region at a grade in favor of trade to the Hudson River at Fort Clinton. From this point to Anthony's Nose on the east bank of the Hudson about four miles north of Peekskill, it is proposed to construct the bridge; and thence the road will run towards the Connecticut State line, connecting at or near Brewsters with the various lines radiating through New England.

By reference to the accompanying map, the importance of this road as a connecting line cannot fail to be seen, as it will secure a continuous line of rail from the New England States to the coal fields of Pennsylvania and to the great West, overcoming the disadvantages of ferrying and change or any break of bulk.

The Western connections of the line will be:

1. With the proposed West Shore Hudson River Railroad.

2. With the Erie Railway, its branches to the coal mines and numerous other points and its connections with the West.

3. With the New York and Oswego Midland, now being rapidly constructed to Oswego, and its connections through Northern New York.

4. With the Longwood Valley Railroad, a projected line passing the extensive iron mines at Sterling and through New Jersey to connect with the Morris and Essex or direct to Easton; from which point by the Lehigh Valley and Reading Railroads all the coal fields of Pennsylvania will be reached; and the East Pennsylvania and Lebanon Valley Railroads bring us to Harrisburg, there forming most important connections, with the most remote sections of the West and Southwest, through the numberless branches and connections of the Pennsylvania Railroad and to Erie over the Northern Central and Philadelphia and Erie Railroads.

The extensions now in progress, of the Cumberland Valley Railroad will secure a connection with the entire railway system of the South and South West.

East of the Hudson River, the line will connect with:

1. The Hudson River Railroad.
2. The Dutchess and Columbia by a short branch.
3. The New York and Boston.
4. The Harlem.
5. The New York, Housatonic and Northern.
6. The Boston, Hartford and Erie and the various lines intersecting it as follows.

Housatonic, Danbury and Norwalk, Naugatuck, New Haven and Northampton, New Haven, Hartford and Springfield, New London Northern, Connecticut River, Norwich and Worcester, Fitchburg and Worcester, Providence and Worcester and Boston and Providence.

7. With the projected line to New Haven.

All of which as feeders must necessarily contribute largely to the business of this line, and afford to its connecting roads on the West, a means of distributing coal and freight through every corner of the New England States.

By preliminary surveys a desirable route has been found from Turners to the Hudson river, passing the celebrated Forest of Dean and numerous other Iron mines. Most of the mines lying contiguous to the line are at present neglected, from a want of fuel and the means of getting their ore to market at a reasonable cost. These obstacles being overcome by the completion of this road, the mines now lying idle can be profitably worked, new ones will be developed and become a source of considerable revenue to this section of the line.

A board of Engineers was convened to make the requisite examination and determine the best location for the bridge, who after careful deliberation decided that from Fort Clinton to Anthony's Nose would be the most practicable site, and that a suspension bridge can be constructed between these points that will be perfectly safe and durable.

The following table will show the estimated dimensions and strength of the proposed bridge.

Clear span	1,600	feet.
Length of Bridge between the Towers.	1,665	"
Total length of Bridge including approaches	2,449	"
Height of Bridge above high water	155	"
Working safe load for the Railr'd lines	2,400	tons
Working safe load for Highways	2,880	"
Total safe load for the Bridge	5,280	"
Load that would break the Bridge	25,171	"

There are to be 20 cables in 4 systems.

Each cable will be about 14 inches in diameter.

The cables will contain 871,195,750 feet or about 70,302 miles of steel wire.

Total weight of iron and steel in the Bridge 17,005 tons.

Total amount of Masonry 58,084 cubic yards.

The supended weight 9,651 tons.

Height of towers above water 280 feet.

Leaving the eastern end of the bridge and bearing arouud Anthony's Nose, the line will run near Peekskill, thence in a north easterly direction, passing near Lake Mahopac, the Tillie Foster and other mines, to its junction with its eastern, southern and northern connections. The preliminary examinations and surveys made upon the line have demonstrated the entire practicability of the whole route from Turners to the Eastern terminus.

The principal sources from which the company will derive its revenue are the transportation of passengers, coal, iron, general merchandise and live stock.

The item of Coal demands particular attention. The quantity of coal consumed in the states of Connecticut, Rhode Island and Massachusetts in 1869 was over 3,000,000 tons, which by existing means of communication with the mines was subjected first to railroad or canal, then to river, sound or ocean transportation and in many instances again to railroad transportation, before reaching its place of consumption. Without dwelling on the disadvantages arising from obstruction of navigation by ice for three months in the year and the expense attendant upon laying in a supply for the entire winter, so long in advance of the time the coal is consumed, attention is called to the following facts and comparative statement of the cost of transporting a ton of coal from shipping points to a few Eastern cities.

From the mines to Elizabethport, Philadelphia and the proposed bridge at the Hudson river the cost of freight and expenses is about the same. Starting even therefore, from these points and adding to the freight by water the shipping expenses, insurance, loss on two shipments and the usual allowance of five per cent. made by railroad companies, we have this result.

	From Elizabethport by Water.	From Philadelphia by Water.	From Hudson Suspension Bridge all rail 1¼c.p. ton p. m.
To New Haven	1.55 pr ton	2.55 pr ton	0.67 pr ton
" Hartford	2.05 "	3.05 "	1.14 "
" New London	1.75 "	2.80 "	1.30 "
" Providence	1.90 "	2.80 "	2.26 "
" Boston	2.25 "	3.15 "	2.61 "

In addition to the lower cost of freight, many other and important advantages will be derived from shipping by this all rail route. By purchasing direct at the mines the commissions of the coal shippers will be saved; the coal can be forwarded in quantities to suit dealers and at all seasons of the year, and property of much less value than wharves can be used; while a smaller area will be required, as it will not be necessary to have such large quantities of the article on hand.

In 1869 the shipments of Pig Iron from Elizabethport, Jersey City, and Hoboken to Massachusetts, Rhode Island, and Connecticut amounted to 54,086 tons.

The population of the Eastern states being in a great measure dependent on the West for the necessaries of life and exchanging as it were for them, the manufactured article required for the cultivation of the soil and household purposes, the interchange of the productions of the two sections results in an immense traffic, for which the present means of communications are inadequate.

From statistics obtained from official sources it is estimated that about one and a half million tons of through freight, consisting mainly of manufactures, grain, flour, wool, cotton, oil, and live stock, are annually transported between New England and the Western States, a large proportion of which is subjected to the expense and delay of ferryage and transhipment, a serious loss that would be avoided by the completion of an additional continuous line of railroad.

Taking the statistics of the present traffic as a basis on which to estimate the probable business of this line when completed, it may be reasonably expected that its revenue will be about as follows.

1,500,000 tons of coal 37 miles at 1¼ ct. per ton per mile	$690,000
500,000 tons of merchandise including live stock and tolls on Bridge	1,000,000
Mails and passengers	300,000
	$1,990,000
Deduct operating expenses 60 per cent.	1,194,000
Leaving a net profit of	$796,000

It is confidently believed that a careful consideration of the facts presented will show the necessity for an outlet from the coal region to New England, practicable at all seasons of the year, and an additional link between the Eastern and Western States affording facilities for cheap and quick transportation, and that a better opportunity than this project for a safe and profitable investment is seldom offered.

The preliminary arrangements of the company are so far advanced, that the attention of capitalists is now invited to the enterprise, with a view to procuring the funds necessary for an immediate prosecution of the work.

The undersigned will be happy to furnish any further particulars that may be desired.

CHARLES J. PUSEY, *Treasurer*,
78 & 80 Broadway, N. Y.

New York, Providence and Boston R. R.

The receipts from operations of this company for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$368,633 73	$376,752 95
" freight	244,493 00	269,189 78
" mail service	12,351 54	9,296 88
" rents	10,478 74	7,418 99
" gas	993 04	1,132 22
" divide'ds Stonington Steamb't Co.	62,238 00	72,611 00
" rec'pts under contract Fall River Line	.....	9,692 88
	$699,188 05	$746,089 21
Expenses, viz:		
Repairs of road	$88,506 78	$114,371 29
" engines	26,723 88	25,164 82
" cars	32,157 06	30,039 29
" bridges, etc.	23,729 67	24,858 42
Ferry	17,624 67	17,056 01
General exp., oil, etc.	37,945 37	32,201 28
Salaries	9 966 71	11,725 86
Wages	97,301 40	108,692 59
Fuel	62,251 43	60,993 16
New cars	32,874 90	7,979 27
New engines	.....	13,000 00
Taxes	33,970 70	34,402 25
Dredging	100 87	.....
Water works	576 90	371 25
	$463,729 84	$480,755 49
Net earnings	$235,458 21	$265,338 72
From which deduct—		
Dividends	$141,555 00	
Unclaimed dividends paid.	243 50	
Interest on bonds	11,931 00	
" Ext. road bonds	15,000 00	
" Improv'nt bonds	7,000 00	
" bonds issued '69	30,395 75	
Fire damage	2,674 49	
New iron account	33,880 00	
New machine shop and tools at Providence	15,582 91	
		258,262 65
Balance		$7,071 07

The assets of the company are as follows:

Due from the late treasurer and in Stonington Bank	$51,287 83
Due from Post Office Department	1,328 12
A. S. Mathews, Superintendent	1,342 87
M. Morgan's Sons	17,120 20
Due from connecting roads	28,000 00
	$99,029 02

The number of passengers carried over the road the past two years is as follows:

	1869.	1870.
Through passengers	130,983	127,502
Local "	307,056	338,827
Commuters	50,028	70,720

The amount of freight transported over the road the past two years is as follows:

	1869. Tons.	1870. Tons.
Through freight	124,815	129,576
Local "	40,465	44,123

Capital stock	$2,000,000
Less held by the company	112,600
	$1,887,400
6 per cent. bonds due 1873	$150,000
Less exchanged for 7 per cent. bonds	67,000
	$83,000
6 per cent. bonds due 1878	$100,000
Less exchanged for 7 per cent. bonds	20,000
	$80,000
7 per cent. bonds due 1899—	
Sold to cover interest in Steamboat Co.	$425,000
Issued in exchange for 6 per cent. bonds	87,000
	$512,000
7 per cent. improvement bond, issued 1866, due 1876, (not secured by mort.)	$100,000

DEBT OF EXTENSION ROAD FROM STONINGTON TO GROTON.

6 per cent. bonds due 1878	$200,000
6 per cent. bonds due 1881	50,000
	$250,000

The foregoing statement shows that the business of the road is steadily increasing, the gross earnings of the past year being $46,901 in excess of the year previous. Of this $26,056 was derived from local business.

The road has received very extensive repairs, and is now in better condition than it has been for several past years. 35,694 new ties and upwards of 1,300 tons of new English rails, all with the fish-bar fastenings, have been put on the track. 6,475 rails have been repaired and relaid. The truss and pile bridges have had the necessary repairs. Considerable progress has been made in filling the latter, and it is intended to complete the work during the next two years, and thus save a large annual outlay in repairs.

The company has paid one-half of the cost of a commodious depot at Hill's Grove. The depots, both for freight and passengers, at other stations, have received requisite repairs. The depot and freight house at Westerly are inadequate to meet the requirements of the traffic at that point, and new and large accommodations should speedily be afforded. Improvements are also required at Kingston. In the company's shop one first class passenger car, one new baggage car, and six eight-wheel platform cars, have been built.

A machine shop 100 feet in length, with a proper supply of new tools, has been built at Providence.

A first class new locomotive from the R. I. Locomotive Works, (the Narragansett,) has been added to the equipment of the road.

Turnouts, each over 400 feet in length, have been constructed at Noank and Quiambaug.

A branch road 1½ miles in length, has been constructed to the Westerly Granite Quarry by its

proprietors, to whom the company has lent 134 tons of rails, for which a rental of about $1,000 is to be paid annually.

Another branch has also been completed to Wickford by the Wickford R. R. Co., (about 3½ miles in length,) to be run in connection with a steamboat to Newport, thus enabling passengers to make the trip between the latter place and New York in less than eight hours. This connection is likely to prove of considerable value to us in the future.

The valuation of stock and materials on hand, including fuel, is $111,567.

The number of miles run for the year is 338,959, at a cost of 15.27 cents per mile for fuel.

The bridge over the Connecticut River has been completed, and the travel by the Shore Line has been larger than in any previous year. In connection with the other companies composing the Line it is proposed to build for the ferry between New London and Groton a boat of sufficient capacity to take over not less than four passenger cars, and with a commodious saloon for refreshments, thus obviating the only objection made by the traveling public to the route.

The company holds $488,000 7 per cent. bonds of the issue authorized in 1867, and $112,600 of stock. Of the former $163,000 is reserved to retire the remainder of the 6 per cent. bonds due in 1873 and 1878, leaving available in stock and bonds for future outlay $437,600.

In the opinion of your directors, it will soon be expedient to lay a second track from Providence to Wickford, the cost of which, it is estimated, will not exceed $300,000. Authority was given at the last annual meeting to do the work. Under the vigilant care of the Superintendent and his subordinates, the work on the road has been satisfactorily performed, and no accident has occurred during the year.

GENERAL BALANCE SHEET.

Balance cash assets from last annual report		$57,614 86
Less cash paid M. Morgan's Sons		15,956 28
Balance account, August 31, 1869		$41,658 58
Receipts		746,086 21
Proceeds of bonds to cover balance of interest in Steamboat Company—sold $42,000 at 95		39,900 00
Collections on account of balance due by Treasurer and Stonington Bank.		2,000 00
		$829,647 79
Expenses	$480,755 49	
Dividends	141,798 50	
Interest	72,665 84	
Cash paid for new iron	68,379 87	
Machine shop and tools at Providence	15,582 91	
Fire damages	2,674 49	
Balance cash assets carried to new account—		
Cash in hands M. Morgan's Sons	$17,120 20	
A. S. Mathews, Sup't	1,342 87	
Connecting roads	28,000 00	
Post Office Department	1,328 12	
	47,791 19	
	$829,647 79	

President.—SAMUEL D. BABCOCK.

Vice-President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, James B. Johnston, Charles Morgan, William F. Cary, Jr., Nathan F. Dixon, John A. Burnham, David S. Babcock, Edward Morgan, S. B. Stone.

Superintendent.—A. S. MATHEWS.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

☞ The purchasing agent of the Baltimore and Potomac Railroad advertises in the *Prince Georgian* for 50,000 cross-ties, to be delivered along the line of the road in Charles county.

Portland and Rutland Railroad.

The first meeting of the stockholders of this company took place at Portland on the 15th inst. Some thirty or more gentlemen were present. Hon. Geo. W. Woodman was elected chairman, and John Neal, Esq., clerk. Mr. John A. Poor, chairman of the executive committee, announced that the requisite amount of stock had been subscribed to authorize the organization of the company, and that the proper legal notices had been given. It was therefore

Voted—That the stockholders accept an act in addition to an act to incorporate the Portland and Rutland Company, approved March 16th, 1870, authorizing the Portand and Rutland Railroad Co. to take the name of the Portland, Rutland, Oswego and Chicago Railway Company, by vote of the stockholders thereof at the time of the organization of the company.

A code of by-laws was adopted for the government of the corporation. Addresses were made by several gentlemen, among them Mr. Poor, who spoke of the great advantages that would be derived from the building of the road, and of the assistance and good wishes promised on every hand. "When this line is completed," he said, "the circuit of the globe will be reduced from 80 to 68 days. On the 27th of last September, the surveyors reported a very easy line from Oswego to the Hudson River. Prominent men have subscribed largely to this road. Gov. Stearns, of N. H., has expressed his sympathies with the road, and said that he would build 41 miles towards Portland. The friends of the line in Woodstock have elected Mr. Wm. Billings a director in it. At Woodstock was the only obstacle to contend against in the shape of the Green Mountains. Commodore Vanderbilt wanted to build the road, but the friends of the road were already committed elsewhere." The following gentlemen were elected directors: Gilbert Mollison of Oswego, N. Y.; William McEchron of Glen Falls, N. Y.; R. T. Hough, West Leyden, N. Y.; John Cain, Rutland, Vt.; Fred Billings, Woodstock, Vt.; O. F. Fowler, Bristol, N. H.; John A. Poor, Portland, N. C. Rice, Portland, and J. W. Lane, Hollis.

On motion the first Wednesday in August was appointed for the annual meetings of the company.

The contract of consolidation of the roads was not read, but it was

Voted, That the directors be authorized to enter into a contract for the purposes therein set forth, in such form or manner and such stipulations and agreements, as will enable said compmny to form a line of railway, under one management, between Portland and Oswego, or any portion of the distance, with the right to create a mortgage and issue mortgage bonds to the amount of one-half the estimated cost of each section of said line as held by the several companies named, and, that on the consummation of such contract of union and the execution of such mortgage, the said Directors may enter into contract for the building of said line, or of any section thereof, and said Directors are hereby authorized to appoint three Trustees as contemplated by said contract of union, the same to be Trustees under the mortgage, or mortgages, contemplated in such contract of union.

The meeting then adjourned to meet in Portland on the third Wednesday in January, 1871.

☞ One hundred men are at work at Hopefield, Arkansas, on the Memphis and St. Louis Railroad under the contractors, Messrs. McKee & Co.

Utica, Clinton and Binghamton Railroad.

We are authorized to state that an agreement has been made for leasing the Utica, Clinton and Binghamton railroad to the New York and Oswego Midland Railroad Company and the Delaware and Hudson Canal Company, and the necessary papers have been executed by the proper officers of the three companies. This subject has been for some time under consideration, and has been carefully examined in all its aspects; the plan proposed has been submitted to the Board of Directors of the Utica, Clinton and Binghamton Railroad Company, and has received their unanimous approval, and the whole matter will be presented, in detail, to the stockholders of the road at an early day. The terms of the arrangement are liberal, ensuring an interest of about six per cent. on the cost of the road, and must prove entirely satisfactory to the stockholders. The contract is made with the condition that the road shall be completed as a steam road to Utica, so as to connect with the New York Central at or near the depot, and this condition must be carried out before the contract goes into full operation. In order to do this, means must be provided and the Directors of the Utica, Clinton and Binghamton Railroad Company will be prepared in a few days to present their plan of operations.

We make this announcement with great satisfaction. The officers of the Utica, Clinton and Binghamton Company, who have given much time and anxious labor to the discreet accomplishment of the arrangement, deserve the praise alike of their stockholders and our citizens—*Utica Observer, Dec.* 16.

Cincinnati, Sandusky and Cleveland R. R.

A practically perpetual lease of twenty-five miles of this road, from Springfield to Dayton, has been made to the Cincinnati and Springfield Railroad for 35 per cent. of the gross earnings, the lessee to pay not only the running expenses, but all repairs, renewals, taxes, &c. The lease has been completed by the directors, and only awaits the confirmation of the stockholders of both roads. This twenty-five miles will become a part of the through line from the East, and thus will gain its pro rata of travel which has hitherto gone by another route. In addition to this an arrangement has been made with the Cleveland, Columbus, Cincinnati and Indianapolis which will throw a large North and Northwestern traffic, including the entire lumber business, over the entire length of the Sandusky road. The arrangement also contemplates of the "Red Line" a fast freight line over the whole road. This contract, together with some concession granted to the road from Springfield to Columbus, which is leased to the Sandusky, will, it is believed, add very largely to the earnings of the Sandusky, and make it soon a dividend paying road—*Boston Journal, Dec.* 17.

☞ The Boston *Advertiser* says: "It proves to be true, as reported, that the Rutland and Burlington railroad has leased the Vermont and Massachusetts railroad from Brattleborough to Grout's Corner for ten years. The terms of the lease, as currently reported at Brattleborough, are that the Rutland and Burlington road pay $48,000 a year for the first five years, and $60,000 for the last five years, and that they took possession Monday, December 12."

☞ The Delaware, Lackawanna and Western Railroad Company has declared a dividend of six per cent., payable on 31st December inst., in the stock of Morris and Essex Railroad Company.

☞ It is expected that the Frederick and Pennsylvania Line Railroad will be completed as far as Taneytown by the first of February.

Baltimore and Ohio Railroad.

At the regular monthly meeting of the Directors of this company in Baltimore on the 14th inst., John W. Garrett, Esq., was unanimously re-elected President for the ensuing year.

Upon taking the chair, Mr. Garrett delivered an address, in which he stated his appreciation of the high honor conferred upon him by the unanimous vote of the Board in calling him for the thirteenth year to the Presidency of the Company. He referred to the fact that the period during which he had acted in this capacity was one not always of fair weather and smooth seas, but the Company had often encountered severe tempests and great perils.

In the early part of his administration the Directors of the State of Maryland, of the City of Baltimore, and of the stockholders were frequently divided. It had been his aim to pursue under the auspices of the Board, such a policy as would prove to *all* interests that the objects of the management were, whilst properly protecting the great capital invested, and thus securing the relief due, by just returns on that capital, to the tax payers of the State and the city, and to the stockholders, to inaugurate and assist in the interests of the public the numerous great enterprises which have tended so much to develop the wealth of the City of Baltimore and our State, and of the vast territories which have been embraced through the connections of the Baltimore and Ohio Railroad. He would do injustice to his strongest feelings were he to fail to express his gratification that his efforts had been so far successful, as was shown by the unanimous vote which had just been announced, recalling him as in previous years to the Executive chair.

It was an evidence that the policy of the Board —broad, liberal, comprehensive—had been appreciated by the constituencies represented here, and was calculated to insure the successful prosecution of the great works that are yet to be accomplished.

Whilst the Washington County Road, the Winchester and Strasburg Road and the Parkersburg Branch Road had been completed; whilst the Central Ohio and Lake Erie Divisions and the Marietta and Cincinnati Road had been so largely improved and were prepared for the increasing business which is being commanded through these routes; whilst on yesterday the last channel-span of the great bridge over the Ohio river at Parkersburg had been closed; whilst that entire structure, as well as the similar grand and costly bridge at Benwood, would be soon completed; whilst the Pittsburg and Connellsville Road—an enterprise of vast significance and power, through which a volume of prosperity would flow upon our city—would in a few weeks be opened, yet much remains to be done.

The very facts of the vast growth of the commerce of Baltimore, and of the successful extensions of the Baltimore and Ohio Road, create necessities for new and additional routes and outlets. He therefore fully recognized the onerous nature of the duties which he consented again to undertake. When the fruition of the great business of the road to Pittsburg is about being realized, the importance of a continuous line through that city to Chicago becomes more palpable. The City of New York has derived an immense portion of its wealth from the trade of the Northwest. The Northwest, by availing of this most economical route, can add largely to its prosperity and power. Arrangements are in progress by which the early construction of this great line will be undertaken.

The heavy and costly work upon the Metropolitan Branch Road is being rapidly pressed, and it is hoped that this short and strong line, so interesting and important to the National Capital, will be completed within nine months.

The Valley Railroad of Virginia, through which results can be achieved most desirable and important to all interests connected with the line, should be vigorously prosecuted.

Baltimore and Washington possess the advantage of the use of the important Virginia North and South trunk road—the Orange, Alexandria and Manassas—extending from Alexandria to Lynchburg, one hundred and seventy miles. It is of special importance to the trade of Baltimore that this road shall be extended from Lynchburg to Danville.

It was unfortunate that the wise action of the City Council in aid of this road was defeated, chiefly by the active and illegitimate interference with the election in Baltimore of hostile Pennsylvania railroad interests. The object of these parties is to arrange to control Southern business, and by passing it by a tunnel through Baltimore, use their power and connections to force the trade over their lines in the interests of rival cities.

It becomes, therefore, of grave moment, in order to preserve the true geographical relations of Baltimore in a contest for Southern business, that the road from Lynchburg to Danville shall be built; and it will be proper to extend aid for this valuable object. By that road connections will be opened with the railways of North and South Carolina, Georgia, Florida, Alabama and Mississippi.

By effecting these connections the Baltimore and Ohio Company can maintain the interests of the commerce of Baltimore, and by framing its tariff so as to give the proper rates of transportation proportionate with distance, compel the Pennsylvania Road, after it has expended money in the South, as it has compelled its Northern Central Branch, to work under our influence and control at such reduced rate to Baltimore, in order to complete, as to subordinate its schemes and plans and force it, most unwillingly, to aid us in promoting the interests of Baltimore.

Heretofore this Company has succeeded not only in maintaining such low rates to Western points as to increase business vastly, but has forced the Pennsylvania Road to maintain a uniformly large difference of rates in favor of Baltimore, and against its own nominal terminal city, Philadelphia.

The Lynchburg and Danville Company will soon be prepared to present a programme under which it is hoped the work upon the extension can be soon commenced.

Mr. Garrett had the satisfaction of stating to the Board that a first-class line of steamships had been organized, and was now in operation between Liverpool and Baltimore. A few weeks since it became desirable for the Baltimore and Ohio Company to order the shipment from Liverpool of two thousand tons of steel rails by steamers. These shipments formed the basis for two cargoes, viz: of the steamships Ottawa and Caspian. These fine steamships are now on their way to this port. They are owned by Messrs. Allan, of Montreal and Liverpool, who control a fleet of twenty-three first-class steamships. The Hon. Mr. Hugh Allan has recently visited our city, and after examining its advantages and relations with the West and South, determined to instruct that, for the purpose of testing the route, a fortnightly line should be established. The first-class steamers of the Messrs. Allan will therefore hereafter sail regularly every two weeks from each side.

It proper to add that the Oceanic Steamship Company desire to make arrangements also for a line between Liverpool and Baltimore, and it is probable that this enterprising company will build a number of superior steamers to form a permanent Liverpool and Baltimore line.

The rapid development of the commerce of Baltimore must soon demand that a first-class ship canal be constructed to unite the waters of the Upper Chesapeake with those of the Delaware Bay. In view of the vast regions, Northwest, West, Southwest and South, which are using, and to a continuously increasing extent, Baltimore as their entrepot, the economy that can be effected by this canal makes the enterprise one of national importance.

Baltimore enjoys striking advantages for coastwise commerce with the Southern States, with the West Indies and with South America. If, by the construction of a canal of but twenty miles in length, more than twenty-four hours' navigation can be economized in another and extensive branch of commerce, the work must be undertaken at no distant period.

As showing the effect of the combinations of the Baltimore and Ohio Company, the President stated that the revenue for the past month of the road and its branches was $1,076,365 72.

Mr. Garrett, in closing, stated that from that strength which is the result of union and vigorous co-operation, he trusted all the valuable enterprises to which he had referred would be accomplished.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Dec. 13, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,008.—Exhaust Valve, William A. Carns, Malden, Mass.

110,035.—Piston Rod Packing, William Hartley, Rockford, Ills.

110,044.—Steam Jet Boiler Tube Cleaner, Roland C. Hussey, Milford, assignor to himself and Augustus O. Corbett, Boston, Mass.

110,082.—Safety Valve, Henry F. Snyder, Williamsport, Pa.

110,088.—Car Coupling, Augustus F. Street, Zanesville, Ohio.

110,093.—Railway Axle Box, James Wardrobe, Charles D. B. Fisk, John F. Curtis and George Fetley, Carlin, Nevada.

110,114.—Steam Pipe Coupling for Railroad Cars, Joseph Conner, Philadelphia.

110,117.—Car Axle Box Cover, David Cowley, Erie, Pa.

REISSUE.

4,202.—Combined India Rubber and Steel Springs, The National Spring Company of New York, assignee of Erastus T. Bussell, Patent No. 10,280, dated November 29, 1853, extended seven years.

EXTENSIONS.

Improvement in R. R. Car Seats and Couches, Theodore T. Woodruff, of Philadelphia. Letters Patent No. 16,160, dated Dec. 2, 1856 and 16,159 dated Dec. 2, 1856, reissued March 17, 1863.

Holyoke and Westfield Railroad.

Work on the Holyoke and Westfield railroad was commenced at Westfield on the 10th inst. The contract with the Canal railroad is for $375,000, of which $175,000 is to be paid in cash by monthly instalments until the road is completed, and the remainder in the bonds of the road, which are to be issued and guaranteed by the Canal road. The expense incurred for preliminary surveys is assumed by the contractors, who also agree to construct in Holyoke a passenger house 80 by 80 feet, and a freight house 60 by 150 feet, both of brick, with slate roofs. The contract includes turn tables, tanks, and all the appurtenances of the road complete, and the branch roads necessary for connection with the mills in Holyoke. The land damages are assumed by the Holyoke and Westfield company. Smith & Ripley, of New York, have sub-contracted for all the grading and masonry, which they agree to complete by October, 1871.

Cheap Fuel.

Washington, D. C., Dec. 19, 1870.

EDITOR AMERICAN RAILROAD JOURNAL.

SIR:—In your issue of the 3d inst., I find a long, interesting, and useful article on Peat, and calling on parties who have information to communicate in regard to "cheap fuel for the people" Under this invitation I write to point out an invention to supply not only the poor man with fuel at a cheap rate, but a fuel adapted to rich and poor for domestic, manufacturing and railroad purposes, &c. I was witness to the making of specimens the other day by the patentee who has just got a patent for the article. It is made of coal dust, waste, or refuse of coal, of which I understand there are millions of tons now of no use to miners, dealers in coal, or anyone else. The patentee takes this stuff and mixes it in certain proportions with Silicate, *with*, or *without* peat, sawdust, or saltpetre, and after the mixture has gone through a chemical process incident to it, and pressure applied, a coal is formed which is hard and fit for transportation in 10 or 12 days, and when broken with a hatchet into junks, presents as near as possible the natural appearance of coal proper, is easily ignited, and burns with but little smoke, no sulphur or disagreeable smell, and leaves little or no ash, no clinkers, nor slates, and gives out more heat for the size and weight of the fuel than coal proper. It can be manufactured, I am told, at from a dollar to two dollars a ton, and will compete in price, &c., &c., with the *best coal*, and is really what may be called "*a cheap fuel for the people.*" This discovery invites attention and gives promise of reward not only to mine owners, who have mountains of waste coal dust, but dealers in coal in cities and towns who are pushed to get rid of it as a useless incumbrance.

Respectfully,

H. W. DERMODY.

Silver Mine in Wisconsin.

From Mr. H. W. Wheeler, of Oneota, who was of the party which lately visited this mine on the Amethyst, we have learned some further particulars in relation to the mine in addition to what we published last week. The vein is about four feet wide, well defined and projects above the surface from four to six feet, the rock being much harder than that surrounding it. It can be traced for miles through the country, and into the waters of Thunder Bay. Captain Beck had a force of twelve or fifteen men employed, and had sunk a shaft about ten feet in depth on the vein. Mr. Wheeler states that at least fifty per cent. of the rock obtained from the shaft seemed to be pure silver. An assay of a small piece of the ore from this mine—an average specimen—made yesterday by Dr. S. S. Walbank shows it to contain $5,293 60 to the ton! A marvellous yield, indeed. The ore or vein rock is a rich argentiferous galena, containing native silver, both brittle and crystalized sulphide of silver, a small quantity of zinc blende and very little or no other base metals. There is no question but that the north shore, in the vicinity of Thunder Bay, is very rich in silver veins. It is thought by many that the disclosures at Silver Island and at the mine above referred to, are but the precursors of other and richer discoveries that will follow from a more thorough examination of the country.—*Superior Times*, Dec. 10.

☞ The sale of the Gettysburg (Pa.) Railroad, with all its appurtenances and franchises, to Mr. James M. Townsend, of New Haven, Conn., for the sum of $181,000 has been confirmed by the Supreme Court.

Philadelphia and Reading Railroad.

Points of supply and distribution of Anthracite Coal from Schuylkill County, of Bituminous from Harrisburg, and Anthracite from Harrisburg, Allentown and Alburtis, on the Philadelphia and Reading Railroad, for the year ending November 30, 1870.

Amount of coal received from various Lateral Railroads in Schuylkill Coal Region:

Schuylkill Valley Railroad	109,068
Mill Creek Railroad	122,303
Mahanoy and Shamokin Railroad	1,066,694
Total at Port Carbon	1,298,065
Mount Carbon R. R. at Mount Carbon	121,525
Mine Hill and Schuylkill Haven Road at Schuylkill Haven	978,863
Schuylkill and Susquehanna Railroad at Auburn, and via P. G. & L. C. R. R.	151,852
Little Schuylkill Railroad at Port Clinton	477,160
	3,022,465
Received at Harrisb'g & Dauphin. 205,145	
" Allentown & Alburtis 83,397	
	288,543
	3,311,008
Bituminous received at Harrisburg	439,981
Total	3,750,989
Coal passing over laterals for shipment by canal	531,070
Coal shipped west via N. C. R.R.	196 358
Coal shipped west from Pinegrove via S. & S. R. R.	30,413
Coal consumed on laterals	124,673
	882,515
Total of all, tons 2240 lbs	4,633,504

Narrow Gauge Railroad.

A number of gentlemen from Reading, Lebanon, Harrisburg and Allentown are making arrangements to build a two feet six inch gauge railroad from Allentown via Reading and Lebanon to Harrisburg, running along the Tulpehocken and Swatara creeks, for the purpose of carrying local freights and passengers.

They propose using the Farley engines on a narrow track, as the cost of construction and equipment is only one-third that of the wide gauge roads of four feet eight inches. The speed on these roads is from twenty to twenty-five miles an hour, and freight can be carried at one cent per ton per mile and yield a handsome revenue upon the investment.

These roads are used extensively in Wales and in many places on the Continent, in Australia and in Canada. In the latter place they are now building a road of this kind a distance of one hundred and twenty miles. The Pacific Railroad Company are building one a distance of ninety miles as a tributary to their main road.—*Lebanon (Pa.) Courier.*

☞ Edward S. Scranton has been elected Secretary and Treasurer of the Shore Line Railroad *vice* W. T. Bartlett, resigned. After this month the office of the company at New Haven will be closed, and its general business transacted at the New York offices of the New York and New Haven Railroad to which the Shore Line is leased.

☞ Trains on the Portland and Ogdensburg Railroad are now running to Baldwin, 4½ miles beyond Steep Falls.

☞ The contract to build the last six miles of the Great Falls and Conway Railroad extension has been taken and the work begun.

☞ The Hecla Mining Company will pay a dividend of $5 per share Jan. 5.

Railways in Russia.

The following is a list of railways constructed and in course of construction:

OPEN.	Miles.
St. Petersburg to Pavlovsk	17
" Oranienbaum	32½
" Warsaw	669½
Branch from Wilna to Wirballen	118
" to Baltic Port	258½
" to Moscow	402½
Rybinsk to Bologoe	186½
Torjok to Ostachkoff	66
Moscow to Yaroslav	144
" to Nizhni-Novgorod	273½
Branch to Ivanovo	56½
" to Smolensk	262
" to Voronezh	367½
Riazhsk to Skopin	22
" to Morshansk	80½
Kozlof to Tambof and Umet	117½
Riga to Mitau	26
" to Dunaburg, Vitebsk to Orel	623
Orel to Griazi	189
Griazi to Borisogliebsk	130
Tsaritsin to Kalatch	481
Moscow to Kursk	335
Kursk-Kharkof-Taganrog-Rostof	520
Rostof-Novo Tcherkask	48
Kursk to Kief	294½
Kief to Odessa	545½
Branch to Wolotchisk	100
" to Tiraspol	29½
Balta to Krementchug	253
Warsaw to Brest	128
Warsaw to Thorn	142
Branches to Austrian Frontier	210
Finland Railway—St. Petersburg to Helsingfors and Tavarthus	297½
	6,997

IN COURSE OF CONSTRUCTION.	
Smolensk to Brest	353
Libau to Kovno	183
Novgorod to Tchudovo	45
Lyk-Byalortok-Brest	150
Brest to Berditchef	334
Voronezh to Rostof	337
Tambof-Saratof	155
Borisogliebsk to Tsaritsin	233
Tiflis to Poti	156
Tiraspol to Kishinef-Jassy	41½
Ivanovo-Kineshma	58
	2,055

It will be seen thus that there are in Russia some 7,000 miles actually open (one only—the branch of the Kief-Oders line—though finished, not being yet publicly open) and some 2,000 more in actual construction, parts of which will be opened in a few months. There are besides many others which are projected and agreed on by the Government, but for which the concessions are not granted. During the Crimean war there existed but two railways, the suburban one of St. Petersburg to Tsarskoe-Selo (17 miles), and the Moscow-Petersburg (400).—*London Railway Times.*

☞ The railway bridge over the Sutlej river, completing through railway communication between Calcutta and Lahore, was opened in state by the Maharajah of Putteala on the 15th of October.

☞ Track laying has been commenced on the line of the new railroad from Schenectady to Duanesburg, on the Albany and Susquehanna railroad. The road is about 14 miles in length.

☞ The Cayuga Midland Railroad Company has just been formed, to build a road from Auburn to Ithica, with a branch from some point in Lansing to Freeville or Dryden village.

☞ The Chesapeake and Ohio Canal will be closed on the 25th of December.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 5
Boston and Lowell.....100	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n..100	899,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N	Nov'70 3½
Central of Georgia.....100	4,666,800	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 69 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phila 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.. 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum'k Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,350,646	.....	.....
Delaware*.....50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Dec.'70 6e
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia ...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	600,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg 100	3,540,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,258,880	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	920,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n '68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	M.J. S.D.	Dec. '70 2
Little Schuylkill*.....50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.100	848,316	J. & J.	Jul.'70 4½
Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,268	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	5,775,600	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,588	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug '70 5
New London Northern.....100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh.,.100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania.....50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,383,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 5
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Aug '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Germ'n't'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,043,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 5
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 2
Pittsb., Ft. W. & Chi. gtd.*100	19,663,000	J. A. J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582.3 00	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Mansf. and Newark.100	901,841	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70.4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	8,319,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	11,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	884,400	J. & J.	July'70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,068,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 25	2,500,000	J. & D.	Dec.'65 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... —	.....	J & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	460,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,418	804,800	761,600	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	236,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	493,635	488,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,664 109
1870	401.275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,067	1,107,064	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,556	242,621	3,095,965
1870	201,500	218,600	244,161	243,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,188	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	93,043	106,921	104,866	113,504	112,952	128,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	128,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	108,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,6[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	462,429	399,8 0	365,117	308,502	437,600	521,826	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]J2	408,130	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	348,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	837,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,363	7,250 669
1870	396,171	382,823	377,000	443,132	730,700	755,787	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	284,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	258,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,815	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	878,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,617	176,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,285
1870	162,398	158,788	172,216	172,847	165,081	160,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,786	351,780	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,839	5,706,183
1870	528,529	500,139	539,238	706,608	802,586	745,450	643,058	664,051	728,521	719,698	570,163	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107¾
.. .. coupon		5	" "	1874	108¼
Loan of June 22, 1860 ..... registered	4,410,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,733,100	6	" "	1881	109¾
and March 3, 1863 ..... coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108¾
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,209,300	6	May & Nov.	1882	107¾
(5-20s).....coupon		6	" "	1882	107¾
Loan of March 3, 1864 (5-20s)...registered	3,123,600	6	" "	1884	107
(5-20s).....coupon		6	" "	1884	107¼
Loan of June 30, 1864 (5-20s)...registered	105,141,750	6	" "	1884	107
(5-20s)?....coupon		6	" "	1884	107¼
Loan of March 3, 1865 (5-20s)...registered	186,799,450	6	" "	1885	107¾
(5-20s).....coupon		6	" "	1885	107¾
.. .. .. 2d series (5-20s)...registered	270,309,350	6	Jan. & July.	1886	106¾
(5-20s).....coupon		6	" "	1886	109¾
.. .. .. 3d series (5-20s)...registered	339,846,000	6	" "	1887	106¾
(5-20s).....coupon		6	" "	1887	110
.. .. .. 4th series (5-20s)...registered	39,667,250	6	" "	1888	106¾
(5-20s).....coupon		6	" "	1888	110¼
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
(10-40s)....coupon		5	" "	1904	106¾
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110¾
Certificates of Mar. 2, 1867, and July 25, 1868..	45,050,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	229,082	var	.....	Due.	....
Treasury Notes (7-30s).....	565,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,995,920	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,166,916	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'05	101¾
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	65
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112¾
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. .. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101¾
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	...
.. —		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81¾
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65¼
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¼
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97¼
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97¼
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¼
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95¼
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95¼
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	95¼
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107¼
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	6	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107¼
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'73	106¾
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	104
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —War Fund 5-20 Loan.....	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	98¼
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	93¾
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	8,000,000	6	" "	'81-'85	92¾
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,300	6	Jan. & July.	'69-'78	99¼
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99¼
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	106¾
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105¼
.. —	5,726,800	6	" "	1873	102¼
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	104
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	43¼
.. — .. (new).....	3,059,045	6	" "	'92-'98	23¾
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39¼
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	100
.. — .. (").....	2,400,000	6	" "	1886	102¼
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103¾
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¾
.. —	7,909,600	6	" "	1877	105¾
.. —	9,273,050	6	" "	1882	107¾
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	104¾
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1868.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¾
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71¾
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68¾
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64¼
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	68¼
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	105¾
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	66
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,785,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'66–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'80–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	20½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Phi lphia.	1897	88½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'80–'91	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	92½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	856,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,888,000	7	Jan. & July.	" "	1896	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	800,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	88
Funded Coupons	755,000	7	May & Nov.	" "	1883	93
General 1st Mortgage	8,692,500	7	Feb. & Aug.	" "	1886	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1862	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	100
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1864	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	93
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	93
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. $5,000,000	876,000	7	May & Nov.	" "	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1909	82
Columbus and Indiana Central:						
2d Mortgage	321,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1891	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	93½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	84
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1851	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,833,000	7	March & Sept.	" "	1891	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1893	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	420,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,692,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,887	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	arred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1878	98
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 28.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	"	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	188,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	8,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$123,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	600,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	307,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1896	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	999,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	93
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,693,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,869,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1876	....
New Jersey:						
Company Bonds (var. issues)	450,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,167,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1868	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	93
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1883	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	95½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1878	98
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$389,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $300,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99¾
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	468,000	6	April & Oct.	"	1876	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,180,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	578,500	8	May & Nov.	Richmond.	1878	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	850,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,380	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	355,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,546,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,282,755	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,607,000	7	June & Dec.	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	955,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	800,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	100
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling, renewals	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1898	81½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$280,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	850,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1876	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	150,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	6	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
Rock Island and Peoria:						
1st Mortgage	1,884,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1868	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1868	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1851	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	666,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'60–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	92½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	7?½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'96–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	61½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	41
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2dMortgage	292,300	7	"	New York.	1850	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'60–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	69½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1883	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	83½
3d Loan	2,000,000	6	" "	"	1897	89
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	85½
Convertible Loan	1,496,879	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	580,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	95
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	76
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	264,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,689	7,620,858	697,846	237,353	—	100	55
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,582	*	.....	.....	2,169,550	7,550,564	831,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	*	.....	.....		425,000	.....	.....	68.0	118,080	.....	.....	196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,611	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345		.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,180,268	5,026,461	16,190,943	711,871	16,267,862	8,761,750	732,500	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	178,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .....Mass.	1,073,822	274,636	.....	34,607	872,600	648,000	104,954	31,651	42.9	146,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,283	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	34	27	628	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,378,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	176,725	—	100	2
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	526,362	18,587,217	12,336,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	66.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146 1	992,000	51,248,678	16,168,410	1,871,339	548,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	146
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500		.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*			950,000	2,389,000			—	(Leased	and opera	ted by Erie.)			7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*			428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....		(No ret	urns 100 m	iles recent	ly comple	ted.)		100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,027	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	118½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,098,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362				332,925	800,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	54.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	55.8	118,012	4,786,714	1,418,821	250,517	97,729	3½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380				447,000	200,000	202,205		—	(Leased	and oper.b	y West J	ersey.)		6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....		426,900				34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000		.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000		.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,800	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*			4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	186	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,782	194.6	.....	(No	returns.)	.....	.....	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000				380,000				—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	201,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No	returns	publish	ed.)		—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*			871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,858,000	1,116,697	51,421	441.6	2,543,397	.....	.....	4,681,563	2,004,970	10	100	114½
Apr. 30, 1870	307 0	296 2	141.0	—	158	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,337,163	961,621	16,590,210	4,649 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	150
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No	returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	*	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,166.0	5,913,288	115,457,469	364 747,240	12,585,428	3,478,419	9	100	69½
Mar. 31, 1870	493.0	50.5	98.0	—	138	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,744 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick					500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,467	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	168,550	2,500,000	5,660,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000				—	(Leased	and oper.b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,783	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,485	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	22½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	660,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	366,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville.....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	28,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	91
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned	by Le	high Coal	and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	18	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	118
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by	L. M. and	Col. & X	enia.)	—	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pb	g Cin. & S	t. La	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	100	....
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301.290	242,940	8	50	88½
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Long Island.....New York.	4,223,153	401,311	*	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,006	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869, n	o accoun	ts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	38
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,809	90,514	26.0	81,204	1,621.977	942,664	182,510	102,110	10	100	30
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	133½
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,596	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,582,000	590,810	.....	130.6	457 576	3,638 132	.....	799,649	98,840	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	.....	.....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,694,177	10	100	115½
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	.....	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....	—	(Oper.	by Erie.)	.....	44.068	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	.....	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14¢	100	55½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104½
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,936	.....	236.0	.....	(Southern	R.R. Asso	ciation L	easeess.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	186,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
Dec. 31, 1869	472.0	14.6	.....	—	69	32	10	799	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montreal and Plattsburg.....New York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela.,	Lacka. and	West'n.]	.....	7	100	88½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	3,350,778	5,539,930	472,574	93,814	10	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Chattanooga †...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	916,271	523,613	1,499,559	3,215,301	566,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Nashville and Northwestern†.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	New Brunswick and Canada †..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	6.0	—	.....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	.....	.....	.....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Dec. 31, 1869	33.9	.....	33.9	—	37	70	15	231	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	236,021	51,871	—	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Dec 31, 1869	80.2	2.0	14.0	—	18	16	5	226	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	*N. Orleans, Opelousas & Gt. Western* †..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York City.]	.....	.....	.....	—	.....	5½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	New York Central .....New York.	37,608.697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	5.0	.....	.....	34.8	.....	.....	.....	.....	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,886,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	91
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	62.8	—	64.1	—	37	88	24	445	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	6,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	8	100	130
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-t	ruction)	.....	.....	—	100	15
Sept. 30, 1869	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	.....	6	100	....
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,430	1,335,359	6,842,337	304,527	121,170	—	100	80
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern †.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,726	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.											72.0							—	100		21
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			381.0				2,084,486	432,124	—	—	21					
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	5a	50	92¼					
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100						
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	82					
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,000			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	107¼					
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100						
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	105					
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138		—	100						
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	87¼				
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	27¼				
Oct. 31, 1869	96.0	8.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93					
Oct. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	94¼				
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72				
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....					
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....					
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....					
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	76¼					
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	....	....	....	7,000,000	3,734,136	....	....	47.6	....	nine m	onths.	1,105,219	340,861	—	100	....					
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....	....	....	630,000	....	....	....		(Leased	to Erie.)		....	53,400	8	100	....					
Dec. 31, 1869	14.5	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....	....	....	500,000	500,000	....	....		(Leased	to Erie)		....	....	—	100	....					
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85,000	....	....		(Leased	to Erie.)		....	26,500	6	100	....					
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	....	....	....	342,150	160,000	36,542	....				(Leased t	o Camden	and Amboy.)	—	100	....					
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pennsylvania	Pennsylvania.	32,392,867	*	....	....	33,493,112	23,862,092	2,054,452	....	643.0	9,574,632	....	....	17,250,812	4,757,785	10	50	122¼					
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania Coal	Pennsylvania.	2,000,000	*	....	....	3,200,000	592,500	383,000	....	47.0	....	....	....	....	....	10	50	225					
Oct. 31, 1869	47.0	15.9	53.0	—	28	4	—	2,060	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....	....	....	1,061,700	3,000,000	....	....		(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....					
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....	....	....	1,200,000	600,000	....	....			(Complet	ed Sept. 1	3, 1869.)		—	100	....					
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	83.0	....	(Complet	ed July 1,	1869.)	....	—	100	....					
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria and Rock Island	Illinois.	1,000,000	*	....	....	1,000,000	....	....	....	12.0	....	(In pr	ogress.)	....	....	—	100	....					
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Petersburg ¶	Virginia.	1,486,478	*	....	....	1,325,200	241,894	....	....	82.3	164,357	....	....	245,634	97,975	3	100	....					
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	....	....	218,000	800,000	291,686	....	46.0	124,224	....	....	196,672	9,272	—	50	....					
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	....	....	6,004,300	12,598,000	40,974	....	289.6	2,273,856	....	....	3,262,705	loss.	—	50	58¼					
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia, Germantown and Norristown	Pa.	1,139,079	315,793	448,888	....	1,595,750	55,900	....	....	24.3	376,303	....	....	697,620	287,492	10	50	200					
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	....	....	29,022,100	7,819,592	....	....	480.4	5,159,301	40,526,071	483,858,367	11,275,241	5,002,408	10	50	99¾					
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	339,675	....	1,259,100	....	....	80,555	26.5	....	....	....	1,077,559	274,081	10	100	115					
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Wilmington and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	105¼					
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	....	....	5,423,200	10,036,690	421,184	....	201.0	1,849,510	....	....	2,434,101	531,833	—	50	....					
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....					
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	....	....	19,583,948	13,563,000	72,093	....	480.6	5,253,584	....	....	8,131,531	2,891,199	9¾	100	92¾					
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	....	....	450,000	....	....	....					27,450	6	100	85¼						
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	....	....	784,700	1,182,988	....	....	109.5	354,754	....	....	632,763	217,872	6	100	....					
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*	....	....	1,500,000	....	....	....	51.3	303,266	....	....	575,036	175,586	6	160	113¾					
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*	....	....	350,000	....	....	....		(Leased	to Concor	d.)		24,500	7	100	....					
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	170,000	200,000	....	11,496	26.0	....	....	....	80,083	22,015	—	100	....					
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	....	....	437,917	57,000	18,500	....	15.0	37,960	....	....	112,572	21,542	—	100	....					
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	....	....	2,000,000	....	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	3	100	138¼					
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	....	49,772	1,500,000	80,000	....	....	97.0	....	....	....	208,000	141,000	3	100	....					
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	....	....	506,848	1,060,000	952,859	....	54.0	155,070	....	....	207,799	55,879	—	50	....					
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	....	....	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92					
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....					
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	1,414,136	482,678	25,186	559,887	75.5	....	....	....	332,025	132,491	—	100	....					
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	847,100	320,296	40,331	....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....					
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	650,000	600,000	....	....			(Not in o	peration.)			—	100	....					
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*	....	....	427,402	....	....	....	22.0	....	....	(No	returns.)		—	100	....					
Sept. 30, 1869	22.0	—	....	81.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,954,197	1,274,134	501,998	10	100	130					
Sept. 30, 1869	141.1	48.5	23.4	—	35	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	4,581,400	....	331,828	....	188.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	28					
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	2,100,000	2,589,500	....	....	132.0	....	....	....	753,000	376,000	—	100	72¼					
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*	....	....	4,340,000	6,700,000	....	....			(Oper. by	Ind. & St.	Louis.)	611,800	—	100	25					
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	10,000,000	4,000,000	....	....				abo	ut 90 000		—	100	47¾					
Dec. 31, 1869	195.0	15.0	18.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	....	....	....	2,725,000	....	....		(Leased	to Chi. &	Alton.)		240,000	—	100	....					
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	....	....	....			(No	returns.)			—	100	....					
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	....	(Unfi	nished.)	....	2,000,000	1,000,000	....	....		(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....					
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	....	....	1,500,000	4,500,000	....	....		257,004	2,776,680	3,570,874	373,445	138,411	—	100	....					
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	....	*	....	....	....	2,020,000	....	....		189,152	....	....	338,693	179,941	—	100	....					
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		(Leased	to West J	ersey.)		16,833	6	50	....					
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	....	1,590	180,550	100,000	....	....					17,500	1¼	100	....					
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	....	....	243,305	226,900	535	91					429,212	101,024	—	100	....					
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	....	....	904,832	2,307,742	....	....	116.3	271,076	....	....	172,494	27,393	—	50	....					
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	....	54.0	155,070	....	....	....	....	—	50	....					
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	....	....	....	576,050	....	....	....		(Leased	to Phila. a	nd Readin	g.)		5	50	....					
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	....	*	....	....	....	210,000	....	....	80.0	....	....	....	....	....	—	100	....					
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	....	549,007	999,050	796,830	891,180	25,521	119.3	....	....	....	282,215	....	—	100	....					
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	6,079,100	....	....	200.0	....	....	....	460,000	....	—	100	....					
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	....	....	....	869,450	700,000	....	....		(Le	ased by N	orthern C	entral.)		6	50	....					
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	....	....	1,227,000	800,000	....	....	45.5	....	....	....	61,504	22,091	—	100	....					
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	100,000	37,800	....	....	20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....					
May 31, 1869	50.0	—	2.5	—	10	18	8	80	Shore Line	Connecticut.	732.900	*	....	....	677,900	55,000	....	....	50.0	....	....	....	310,182	47,424	6	100	....					
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	....	....	1,788,000	3,256,320	....	....					294,476	90,000	—	100	....					
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	....	....	....	230,000	500,000	....	....		(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....					
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	....	....	....	438,300	....	....	....		(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....					
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	302	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,276	4,057,351	355,501	....		801,171	....	....	1,382,167	595,507	—	100	....					
Dec. 31, 1869	50.0	—	....	133.0	3	—	—	—	South and North Alabama	Ala.	....	....	....	....	1,500,000	1,000,000	....	....			(In progres	s.)			—	100	....					
Nov. 30, 1869	71.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....					
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	....	....	497,750	850,000	....	....	63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100	....					
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....					
Dec. 31, 1869	70.0	—	....	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	complet	ion.]	3,000,000	1,500,000	....	....	....	....	....	....	....	....	—	100	....					
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....					
Dec. 31, 1869	148.3	—	....	169.2	19	12	4	424	*South Pacific* ¶	Missouri.	....	....	....	....	....	25,000p m	....	....	100.0	....	....	....	348,218	203,473	—	100	....					
July 31, 1869	143.0	114.5	22.9	26.5	30	14	13	396	Southwestern	Georgia.	4,587,313	*	....	131,053	3,930,900	699,500	37,155	41,611	257.5	384,922	....	....	910,116	360,386	8	100	104					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0		3.4		5	4		31	Spartanburg and Union †..South Carolina.	1,340,882	*	.....	.....	751,296	547,350	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468			.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—					Stony Brook.....Massachusetts.	267,384		.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.8	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In pro	gress to be	completed	June 187	0.)				
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1869	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form	a part	of the	Rondout	and Os	wego Li	61.0	271,077	5,812,876	16,678,940	79,887	18,001	3	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	519,307	132,564	—	100	....
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	39.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,966	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	48½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,077,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908		.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	48½
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.	.....	.....	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Penney	lvania.)	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	....	175	90	40	3,000		*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,853	4,203,926	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	124
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000		.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Central.)	.....	.....	8	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts..Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724.500	111,646	.....	107.0	286,607	5,603,057	3,889,481	567,568	loss.	2	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	3,084,300	2,499,450	501,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1868	18.3	—	3.8	—					Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c. & W'rn.)	454,758	164,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—					Warwick Valley .....New York.	199,161	.....	.....	.....	.....	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	225,000	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—					Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	93.0	....	....	....	....	West Shore Hudson River.....New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	612,300	6,024	.....	.....	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	526,700	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	6	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	18.3	21.0					Western Pennsylvania.....Pennsylvania.	3,179,441	.....	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	Western Virginia.....New York.	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	.....	No retu	rns for ye	ar.]	.....	.....	—	50	81
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	100	....
Dec. 31, 1869	20.0	—	....	51.0	....	....	....	....	Whitehall and Plattsburg †...New York.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operat	ed during	construct'n by M. & St. Pa'l.)	.....	.....	50	125	
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	3	1	19	Wicomico and Pokomoke .....Maryland.	200,000		.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	.....	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	1,052.818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	1,857	(Leased	to Northern Central.)	.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—					Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,936	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama †...Tennessee.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville, York and Gettysburg..Penn.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	588,021	150,961	9	100	131½
										393,536	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le	ased to N	orthern C	entral.)			—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	119
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Ca	m. & A	mb. R. R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	67
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	.....	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	94,149	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,186	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	15½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	18
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,893	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	90,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30,'69	1.05			Albany st. Freight (B'ton).Mass.	42,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56			Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06			Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	*126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00		28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,848	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52			Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	126	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	50	19½
Oct. 31,'69	9.06	139	28	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	50	44
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	380	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n).N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm. Br., Morr. & F'dham.N.Y.	255,226	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	5½	50	7	16½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	108,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	73
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,168	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark.....N.J.	600,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	125,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,000	44,981	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,560	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.)....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,569	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	168	28	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	oper. by	Troy &	Lansb.	100	100	....
Oct. 31,'69	26.25	648	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	61,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,463	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,464	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct .31,'69	4.39	14	6	Wilkesbarre and Kingston..Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov. 30 '69	4.00	44	—	Worcester.....Mass.	89,573	75,000	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1862	...
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1873	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1864	81
Ninth Avenue.(N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	—
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1883	—
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	—
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage	72,000	6	A.&O	1878	99

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	...	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	87
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	80½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	49
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	107
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,703	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	71½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	55
Sandusky and Cincinnati, pref.	445,546	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	34 — @	36 —
Pig, American, No. 1		— — @	31 —
Pig, American, No. 2		— — @	30 —
Pig, American, Forge		25 — @	27 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold).	85 — @	100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		75 — @	80 —
Bar, Common		72 50 @	75 —
Scroll		97 50 @	125 —
Ovals and Half-round		97 50 @	125 —
Band		92 50 @	95 —
Horse Shoe		95 — @	— —
Rods, ½@3-16 inch		82 50 @	— —
Hoop		102 50 @	140 —
Nail Rod	per lb.	— — @	6½
Sheet, Russia, as to No.'s	(gold)	— 10½ @	— 11
Sheet, Single D. and T. Common		— 4½ @	— 6
Rails, English	(gold) per ton.	56 — @	58 —
Rails, American, at Works in Penna. c'y.		70 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11½ @	— 14
English German (2d and 1st quality)		— 13 @	— 15
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— 16 @	— 17
American, Spring, do.		— 9 @	— 11
American Machinery do.		— — @	— 12
American German do.		— 9 @	— 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@	4 50
Clinch		5 87½@	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @	— 28
Copper		— — @	— 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37½@	— —
Straits	(gold).	— — @	— 33
English	(gold).	— @ 32½	— 33½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal.... per box.	8 — @ 8 50	9 25 @	9 50	
I. C. Coke	7 — @ 7 50	8 — @	8 75	
Coke Terne	5 75 @ 6 75	6 75 @	7 75	
Charcoal Terne	7 25 @ 8 —	8 50 @	9 25	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½@	— —
Crude, 40 @ 47 gravity (in shipping order)		— 17½@	— —
Refined, prime L. S. to W. (110 @115 test)		— 22½@	— 23
Refined, Standard White (in ship'g order)		— — @	— 23
Refined, prime White (in shipping order)		— 24 @	— —
Refined, S. W. (in jobbing lots)		— — @	— 26
Refined, S. W. (in tin)		— 27½@	— 29
Naptha, Refined, (85 @ 73 gravity)		— 9½@	— —
Residuum	per bbl.	4 — @	6½ —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(3 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
38 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Canton Co.	....	64½	....	....	....	65
Central Pacific 6s	92½	92½	92½	92½	92½	92½
Central of N. Jersey	105s	105½	106	104½	105	106½
Chicago & Alton	....	....	114	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1863	....	....	....	....	....	....
Chic. & Northwestern	73	71	71½	70½	69	70
" pref.	83½	82	81½	82	80½	81
" 1st M.	94½	....	93	93	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	108½	106	106	105½	104½	103½
Chi., R. I. & Pa. 7s, 1896	....	....	100½	....	....	100
Clev., Col., C. and Ind.	81½	82	81½	81½	81½	82
Clev. and Pittsburg	103½	104½	105½	103	103	103
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	79½	....	79
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	100½	....	....	....
Col., Chi., & Ind. C.	17	17	17½	17	17	16½
" 1 M.	82½	82½	82	82	82½	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	120	....	....	....	119
Del. Lack. & Western	109½	108½	106½	102½s	102½	102½
" 1 M. 7s	....	....	98	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	90½s	90	....	....	....
Erie Railway	23½	22½	22½	23½	23½	24
" pref.	47½	....	....	....	49	....
" 1 M. 7s, 1897	....	....	....	....	....	95
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	80½	80½	80½	....	....	....
Hannibal & St. Joseph	102½	100	99½	100½	100½	100½
" pref.	110	107	108	108	107½	107
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	134	....	132½	....	....	134
" bonds	....	....	....	....	....	106
Lake Shore & Mich. S'th.	92½	91½	91½	91½	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	121	....	121½	....	116x
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	97½	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	6½	....	....
" pref.	10½	10½	10½	10½	10½	....
" Tr. ...s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	57½	55½	55½	55½	54½	55½
" pref.	80½	79½	79½	80	79½	....
" 1st mort.	94½	....	94½	....	....	94½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	93½	....
Missouri 6s	93½	93½	....	93½	....	93½
" H. & St. J. 1ss.	....	....	....	....	....	....
Morris and Essex	89	88½	....	....	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	97	....	97	....	97	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	87
N. Y. Cen. & Hud. Riv.	91	90½	91½	90½	90½	90½
" certificates	86½	86½	88	87½	87½	87½
N. York and Harlem	....	....	131½	132	....	129x
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	100	....	....	....	....	....
N. Carolina 6s, old	....	45	....	44½	....	43½
" new	22	21½	....	23	23½	....
Ohio and Miss.	30½	29½	28½	29	26½	27½
" pref.	....	....	....	....	71½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	41	40½	40½	40½	39½	40½
Panama	77	....	77½	76½	....	76½
Phila. and Reading	98s	97½	96½	97½	96½	97½
Pitts., Ft. W. & Chi. gtd.	....	94½	94½	94½	94½	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	97½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	25	25	....	....	....	....
" pref.	54½	....	....	....	55	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	80½	....	....	....	80½	....
" Income bds.	....	....	....	71	....	....
Tennessee 6s, old	61½	60½	61½	62	63	65
" new	61	61½	61½	61	62½	64½
Tol., Wab. & Western	50½	49	49	49½	48½	48½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	94½	....
" 2 M.	....	84½	....	....	....	....
" Equipment	....	78½	....	....	....	....
Union Pacific	13½	12½	14½	13	12½	12½
" 1st mort.	80½	79	80	80	81	80½
" L. Gt. 7s	58½	56½	57	....	61½	61½
" Inc. 10s	46	41	....	....	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	66	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106½	106½	106½	106½	
U. S. 5s, 10-40s, reg	106	....	....	....	....	....
U. S. 6s, 1881, reg	109½	....	....	....	....	....
U. S. 6s, 1881, coup	113½	113½	113	113½	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	107½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	107½	107½	107½	107½	107½	107½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	107½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	107½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107½	107½	107½	....	....	107½
U. S. 6s, 5-20s, r. n. '65	....	....	....	106½	....	....
U. S. 6s, 5-20s, c. n. '65	109½	109½	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. '67	....	....	....	108½	106½	106½
U. S. 6s, 5-20s, c. 1867	109½	109½	109½	110	110½	110½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110½	110½	....	110½	110½	110½
U. S. 6s, Pac.R.R.issue	110½	....	....	110½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
" preferred	37½	....	....	....	37½	....
Camden and Amboy	119	119	118½	117	118	118
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	94½	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	34½	33½	32½	33	33½	33½
" 6s, 1884	....	....	....	83	....	....
" Gold L.	90½	86½x	....	85½	86	86
" R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59	59½	59
" 6s new coup	94½	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	44½	....	....	44½	....	....
" 7s	....	....	....	....	....	....
Minehill	....	52½	....	....	....	....
Morris Canal	33	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	81	....	....
North Pennsylvania	....	....	....	....	46½	46½
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	93½
" 10s, 1887	....	....	....	....	....	....
Northern Central	41	....	....	....	....	....
Pennsylvania R. R.	61½	61½	61	61	61	61½
" 1st M.	....	....	....	....	....	103½
" 2d M.	100	....	100	100	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	106	....	....	105½	105½	
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	98½	....	98½	98½	....	
" new	100	....	100	100	100	99½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49½x	49½	48½	48½	48½	48½
" 7s, 1893	....	....	....	....	....	104½
Philadelphia and Erie	27	26½	26½	....	....	26½
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	89½
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	76½	76½	....	76½	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	8½	....	8½
Hestonville, (Horse)	16½	16½	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	93	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	92½	91½	....	92½	92½	
" 1884	....	....	....	91	....	
" 1900	93	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	93½	93½	
Marietta & Cin. 1st M.	93	....	....	92½	93	....
" 2d M.	....	....	74½	....	....	....
Northern Central	41½	....	....	....	....	41
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	155	....	150x	....	....	149½
Boston and Lowell	....	....	....	....	....	x134½
Boston and Maine	....	....	148x	....	....	147
Boston and Providence	152	....	150½	150	....	146x
Boston, Hartford & Erie	1½	....	....	....	....	....
" 7s, new	19½	....	19½	19½	20½	....
Cheshire, pref.	....	....	....	....	86	87
Concord	....	....	77	....	....	77
Connecticut River	....	....	138½	....	....	....
Eastern	....	....	120½x	120½	....	120½
Fitchburg	....	....	....	....	....	x131½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	....	121	121	121	x115½
Northern, N. H.	109x	....	107	....	108	107½
Ogdens. & Lake Champ	92½	92	91½	91	88x	87½
" pref.	....	....	106½	....	....	....
Old Colony & Newport	94½x	....	94½	94	....	94½
Ph., Wil. & Baltimore	....	52½	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	77	77	....	77
" Land Grant 7s	58½	55	....	60	....	59½
" Income 10s	....	....	48	40	45	....
Vermont & Canada	....	....	....	....	....	104½
Vermont & Mass	70	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	101	....	....	101
Metropolitan	....	....	71	....	....	73
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	7½	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	22	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 9.	Dec. 2.
Atl. & Gt. West. N. Y. sec. 7 per ct	65 — 70	70 — 75
1st mort., 1880	65 — 70	70 — 75
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	70 — 75
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	67 — 71
Do. 2d mort. 8 p. c.	65 — 69	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	78 — 82
Do. 100 dol. shares, all paid	110½—111½	— — —
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	88 — 92	88 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	92 — 93	91 — 93
Do. $50 shares	50 — 52	47 — 49
Philadelphia and Erie 1st mort. 1881	91 — 94	92 — 95
Do. with option to be paid in Phila.	91 — 94	92 — 95

American Railroad Journal.

Saturday, December 24, 1870.

Stock Exchange and Money Market.

There has been unusual excitement in the Money line since our last. The available supply has been much less liberal, owing partly to the outflow of currency to the West and South West, but mainly to the manipulations of speculative operators interested in breaking down values at the Stock Exchange. The demand for temporary aid has been decidedly urgent, on the more active days of the week, and to even the more prominent of the Stock Exchange firms 7 per cent. per annum in currency on call has been the minimum rate; while in many instances, the full legal rate in gold has been paid, and not unfrequently a fractional commission has been exacted for the use of funds from one day to another. The pinch has been severely felt in the Stock line. The Government houses have had their wants provided for, with satisfactory promptness, at 6@7 per cent. per annum in currency. The discount market has been moderately active at from 7@9 per cent. per annum, on the better grades of business paper, which have been most sought after by private buyers, the banks having shown less partiality for permanent engagements, in the face of the pressing need and high price of Money on call. The city banks in their last weekly return, made an unexpectedly favorable exhibit, the specie reserve having been augmented over two millions; while the loss of deposits was $2,156,964, and of legal tender notes, $1,681,942; and the loan and discount averages were cut down $1,768,314. The reserve of gold and legal tender notes, over the 25 per cent. of obligations required by the Banking Act, was $9,377,966 against $8,468,162 the preceding week, showing a gain of nearly a million dollars. The city bank exchanges last week averaged nearly 93 millions a day. The exchanges on Monday were up to $139,664,404; and on Tuesday of the current week, they were $102,866,191. The U. S. Sub-Treasury reports a slight increase in its coin balance, with a very decided gain in its currency reserve, the latter chiefly through transfers of funds from other points. At the close of Wednesday there was an easier feeling apparent in Money with 7 per cent. currency quoted as the ruling figures.

Washington dispatches of Wednesday made the coin reserve of the Treasury Department on that day $99,700,751 including $19,228,500 represented by outstanding coin certificates, and the currency balance, $27,948,944.

The specie reserve of the city banks according to the latest return is $17,980,573, against $30,068,095 same time last year. The city bank deposits are now $192,024,391, against $181,073,455 week ending Dec. 18. 1869. The legal tender reserve amounts to $47,442,080, against $44,812,278 same time last year. The circulation now stands at $32,154,358, against $24,102,303 same time last year. The loans are now $266,378,918, against $252,834,914 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $97,967,251 a day, against a daily average of $88,932,250 the preceding week. The current week's exchanges average about 121¼ millions a day. The city banks, last week reported a gain of $2,044,725 of specie, with a loss of $2,156,964 of deposits, and $1,681,942 of legal tender notes. They reduced their loans $1,768,314; and their circulation, $81,119.

The city bank exchanges on Wednesday were 83⅝ millions.

National Bank notes to the amount of $660,040 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $387,667,098, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,171,339 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $304,495,759. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,707,650; and for the public deposits, $15,819,500—making a total of $361,527,150. The Treasury Department last week redeemed and destroyed $493,200 of worn and mutilated fractional currency, and issued $421,335 of new.

The cash balance in the Treasury Department at the close of business on Monday, was $28,699,948 in currency, and $99,518,353 in coin, including $19,500,000 in certificates.

The U. S. Sub-Treasury receipts, week ending with Dec. 17, were $4,926,822 in coin, (including $1,431,000 from customs duties,) and $7,708,659 in currency; payments, $4,718,837 in coin, (including $849,000 of coin interest,) and $6,056,519 in currency; balance at the close of the week, included $60,320,156, of coin, against $60,112,170 the preceding Saturday, and $8,041,570 of currency, against $6,389,430 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $426,306 in coin, (including $198,862 from customs,) and $270,523 in currency; payments $87,693 of coin (including $61,238 of coin interest), and $593,850, of currency. On Tuesday, receipts, $309,780 in coin (including $269,759 from customs), and $5,447,956 in currency; payments, $68,873 in coin (including $26,115 of coin interest) and $330,569 of currency. The balance at the close of business on Tuesday included $12,885,630 of currency, and $60,899,676 of coin, against a balance a week previous of $6,053,628 currency, and $60,269,677 coin.

The aggregate receipts of the U. S. Sub-Treasury in November were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,177,381 of coin certificates, received for customs.

The U. S. Sub-Treasury balance, at the close of business on Wednesday was $61,395,360 of coin, and $12,726,481 of currency.

Government revenues has been quite moderate in yield, since our last. The excises during the week yielded about 3¼ millions; customs at the port of New York, $1,367,381, and at the outports about $455,000 (in coin) more, making the grand total income for the week equal to about $5,301,000 in currency. The income of the Government, from excises, since July 1, 1870, has been about 81¼ millions.

In view of the activity in Money and the excitement in Stocks, the Gold speculation has been of less than customary interest to operators, and the price has fluctuated but little, the range of the week having been from 110⅝@111¼, and the closing quotation on Wednesday 110¾, against 111 the preceding Wednesday. There has been a very moderate custom and light export inquiry noted. On Wednesday, Government sold $1,000,000 of gold at from 110 62@110 65. The aggregate of the bids was $4,518,500.

The customs revenue on Wednesday was $398,000. The coin interest disbursements at the Sub-Treasury were $32,901.

Under the December programme of the Treasury Department, Government will sell Gold during the remainder of the month, as follows: Wednesday, December 28, $1,000,000. And will buy in, of Five-Twenties as follows: Thursday, December 29, $1,000,000.

The export drain was $265,929 week ending with December 17, against $800,468, week ending with December 10, $519,868 week ending with December 3; $449,984 week ending with November 26; $655,078 week ending with November 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 57⅞ millions, against nearly 31 millions same time in 1869; nearly 69⅞ millions same time in 1868; 47⅛ millions same time in 1867; over 60⅛ millions same time in 1866; and 29¼ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 57⅜ millions on Friday, of last week, were 34⅜ millions on Monday of this week, 15½ millions on Tuesday, and 15⅜ millions on Wednesday.

The customs demand for Gold last week, averaged $238,500 a day; thus far, this week, it has averaged $234,315 a day, or equal to a weekly aggregate of $1,405,890. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $40,710; and since Jan. 1, 1870, $11,533,494, against $14,734,162 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $136,144,673 against $127,106,409, same time in 1869.

The exports of specie, from this port, last week, were $265,929 against $309,946 same week last year; and since Jan. 1870, $57,804,691, against $30,917,244 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $849,000; and since Jan. 1, 1870, $85,618,464 against $89,607,344 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 8th, was $7,228,190, against $8,018,902 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Dec. 8th, were $31,982,246, against $37,078,813 same time last year.

Foreign exchange has been rather firmer, on a lighter offering of bills, but has been without notable activity. Bankers' sixty day bills on London closed on Wednesday at 108⅞@109⅛; sight bills on London, 109¾@110. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $5,903,096, and since January 1, 1870, $190,751,622, against $192,778,201 same time in 1869.

Government securities have been rather stronger in price, notwithstanding the Money pressure; and the offerings of bonds have been quite moderate, but the demand has not been active for any issue.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅛@113⅜; U. S. Five-Twenties of 1862, 107¾@107⅞; U. S. Five-Twenties of 1864 at 107¼@107½; U. S. Five-Twenties of 1865, 107⅜@107⅝; U. S. Five-twenties of 1865 consolidated, 109⅝@109¾; U. S. Five-Twenties of 1867, 109⅞@110; U. S. Five-twenties of 1868, 110⅛@110¾; U. S. Ten-forties at 106⅛@106¾; U. S. Six per cent. currency bonds, 110@110¼.

State bonds have been in fair demand, but at irregular prices, closing generally higher.

Railway bonds have been in good request for investment purposes at generally firm prices. Central Pacific Sixes have met with a free sale closing with 92¾ bid and 93 asked. Chesapeake and Ohio Sixes have been inquired for at 90 and interest. Union Pacific Sixes have been quoted at 80¼@80½.

Railway and miscellaneous share property has been very active, but much depressed and unusually variable as to price, under the artificial stringency in Money, closing feverishly and irregularly. Union Pacific stock has been quoted down to 11⅞@12, closing at 12@12⅛. Western Union Telegraph closed at 45⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 7.	Dec. 13.	Dec. 20.
Consols	92⅛*	91⅞	91⅞
U. S. 5-20's of 1862	89	88¾	88¾
U. S. 5-20s, 1865	88¼	88⅛	88⅛
" 1867	90⅛	90¼	87¾
" 10-40s	87¼	87¼	87⅛
Erie	20¾	19⅞	19
Ill. Central	111½	110½	110
At. and Gt. West	28	27½	28¾

* Ex-dividend.

General Business has been more active in the Cotton, Breadstuff and Provision lines, at, however, variable prices. Breadstuffs and Provisions closed with more firmness. Cotton left off about steadily. Middling upland cotton closed on Wednesday at 15⅜@15½ cts. per lb. The stock of cotton now here is given at about 78,500 bales. The receipts at the port this week, have averaged about 7,250 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,366,943 bales, against 1,090,355 bales same time in 1869–'70; exports same time 742,750 bales, against 575,275 bales same time in 1869–'70; stock on hand at latest dates, 473,100 bales, against 326,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 14,290 pkgs., against 20,580 pkgs., same time in 1869. From Boston, 7,478 pkgs. in 1870, against 7,076 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in good request from 10@20c. per lb.; week's receipts, 5,704. Milch cows quiet at $40@$110 each, receipts, 91. Veal calves have been in fair demand at from 5@12c. per lb.; receipts, 1,511. Sheep have been in good request at from 4@10½c.; lambs at 5½@11c. per lb.; receipts, 28,993. Swine continue in fair demand at 7½@7⅝c. per lb.. all live weight; receipts, 25,043.

Foreign Goods have been less active, in the wholesale line, and values have been unsettled. The dry goods entries at this port, last week, were $1,644,104, making with the general merchandise imports a total of $6,318,552, against $6,012,490 the preceding week.

Freights have been moderately active, and rates have been quoted firmer. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. by steamer per bbl.; grain at 6½d. by sail, and 7½d. by steamer per bushel; cotton at ⅝@$\frac{5}{16}$d. by sail and ½@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 488.

The following will show the exports (exclusive of specie) from New York to foreign ports or

the week ending December 20th, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,503,920	$5,903,096
Previously reported..	189,274,281	184,848,526
Since Jan. 1.....	$192,778,201	$190,751,622

The imports for the week ending Dec. 17, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,043,778	$1,644,104
Gen. merchandise.....	2,660,438	4,674,448
Total for the week.....	$3,704,216	$6,318,552
Previously reported....	278,848,973	288,121,184
Since January 1.....	$282,553,189	$294,439,736

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 1871, 100; do. new, Jan. and July, 68¾; Louisiana 6s, old, 71; North Carolina 6s, Special Tax, 18½; Arkansas 6s, Fund Act, 65; Ohio 6s, 1881, 100; New York 6s, 1873, 102½; Brooklyn 6s, W. L., 92; Quincy and Toledo 1st mort., 81¼; Galena and Chicago 1st mort., 100; Toledo, Peoria and Warsaw 1st mort. E. D., 82⅜; St. Louis and Iron Mt. 1st mort., 89½; North Missouri 1st mort., 87½; Albany and Susquehanna 2d mort., 92¼; St. Louis, Jacksonville and Chicago 1st mort., 92½; Morris and Essex const. bonds, 89; Hartford and New Haven scrip., 155; Western Union Telegraph, 45⅜; Atlantic Mail Steamship Co., 24; Am. Mer. Union Exp., 45½; U. S. Exp., 33¾; Wells Fargo Exp., 83; Adams Exp., 64¾; Consol. Coal of Md., 24; Cumberland Coal and Iron, 27; Gunnell gold, 0.12; Central gold, 0.14.

Philadelphia.—Connecting R. R. 6s, 84; Philadelphia and Sunbury 7s, 100; Oil Creek and Allegheny River, 46½; do., 7s, 78; Pennsylvania and New York Canal 7s, 91; Lehigh Nav. conv. loan, 80; Belvidere Delaware 2d mort., 86; Pennsylvania R. R. Gen'l mort., 96⅛; Wilmington and Reading 7s, 91; Philadelphia and Reading mort. 6s. 1844-'80, 100; West Jersey 7s, 97; Tioga 7s, 96: Fifth and Streets R. R., 40; Germantown Passenger R. R., 81; Ridge Avenue R. R., 7¼; Green and Coates' St., 45; Girard College R. R., 45; New York and Middle Coal Fields, 4⅞; New Creek pref., ¾. The latest quotations are: City 6s, 98⅛@98¾; do. free of tax, 99¾@99⅞; State 5s, coupon, 104@104; do., 6s, W. L., 105@—; do. 1st series, 104¼@105; do., 2d series, 105½@106; do., 3d series, 107¾@108½; Reading, 48¾@48⅞; do., 7s, 1893, 104@105; do., mort. 6s, 1880, 100½@102; Camden and Amboy, 118@118½; do., mort. 6s, 1889, 94½@94¾; do., 1883, 92@93; do., 1889, 89@90; Penn. R. R., 61¼@61⅜; do., 1st mort., 103½@104; do. 2d mort., 100@100; do. Gen'l mort. coupon, 95½@96½; do. reg., 96@96¼; Little Schuylkill R.R., 44@44½; Morris Canal, 32@36; do. pref., 71@80; do., 6s, 80@84; do., scrip 7s, 70@—; Susquehanna Canal, 3¼@—; do., 6s, 45@—; Schuylkill Nav., 7½@8; do. pref., 16@16½; do., 6s, 1882, 72½@73½; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 91@—; do., 5s, 58@60; Lehigh Coal and Navigation, 33⅛@33½; do., 6s, 1884, 84@85; do., R.R. Loan, 89⅛@89½; do. Gold Loan, 85½@86; North Pennsylvania, 46@46½; do., 6s, 101@102; do., 7s, 93@94; do. Chattle 10s, 111@112; Philadelphia and Erie, 26¾@27; do., 6s, 91@—; Minehill, 52½@52¾; Catawissa, 12@15; do. pref., 37⅛@37¾; Lehigh Valley, 58¾@59; do., 6s, 95@96¼; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55¼@56; Thirteenth and Fifteenth, 22@22½; Spruce and Pine, 23@25; Green and Coates, 42@45; Chestnut and Walnut, 44@44¾; Hestonville, 16@16½; Union, 47@—; Germantown, 30¾@31½.

Boston.—Cincinnati and Indiana 7s, 1877, 80¾; Cincinnati, Sandusky and Cleveland, 22½; do. 7s, 1890, 76½; Vermont Central 1st mort., 85; do. 2d mort., 38½; Vermont Central and Vermont and Canada 8s, 1877, 102; Michigan Central 8s, 1890, 106¼; Boston and Lowell 6s, 1879, 97¾; Stanstead, Shefford and Chambly 7s, 83¼; Portland and Kennebec R. R. 6s, 1883, 90; Cedar Rapids and Missouri 7s, 1916, 87¾; Eastern R.R. 6s, 1874, 100¾; Old Colony and Newport 6s, 95; Rome, Watertown and Ogdensburg 7s, 91½@92; Rutland pref., 80; do. 7s, new, 77¾; Indianapolis and Cincinnati R. R., 57⅛; Connecticut and Passumpsic Rivers R. R., 86½; Summit Branch, 39½; Boston Water Power Co., 19; Cary Imp., 7⅞; Essex Co., 130; Maine 6s, 1889, 97⅝; Massachusetts 6s, 1876, gold, 104; do. 5s, 1894, gold, 95⅜; New Hampshire 6s, 1872, 97; Roxbury 5s, 1875, 96; Lynn 5s, 1882, 85¼; St. Louis City 6s, 1886@1888, 86; do. 1879, 88¼; Wymouth Town 5s, 1875, 95¾; Dorchester Town 5½s, 1872, 98¾; St. Louis County 7s, 1885, 93¾; Cook Co., Ills., 7s, 97; Boston 5s, 1878, gold, 95⅜; do. 1882, 95¾; do. 1886, 94¼; do. 6s, 1880, currency, 101; Worcester 6s, 1885, 98¾; Allouez Mining Co., 15-16c.; Dana, 20c.; Pittsburg and Boston, 5; Tremont, 80c.

Baltimore.—Orange, Alex. and Manassas 7s, 79½; Orange and Alexandria 2d mort. 6s, 76½; do. 3d mort. 8s, 83; Central Ohio R. R., 25; Virginia 6s, old, reg., 50½; do. 1867, 56½; do. 1866, 90⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93½; Baltimore and Ohio, 130@134; do. 6s, 1875, 96@97; do. 1880, 95¼@97; do. 1885, 93½@94; Northern Central, 40@41½; do. 6s, 1885, 94@95; do., 1900, 88½@91; do. 6s, 1900, gold, 92½@93; N. W. Va. 1st mort., 95@97; do. 2d mort., 95@—; do. 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 93@93½; do., 2d mort., 74½@74⅝; Central Ohio, 24½@27; do. 1st mort., 85½@86; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93@95; do. 2d mort., guar., —@86; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 73@76; Orange and Alexandria 1st mort., 6s, 80@81; do., 2d mort., 6s, 76¼@78; do. 3d mort., 8s, 83@83½; do. 4th mort., 8s, 78@79; Orange, Alex. and Manassas 7s, 79¼@80; Virginia and Tennessee 8s, 81@82½; do., 6s, 1st mort., 82@84; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 92¾@93; do. 1884, 90¾@91¼; do., 1886, 92@92¼; do., 1890, 92@92¼; do., 1893, —@92; do., 1900, 92¾@93¼; do. 5s, 1838-'70, 75@80; Memphis City 6s, 52@—; Maryland Defense Loan, 1883, 101½@102½; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

☞ The Eastern (Mass.) Railroad is about to extend its double track from Beverly to Ipswich.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Dec. 22, 1870.

FUNDING FIVE TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

☞ *They are well known, and have a ready market in all the money centres in this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

We keep a supply of these Securities on hand, and furnish them at current market price, which to day is 92½@93.

This price includes the coupon due Jan. 1, for which three per cent. in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109¼	$1,100 00
Cost of $1,000 Central Pacific bond, to-day at 92½	925 00
Difference realized	$175 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

☞ The Dayton and Ohio Mineral Region railroad has filed certificates. The proposed road runs through Montgomery, Green, Clarke, Madison, Fayette, Franklin, Pickaway, Fairfield, Perry, Morgan, Muskingum, Noble, Guernsey, Monroe and Belmont counties to Bellair. Capital $2,500,000.

☞ The formal opening of the Walkill Valley Railroad from Goshen to Newpaltz took place on the 20th inst. This road is a part of the proposed West Shore Hudson River Railroad from New York to Albany.

☞ A record of the killed and wounded on the railroads of the United States during the year ending October 31st, 1870, has been published. The total number of killed was 168, and the wounded 484.

☞ The change of gauge in the track of the Great Western Railway of Canada, between Hamilton and Toronto, has been completed.

☞ The branch road from Windsor Locks, on the New Haven, Hartford and Springfield railroad, to Suffield has been opened for regular travel. The road will eventually be extended to Westfield.

☞ Nearly eight miles of iron have been laid on the Cairo and Fulton Railroad. The whole twenty miles will be down by the 1st of January,

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY IN CONSTRUCTING WORKS—WHEN LIABLE FOR NEGLIGENCE—NO LIABILITY FOR CULVERT BROKEN BY EXTRAORDINARY FLOODS.

The facts in the late case of The Pittsburg, Fort Wayne and Chicago Railroad Company *vs.* Gilleland, and Same *vs.* McClinton, (56 Penn., 445,) are stated in the following important opinion by

AGNEW, J.—The *narr.* in this case is not free from circumlocution, and is perhaps faulty in this respect; but we cannot avoid seeing that it is for an injury caused by the continuance, after notice, of an insufficient culvert so unskilfully and negligently constructed by the former proprietors of the railroad, as not to vent all the water that flows down the channel, over which it is built, in the ordinary seasons of high water. It is founded upon the duty of a railroad company to construct its works with proper skill and care, and with a due regard to the features of the ground over which its road passes. This stream is not large, yet it is obviously so important, that the safety of the railroad and the welfare of the landowner require its waters to be passed by an adequate culvert. The declaration is, therefore, sufficient to support the judgment, and we must proceed to examine the assigoments of error involving the principles on which the case was tried.

The 1st point of the defendants asked the Court to charge that the injury from an insufficient culvert fell within the special remedy given for the appropriation of the land, and the damages arising therefrom. The charter requires a description to be filed of the rights and interests intended to be appropriated, and delivery of a copy to the owner, and thereupon the Court, or a judge in vacation "shall appoint by warrant three disinterested freeholders of such County, to appaise the damages which the owner of the land may sustain by such appropriation;" "they shall consider the benefit as well as the injury which such owner shall sustain by reason of such railroad, and shall forthwith return their assessment of damages, setting forth, etc." Thus with the survey before the viewers, the natural surface of the ground indicates the embankments and excavations to be made, the streams to be crossed, and the chasms to be filled.

When the question arises to the mind of the viewer what injuries the property will suffer from the railroad on the line before him, the answer will be indicated by the works to be put there. Then the question springs up how put there? Clearly it must be answered, in the way such works are ordinarily constructed, according to the usual practice and mode of skilful engineering. If it be a fill or an excavation, by ascertaining its height or its depth, and considering its effect upon the land, and its uses, an estimate of the injury may be formed. If a chasm is to be bridged or stream to be culverted, its effect may also be perceived. All the probable and natural consequences of the works in producing injury must be allowed for, such as would fairly arise to the mind of an intelligent viewer in considering the effects of such works. So far judgment and reason have a guide, but no estimate of damages can be founded upon an expectation that the company will omit its duty, or on the supposition that it will so negligently and unskilfully construct its works as to produce injury. The extent of its failure, or whether it will fail at all, is unknown, and can furnish no guide to govern the estimate. It would be unjust to the company, and a violent presumption on the part of the viewer, to assume that a railroad company would fail to build a culvert as necessary to the security of its road-bed as the welfare of the landowner. On such a principle of estimating damages, roads could not be built, and a Court on appeal, would set such a finding aside. If, then, a water course must be culverted, the presumption must be that it will be sufficiently done, and any neglect of duty, must be left for future remedy. The contrary presumption is more violent than that adjacent property may take fire from the sparks of a passing engine, and yet, though this often happens, it is held to be too remote, uncertain and contingent to be a proper ground of damages: Lehigh Valley Railroad Co. *vs.* Lazarus, 4 Casey, 203. It is the "real damage, and no more," the legislature intends to provide for: id., 206. Or, as said in Watson *vs.* Railroad Co., 1 Wright, 480, the damages which are the direct and immediate consequence of construction. The principle and the distinction are well stated by Shaw, C. J. in Dodge *vs.* County Commissioners o' Essex, 1 Am. Railway Cases, 336. After stating that authority to construct any public work carries with it an authority to use the appropriate means, and damages arising from such use may be compensated, he proceeds to say: "Of course this reasoning will not apply to damages occasioned by carelessness or negligence in executing such work. Such careless or negligent act would be a tort for which an action at law would arise against him who commits or him who commands it. But where all due precautions are taken, and damage is still necessarily done to fixed property, it alike is within the letter, and the equity of the statute, and the County commissioners have authority to assess the damages." The statutory view was therefore not the remedy for the insufficiency of the culvert afterwards built, and we are brought now to consider more directly the common-law liability of the defendants for the injury.

And on this point there is no doubt, upon general principles and adjudicated cases. The entry of a company to build its railroad being lawful, it stands as if it were on its own ground, and the maxim applies, *sic utere tuo ut alienum non ladas.* It should so perform its act as not to carry over its injurious consequences beyond the hurt it may lawfully inflict. It is said in Hilliard on Torts, 125, and numerous examples are there adduced, that acts innocent and lawful in themselves may become wrongful when done without a just regard to the rights of others, and without suitable reference to the time, place or manner of performing them. The test of exemption from liability for injury arising from the use of one's own property, is said to be the legitimate use or appropriation of the property in a reasonable, usual and proper manner, without any unskilfulness, negligence or malice: Carbars *vs.* Auburn, 22 Barb., 297. The distinction is vital, says Thomas J. in Rockwood *vs.* Wilson, 11 Cush., 221, for nothing is better settled than that if one do a lawful act upon his own premises, he cannot be held responsible for injurious consequences that may result from it, unless it was so done as to constitute actionable negligence. But lawful acts may be performed in such a manner, so carelessly, negligently, and with so little regard to the rights of others, that he who, in performing them, injures another, must be responsible for the damage: Burroughs *vs.* Housatonic Railroad Co., 2 Amer. Railway cas., 35. If one should build a road from his house to his barn over a rivulet just below his neighbor's land, he would clearly be liable for the injury arising from an insufficient culvert which backed up the water when ordinarily high, and by its overflow destroyed his neighbor's garden, filled his cellar with water, and cracked the walls of his house. The only difference between a railroad company and an individual, in such a case is, that the former is not liable for the necessary consequences of the location and proper construction of its road, except so far as it is made liable by its charter. But the very exemption from the necessary consequences is a reason why the work should be skilfully and carefully done, so as not to extend their hurtful effects beyond the actual necessity of the case. The company exercises a part of the public right, but the State, as *parens patriæ* is always careful to her children, doing no unnecessary hurt, and in delegating this power to a private company of men, she does not intend that they shall be less careful of the interests of her people than herself. These principles would apply to a company standing upon its own ground, and certainly their force is not lessened when the entry is upon the land of another, and the right of eminent domain exercised there. The citizen must often suffer for the public good, but his suffering should not be aggravated by unskilfulness and carelessness. The principles are found underlying many cases, which though varied in circumstances, are based upon the same foundation of good morals and beneficent government. The rule, says Gibson, C. J., is that unless there has been supineness on the other side, negligence in the enjoyment of property or the exercise of a right is cause of redress in equity and at law: Fisher *vs.* Knox, 1 Harris, 622. Thus it was held in Commissioners of Kensington *vs.* Wood, 10 Barr., 93, that those Commissioners who were authorized to grade and pave a public street, were liable for injuries accruing to a private right of way down which the water was diverted, for they were bound to make proper provision for carrying off the water. So a city in possession of a public wharf, exercising exclusive jurisdiction over it, and receiving tolls for its use, was held liable for negligence in permitting a pile of iron to lie there until a rise in the river drove a steamboat upon it, which was injured by a floating body, while backing off from the pile into the stream: Pittsburg *vs.* Grier, 10 Harris, 54. See also Erie City *vs.* Schwingle, id., 384. The principle was pushed still farther in Godley *vs.* Hagerty, 8 id., 387, and Carson *vs.* Godley, 2 Casey, 111, in which the owner of a warehouse was held liable to his tenant and his tenant's laborer for the insufficiency of its structure to answer the purpose of storing away property.

A case more to the point of the present is Davis *vs.* The London and Blackwall Railway Company, 2 English Railway Cases, 225, where the company was held liable for negligence in making an ex-

cavation near to another's house which caused it to fall upon the house of the plaintiff and injure it. So it was said by Wilde, J. in Lowell *vs.* Boston and Lowell Corporation, 1 Am. Railway, Cas. 289, that it is not true that all the defendant's duties and liabilities are created and prescribed by the act of incorporation. Corporations, as well as individuals, by the principles of the common law, are bound so to exercise their rights as not to injure others. The principle, *sic utere tuo ut alienum non laedas*, is of universal application. Therefore it was held in that case that a railway company, having a right to cut through the street of a city, though not bound by its charter to put up barriers for the protection of travellers upon the street, was liable for the neglect of those in their employ to put up the barriers at night which it had voluntarily placed there for safety. We have also the case of the City of New York *vs.* Bailey, 2 Denio, 433, in which the city was held liable for the defective construction of a dam erected upon the Croton to supply water to the city, which broke and injured a lower riparian owner, notwithstanding the work was done by commissioners appointed by the Governor and Senate. In this State it is held that the relation of a mere contractor doing the work devolves no responsibility upon the city: Painter *vs.* Pittsburg, 10 Wright, 213. The doctrine of negligence in the mode of work, however, was not denied. We must conclude, therefore, that though the State's right of eminent domain is committed to the company, and it may lawfully enter and build all structures proper to accomplish the purpose of its charter without liability for damages farther than is provided for in the charter: yet this does not justify unskilfulness and unnecessary injury in the mode of performing the work, or in the character of the structures erected. The company is bound to bring to their execution the engineering knowledge and skill ordinarily known and practised in the construction of such works. See also Redfield on Railways, 157, 170, 171, and the authorities there cited.

In the present case, then, if the culvert was so unskilfully and negligently constructed as to be insufficient to vent the ordinary high water of the stream, the railroad company building it would have been liable for the injury thereby caused. The apparent facts indicated the duty. The stream, though small, must find a vent, or overflow the adjacent land and undermine the railroad. Its size, the character of its channel and the declivity of the circumjacent territory which forms the water-shed, indicated the probable quantity of water to be passed through. Proper engineering skill should observe these circumstances, and supply the means of avoiding the injury which would result from locking up the natural flow, or obstructing its passage so as to cause a reflux in times of ordinary high water. Beyond this, prudent circumspection cannot be expected to look, and there is therefore no liability for extraordinary floods, those unexpected visitations, whose comings are not foreshadowed by the usual course of nature, and must be laid to the account of Providence, whose dealings, though they may afflict, wrong no one. If, then, there were an original wrong in the construction of the culvert, and a nuisance created thereby, the present owners of the road would be responsible for its continuance after notice.

Up to this point we discover no error in the charge of the learned judge. He laid down the rule for ordinary freshets and that for ordinary floods, but in coming to the fact that three very extraordinary floods had happened following in close succession, he seems to have had some impression that a new rule was applicable which the jury might apply themselves. His instructions on this subject seem to be incompatible with those he had already given. After noticing the remarkable succession of extraordinary floods, he said: "Now, under these circumstances, it will be for you to determine whether the defendants ought or ought not, after the first, or first and second floods, to alter their culvert by enlarging its cavity. Considering the frequency of these floods, was it or was it not negligence in them not to do so, after such repeated instances and positive notices, coupled with the request testified to by Gilleland." In effect this was to leave it to the jury to find a liability for extraordinary floods, because a second and third happening like the first, came in rapid succession. If all were extraordinary, as the instruction concedes, the surprise at the second and third could not be less than at the first, and it was still more surprising that they should come in this rapid succession. Being extraordinary neither second nor third could have been expected more than the first. The rule as to extraordinary floods was therefore not changed. But the frequent recurrence of what was supposed to be extraordinary was some evidence that the real character of all these floods had been mistaken by those who testified as to their extraordinary character, and that they were really only ordinary freshets, though measuring up to the highest altitude of that class. It was proper, therefore, to submit this question to the jury with instruction, if they so found the fact, to apply the rule as to ordinary freshets. But from the manner of submitting the instructions, doubtless the jury might understand they were permitted to allow damages for these extraordinary floods because of their recurrence one after another in so short a time. In this there was error, and the judgment is therefore reversed, and a *venire de novo* awarded in both actions.

Union Pacific Railroad.

The earnings of this road for the five months ending Oct. 31, 1870, were $3,502,178 01; the expenses, $1,789,594 56; net income, $1,712,583 45. The land sales of the Union Pacific railroad for September, October and November, were 58,781 36-100 acres, for which the company received $71,000 in their Land Grant bonds, $1,708 15 in cash, and $145,689 32 in settlers' notes, secured by mortgage on land sold. The total sales of land to Dec. 9, 1870, were 258,404 12-100 acres, for which the company received $1,270,784 44, or an average price of $4 42 per acre. The trustees of the Land Grant bonds have canceled $723,000 of Land Grant bonds, and hold $488,409 60 of settlers' notes, secured by mortgage on land sold.

☞ Track laying on the extension of the Maryland and Delaware railroad toward Oxford, Del., is being rapidly pushed forward, and it is expected the road will be completed by the close of this month.

☞ The Welland Canal was closed on the 15 of December.

Arkansas Western Railroad.

The stockholders of this company met at the circuit court room in this city on the 29th ult., and under the supervision of a majority of commissioners proceeded to hold an election for nine directors for said company, which resulted in the selection of the following named gentlemen:

David Walker, Alfred M. Wilson and George W. M. Reed, of Washington county; A. M. Dinsmore, Oliver M. Young and R. W. Ellis, of Benton county; William M. Fishback, Henry E. McKee and Thomas Lanagan, of Sebastian county.

A majority of said directors being present, they proceeded at once to organize by the election of David Walker President, and A. M. Wilson Secretary.

So at last this company is in a position that propositions can be entertained from capitalists for the building of the road. We believe that the road will be built, either on this line or under the charter of Pierce City, Fayetteville and Fort Smith Railroad Company, which latter charter is in the hands of citizens of this city.—*Fayetteville (Ark.) Democrat.*

Lehigh Valley Railroad.

The coal transported over this road was received as follows, in the following years:

		1869.	1870.
From Wyoming	Region	450,355	588,596
" Hazleton	do.....	948,623	2,007,027
" Upper Lehigh	do.....	8,581	12,002
" Beaver Meadow	do.....	504,796	703,684
" Mahanoy	do.....	431,988	295,164
" Mauch Chunk	do.....	827	2,164
		2,310,170	3,608,587
			2,310,170
Increase in 1870.....			1,298,417

☞ The Williamsport (Md.) *Pilot* says that before the first day of the new year the Western Maryland Railroad will be in full operation to Mechanicstown, distant about thirty miles from Williamsport, with most of the road graded to Hagerstown, leaving the two ends—from Owings' Mills to Hagerstown, and from Hagerstown to Williamsport—still untouched. From the best information to be had, its affairs are in a healthy and prosperous condition, and the work in steady progress on toward Hagerstown, which it is expected to reach before the opening of spring.

☞ The Sheboygan and Fond du Lac Railroad has been purchased by James F. Joy, of Detroit. Mr. Joy's plan is to extend the road to St. Paul via Ripon, connecting with the Northern Pacific at the former point. A line of steamers is to connect the road with the Detroit, Howell and Lansing Railway, now in process of construction, and which will terminate either at Whitehall or Pentwater.

☞ Charles McFadden, of Philadelphia, has obtained the contract for building the Alexandria and Fredericksburg Railroad from section 20, about a mile and a half this side of Colchester, to Chapawamsic, where it will connect with the Richmond, Fredericksburg and Potomac Railroad.

☞ The first train of cars passed over the Chartiers Valley Railroad as far as the town of Cannonsburg, eighteen miles from the point of departure at Mansfield station on the Pan Handle Railroad, on the 12th inst.

☞ The New York Central Railroad has now a double track from Albany to Buffalo. The only gap that existed for a long time was at Churchville, and it has just been filled.

☞ The Pittsburg Railroad and Coal Company is extending its road, now running from East St. Louis, about six miles east, to Pittsburg, on the bluffs, to a point thirty miles further into the coal section of St. Clair and other counties of Illinois.

WILLIAM R. TAYLOR,

Kings Co. Steam Boiler Works,

MANUFACTURER OF

High & Low Pressure Steam Boilers,

TANKS, GASOMETERS, SUGAR PANS, COOLERS,

OIL STILLS & OIL TANKS,

Nos. 345 & 347 FIRST STREET,

(Old Nos. 277 and 279)

Near North Fourth, P. O. Box 213. BROOKLYN, E. D.

Special attention given to Repairs.

NOTICE.

Railway Companies and others interested in the construction of Iron Bridges—will please take notice that J. J. R. RANDALL, formerly of Springfield, Mass., is not an Agent of ours, nor is he in any way connected with our works.

CLARKE, REEVES & CO.

Philadelphia Dec. 20, 1870.

Proposals for $250,000 DOCK BONDS of the City of New York.

Sealed proposals will be received at the Comptroller's Office until WEDNESDAY, Dec. 28, 1870, at 2 o'clock p. m., when the same will be publicly opened, for the whole or any part of the sum of $250,000 of DOCK BONDS of the City of NEW YORK, authorized by Chap. 383 of the Laws of 1870, and by a resolution of the Commissioners of the Sinking Fund passed Dec. 14, 1870.

Said Bonds will bear interest at the rate of 7 per cent. per annum, payable on the first day of May and November in each year, and the principal will be redeemed on the first day of November, 1901.

The Proposals will state the amount of Bonds desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposit, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

Each Proposal should be sealed and indorsed "PROPOSAL FOR DOCK BONDS OF THE CITY OF NEW YORK," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

RICHARD B. CONNOLLY, Comptroller.

City of New York, Department of Finance, Comptroller's Office, December 20, 1870.

Notice to Contractors.

SEALED PROPOSALS addressed to the undersigned will be received until Wednesday, Dec. 28, 1870, for the gradation, masonry, and bridging of the Newburg and Midland Railway, extending from Newburg, N. Y., to a junction with the New York and Oswego Midland Railroad, near the village of Fair Oaks, a distance of twenty-five miles, or of any part thereof. Profiles and specifications can be seen at the office of the Company. The Company reserves the right to reject all proposals not deemed for their interest to accept.

GEORGE CLARK, President,
Newburg, Orange Co., N. Y.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

GILEAD A. SMITH & CO.

BARTHOLOMEW HOUSE, BANK, LONDON,
AND
NO. 62 BROADWAY, NEW YORK.

RAILROAD IRON.

In Ports of New York and New Orleans.

Bills of Exchange on London and circular Notes in amounts to suit remitters or travelers.

ENGINES, TOOLS, MACHINERY, &c., FOR SALE

AT

THE NOVELTY IRON WORKS,
foot of East 12th St., New York,

—Embracing ENGINES, PLANERS' LATHES, SMITHS' and BOILER MAKERS' TOOLS, MACHINERY and PATTERNS, &c., &c., of the most approved kinds. Also

6 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;
and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,
Receiver of the Novelty Iron Works.

Oct. 29, 1870.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

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49tf 18 William street.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (50) fifty miles long.

Such sale to take place, at public auction, on sa'd (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—in the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad" is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness:

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

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NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc, etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

By the Governor:

ROBERT H. ATKINSON,
Executive Secretary.

VOSE, DINSMORE & CO.,

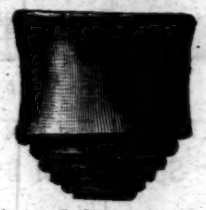
National Spring Works,

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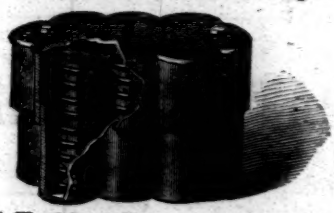
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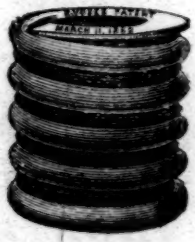
Patented.—All others are Infringements.



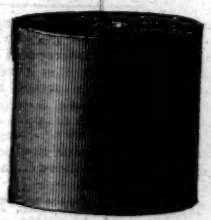
Small Rubber Centre Groupe Spiral.



Large Rubber Centre Spiral.



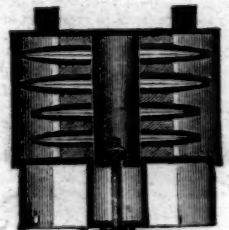
Compound Spiral.



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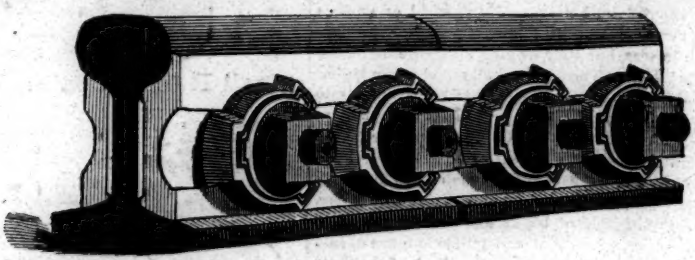
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PATENT COMPENSATING FISH-JOINT,



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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

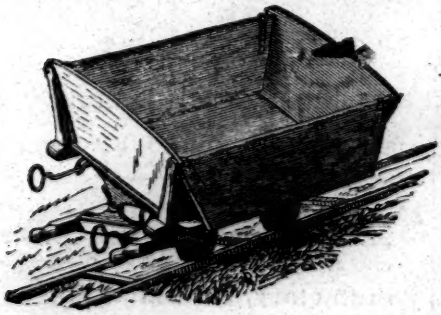
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Departure of 20th every month will touch at San Jase Guatemala.

Steamer AMERICA, will leave San Francisco Feb. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. TUESDAY, Jan 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Dec. 31, only.

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